



Sculpin Base POD

USSVI Class 4

Newsletter of the Year-2021

1st Quarter 2022

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

USSVI CREED AND PURPOSE

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 be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution.

In addition to perpetuating the memory of departed shipmates, we shall provide a way for all Submariners to gather for the mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. We support 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—First Quarter

January

USS Scorpion (SS-278)

Lost sometime after January 5, 1944 with the loss of 76 men while on her 4th war patrol in the Yellow Sea off China due to unknown causes. It is assumed she was sunk by a mine.



USS Argonaut (SS-166)

Lost on January 10, 1943 with the loss of 102 men while on her 3rd war patrol southwest of New Britain. While attacking a convoy, she torpedoed a Japanese destroyer who along with two other destroyers depth charged her. As she tried to surface, the destroyers sunk her by gun fire.



USS Swordfish (SS-193)

Lost on January 12, 1945 with the loss of 89 men while on her 13th war patrol by a possible Japanese surface attack or mine somewhere near Okinawa.



USS S-36 (SS-141)

Lost on January 20, 1942 while on her 2nd war patrol when she ran aground on the Taka Bakang Reef in the Makassar Strait, east of Borneo and radioed for help. The entire crew was rescued by a Dutch launch boat after she was scuttled.



USS S-26 (SS-131)

Lost on January 24, 1942



with the loss of 46 men while on her 2nd war patrol in the Gulf of Panama, 14 miles west of San Jose Light. She was rammed by the USS Sturdy (PC-460) and sunk within seconds. The CO, XO and one lookout on the bridge were the only survivors.

February

USS Barbel (SS-316)

Lost on February 4, 1945 with the loss of 81 men while on her 4th war patrol during a Japanese air attack near the southern entrance to the Palawan Passage.



USS Shark I (SS-174)

Lost on February 11, 1942 with the loss of 59 men on her 1st war patrol after receiving orders to proceed to Makassar Strait via the north coast of Celebes. Shark was the 1st US submarine sunk by enemy surface craft in the Pacific.



USS Amberjack (SS-219)

Lost on February 16, 1943 with the loss of 72 men while on her 3rd war patrol when she was attacked by a Japanese patrol plane and surface craft off Rabaul in the Solomon Sea.



USS Grayback (SS-208)

Lost on February 26, 1944 with the loss of 80 men while on her 10th war patrol when she was attacked by Japanese air and surface craft off Okinawa.



USS Trout (SS-202)

Lost on February 29, 1944 with the loss of 81 men on her 11th war patrol during a Japanese surface attack southeast of Okinawa in the Philippine Sea.



March

USS Perch (SS-176)

Lost on March 3, 1942 with no immediate loss of life while on her 1st war patrol. After two severe depth chargings in less than 200 feet of water by three Japanese destroyers, the crew abandoned ship and scuttled her. Of the 59 men taken prisoner, 6 men died as POWs, and 53 survived the war. Her wreckage has been located off the coast of Java.



USS Grampus (SS-207)

Lost on March 5, 1943 with the loss of 71 men while on her 6th war patrol. She was lost after engaging two Japanese Destroyers in Vella Gulf near the Solomon Islands.



USS H-1 (SS-28)

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



USS Triton (SS-201)

Lost on March 15, 1943 with



the loss of 74 men while on her 6th war patrol when she was sunk during a fight with three Japanese destroyers north of the Admiralty Islands, which are north of New Guinea.

USS Kete (SS-369)

Lost on March 20, 1945 with the loss of 87 men at the end of her 2nd war patrol between Okinawa and Midway, cause unknown. May have been sunk by a Japanese submarine that was subsequently lost.



USS F-4 (SS-23)

Lost on March 25, 1915 with the loss of 21 men after she foundered 1.5 miles off of Honolulu. Acid corrosion in the battery tank let seawater into the battery compartment, causing loss of control. F-4 was the first commissioned U.S. submarine to be lost at sea. She was raised in August 1915.



USS Tullibee (SS-284)

Lost on March 26, 1944 with the loss of 79 men while on her 4th war patrol. It's believed she was a victim of a 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 Trigger (SS-237)

Lost on March 28, 1945 with the loss of 89 men while on her 12th war patrol. She was lost during a combined attack by Japanese antisubmarine vessels and aircraft in the East China Sea.



Tails from the Engineroom Upper Level

On the “Willy R” we had a “gator” they would tell us nukes that we would die for his SINS; he also would come back and stand EOOW to maintain his nuke quals. He didn’t have to, he just did.

Well, the XO thought that was sort 'a neat so he decided he would also. The XO’s last name was Bradley, but the crew called him “Milton” as in Milton Bradley because he enjoyed playing games with the crew, i.e. drills.

So one morning watch, Milton comes back with the section and relived the EOOW. I was ERS and was called to Maneuvering several times, as well as the EWS, to give him a status of the plant.

After about an hour or so into the watch, here come the Eng and Captain wearing their drill monitor badges and spiral notebooks in hand. The Eng requested permission to enter maneuvering and was allowed. He stood for a minute behind the RO; gazing at the RPCB. The Captain looking over the chain.

Suddenly, he reached over the RO and SCRAMed the reactor. The XO stood up and said “I stand relieved” and ran from maneuvering. The Eng took the watch as the he and the Captain about died from laughter. I laughed too, as I assisted rigging the Engineroom and AMR2 for reduced electrical.

The XO never stood EOOW again on the Willy R.

The “POD” Piping Tab:

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Other BS scattered about like gear adrift

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 always
WELCOME!!

Next Deadline is 6 May 2022





Commander— “Moe” Moses

Welcome to 2022! I'm hoping it will be a great year

for you and our Base. Since it the first of the year, I'd like to set some goals for our Base.

First, I'd like to see us involved in community events. That can be parades, information booths at craft show, fairs, etc.. You provide us the details and we'll get it organized, but you need to your part. Doing this will fulfill part of our Creed. Please re-read the USSVI Creed on occasion. It's on the front page, but we tend to scroll on by.

Second, I'd like to see us move from a USSVI Class 4 Base (<31 members) to a Class 3 Base. A big step, but if each of us recruited 1 new member we can do it. There's Bubbleheads everywhere, just wear your Boat Cap and they will find you, but be ready to recruit.

Remember, the more members, the more ideas, the more involvement, etc..

We now have magnetic Base Logos and USSVI Logos to attach to a vehicle for parades. Again, you need to tell us when and where. Do you have a convertible or a pickup to put in a parade with fellow members?

Third, I'd like the Base to receive some National awards. To do this we need to work hard on the first and second goal. Awards make us more visible to our peer bases and gives us some bragging rights, which “sparks” us to do more.

Many of us are retired. We now have time to do the things listed above. Our kids are grown. You might say “I'm too busy with the grandkids.” Heck, include them, let them

know what you did. Let them know that you are proud that you served.

Lastly, I'd like to have more members involved with this newsletter. Come 'on guys! We all have a sea-story or two in us. Keep it at below an “R” rating. If you don't have it written down, they will die with you, so write it down.

It doesn't need to be a sea-story. It can be a link to something on the web, a cartoon, a picture, anything. I just need your input.

On the Central District One level, I'm travelling to various Base meetings and events. Each Base I visit has a common problem, retention. How do we keep members?

None of us want to pay dues to any organization that we get no benefits. There needs to some payback. Payback can come in different forms for different people.

One type of payback is the “warm fuzzy” one gets from being a member of a Base that is doing activities, they may not directly involve, but can say “I belong to that group”.

A second type of payback is the good feeling working with your shipmates in a parade or a Base project. Sharing the work, an laughing and poking fun while doing it. Great times.

So, what is the best way to retain members? The second is obviously the best. It not only retains members, but if done right, it will draw new members.

Do fun things in your Base. Golf, bowl, fund raise, group trips... Do this and fulfill another item in our Creed.

Wishing y'all smooth sailing in 2022. - Moe (SS)





Vice Commander Rick Hutchison

Every submarine must have one welder on board for emergency repairs.

This welder must be able to repair everything from decking to stainless steel nuclear reactor components. The welding responsibilities were assigned to a nuclear machinist mate when I was in the service. Graduates of the 3-month welding school were given the NEC of 3351, Submarine Nuclear Propulsion Plant Operator - Welder. I was that welder for the USS Guardfish (SSN 612) from 1982 to 1986 and here is how I got there.

I was at Ballston Spa for the nuclear prototype training during the fall and winter months of 1981 and 82. Toward the end of the six-month hands-on nuclear reactor training, there was a day where all the students found themselves in lines to determine the next step beyond prototype. The options for us Machinist Mates were Engineering Laboratory Technician (ELT), stay at the prototype as an instructor, go to the highly-desirable welding school, or just head directly to fleet, do not pass Go, do not collect \$200. In typical navy fashion, we stood in lines and waited for our turn to interview with someone who held our collective fates in their hands. And waited. And waited some more.

Eventually, it was time for the person in front of me to determine their next billet after prototype. This guy swaggered to the table, sat down and demanded to be sent to welding school. The interviewer said that the request is noted, but could not guarantee the assignment. The newly minted nuclear machines mate went off on the interviewer spouting about how they deserved to go to welding school and that there would be hell to pay if they didn't

send him there. The interviewer did not appear flustered at any time. To his credit, he was more tolerant of this bozo's behavior than I would have thought possible. After about 10 minutes of abuse from the departing student, it was my turn. I sat down and the interviewer asked about my desired next step. I asked the interviewer during our short meeting to put me anywhere he thought I would be of use. He said can do, and I thanked him before leaving. A week later, I'm heading off to welding school.

I never knew what the next assignment was for the person ahead of me in the line, but if we ever meet, I would like to thank him for gifting me a fun and useful skill that was used on the submarine and after the navy. A bit of kindness and empathy sometimes has its rewards.



**Base Secretary/Treasurer
Bret Cortright**

**Membership
Submitted by
Bret Cortright, Membership Guy**

Kudo's to Sculpin Base!! As of this writing, only two members have yet to renew their membership status for 2022. Three of our members upgraded their National USSVI Membership to LIFE Members, well done!!

Sculpin Base desires to acknowledge the years of USSVI membership of our members. At our meeting in February, We will recognizing member's longevity of five years and beyond.

I have our membership cards and they will be disseminated at our February meeting.

**Holland Club
Submitted by
Bret Cortright, Holland Club Liaison**

At our February meeting, Sculpin Base will have its first Holland Club induction as one of our members commemorates 50 years as Qualified in Submarines!!

**Treasury
Submitted by
Bret Cortright, Treasurer**

Our End of Year Report for fiscal year 2021 been compld and submitted. Members will be receiving a copy for their review along with the last quarter Treasurer's Report prior to the February meeting in Emporia.

Editor's Note: Bret wears many hats, including "proofreader". Please volunteer to help your Base. Thank you Bret for all you do to support our Base and keep it running. - Moe (SS)

**Sculpin Base's Newest
Holland Club member**

The Holland Club is a club within the USSVI that honors any member in good standing and has been "Qualified in Submarines" for 50 years or greater. The HOLLAND CLUB is named after John P. Holland, designer of the first U.S. Navy submarine. It is an exclusive group within the US Submarine Veterans organization.

Sculpin Base it proud to have our first primary member inductee to the Holland Club. We have a couple dual members that are Holland Club members, but La-mont (Monte) Schmidt is our first primary base member. Congratulation's Monte.

Monte will be formally inducted at our February meeting by our "temporary" Holland Club Coordinator. BRAVO ZULU Monte. Proud to have you as a member and a long-time friend. - Moe(SS)



Chief of the Boat Dennis Mosebey



Famous Submariners-David Bushnell

David Bushnell, of Westbrook, Connecticut, was an American inventor, a patriot, one of the first American combat engineers, a teacher, and a medical doctor. Bushnell invented the first submarine to be used in battle, as well as a floating mine triggered by contact. He was a veteran of the Revolutionary War.

Born: Aug 30, 1740 · Westbrook, CT

Died: 1826 · Warrenton, GA

Parents: Nehemiah · Sarah Ingram Bushnell

Education: Yale University · Yale College · California Institute of Technology

Ship built: Turtle

Timeline

1775: Bushnell is credited with creating the first submarine ever used in combat, while studying at Yale in 1775.

1777: Bushnell attempted to use a floating mine to blow up HMS Cerberus in Niantic Bay; the mine struck a small boat near Cerberus and detonated killing four sailors and destroying the vessel, but not the intended target.

1778: Bushnell launched what became lauded as the Battle of the Kegs, in which a series of mines was floated down the Delaware River to attack British ships anchored there, killing two curious young boys and alerting the British.

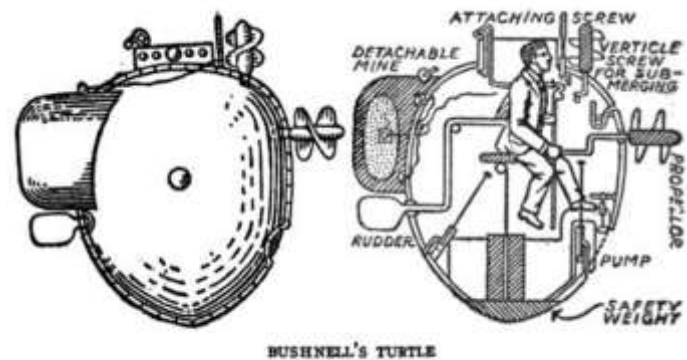
1779: On May 6, he was taken prisoner in Middlesex Parish, now Darien, Connecticut, and was later exchanged.

1781: On June 8, Bushnell was commissioned as a captain in the Continental Army and was

at the Siege of Yorktown in September and October of that year.

1803: Bushnell settled in Warrenton, Georgia under the pseudonym of David Bush.

Below is a picture of Turtle:



As you can see it was not much of a submarine but it was designed to get up to a British ship and then the detachable mine was left at the ship while Turtle retreated a safe distance. The charge was a timed ignition left secured to the wooden hull of the ship using a drill and ship Auger bit.

On September 6, 1776 Ezra Lee piloted the Turtle to the HMS Eagle a 64 gun British warship. I mean if you are going to the trouble may as well go for the big guys! The Turtle failed however and so Bushnell moved on to early torpedo design after already proving gunpowder would detonate underwater.

(Continued on Page 9)



(Continued from page 8)

If you go to the Subforce Museum at New London you can see a nice cutaway full scale of Turtle, the first time a submersible was actually used to try to sink a surface ship.

Material for this article comes from Wikipedia.

As we go forward I will try to do other articles on those folks who went before us in the world of the submarine.

By the way after the Revolution Bushnell moved to Georgia and became David Bush. I guess he thought there may still be people looking for him.

Regards, COB Dennis Mosebey

February 19th Meeting
Will be held in Emporia at
American Legion Post 5
2921 W. 12 Ave
Lunch at Noon
Meeting starts at 1 Pm
Bring a new member
Spouses welcome
(and encouraged to keep us
in line)



Our Navy and the Flag

The ships of the Colonial Fleet in the Delaware River flew the Grand Union Flag in 1775. (Sometimes called the Congress Colors.) It consisted of the thirteen strips, alternately red and white, representing the Colonies, with a blue field in the upper left hand corner bearing the crosses of St. George and St. Andrew, signifying union with the mother country.

After the Declaration of Independence, Colonial vessels were putting to sea to prey on British commerce. They flew the flags of the particular Colonies to which they belonged.

The first occasion upon which any American flag floated over foreign territory was on March 3, 1776. Commodore Hopkins, of the Congress Fleet, organized an expedition against New Providence, in the Bahama Islands for the purpose of seizing a quantity of powder stored there. Fort Nassau was taken and they commandeered a great quantity of military stores. These ships carried the standard which had a rattlesnake and the motto "Don't Tread on Me" and the thirteen striped flag.

John Paul Jones, a great hero of the Revolutionary Navy, hoisted the first truly American Flag. They called it the Grand Union Flag and the First Navy Ensign. It was used until it superseded by the Stars and Strips in 1777. Jones wrote:

"It was my fortune, as the senior of the First Lieutenants, to hoist myself the Flag of America (I chose to it with my own hands) the first time it was displayed"

(continued on Page 11)



Base Chaplain Lamont "Monte" Schimdt



I saw an old movie recently where an official took a bribe to look the other way in that a business owner would not have to spend money on pest control. Later there was an outbreak of bubonic plague in the city. It started in the area where the official was supposed to be monitoring. The end result was that the official killed himself and the business owner was ruined.

In Luke chapter 16 there is a parable about a dishonest manager. The parable continues as the master is informed that his manager is wasting his possessions and tells him to get his books in order or you will no longer be my manager.

The manager realizes that he has messed up and determines that he can't work and is too proud to beg, he is in trouble. He devises a plan and brings all of his master's debtors in one at a time. He asks each what he owes his master. He then has each one write out a new statement showing that they owe his master less. The master commends the cheater.

The first time I read this I could not understand how he was being commended. As I read on, I saw that Jesus was not condoning cheating but was commending the man's using the means available to him to ensure his future.

We are instructed to do likewise, not cheating or lying but being honest and trustworthy. If we establish a reputation of honesty and reliability, we will be trusted with more responsibility.

How many of us were put in positions of trust and responsibility, both on the boats and in our lives afterwards. Can we face our master and expect to be rewarded or condemned?

Excuses not to be a USSVI member or not to renew your membership

- 1) "I don't like to go to meetings"
- 2) "You guys don't do anything, you just meet."
- 3) "It's too far to travel"
- 4) "Place your excuse here"

Meetings are chance where we exchange ideas and are only as good as what YOU put into them. We need your opinions, and ideas.

Yes, some meetings may be just meetings, especially for new Bases just getting started. But soon ideas and opinions are exchanged that working together to achieve a common goal starts us moving ahead. It may be parades, educating our youth and public, or fund-raising for our future Base projects. We start working together and we get that feeling of accomplishment. And the sea-stories we tell which honors our shipmates and those who have gone before us. Meetings are what YOU put into them.

Too far to drive? How about carpooling with another member? Again, the sea-stories while travelling with a shipmate strengthens our Base and can inspire you both.

Only YOU can make YOUR Base better.

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.



(from page 9; Our Navy and the Flag)

On September 4th, 1777, the first time the Navy went into action at sea, Captain Thomas Thompson in command of the Raleigh and the Alfred, sailed for France from Portsmouth. They captured the Nance of the Windward Island Fleet. Later Thompson recorded this battle in his log.

“We up sails, out guns, hoisted the continental colors and bid them strike to the Thirteen United States...About a quarter of an hour all hands quit-
ted quarter on board the British Man-of-War”.

April 24, 1778, John Paul Jones was in command of the Ranger, which conquered the British warship Drake. He wrote; “I hoisted the American Stars”, after the first U.S. Naval victory.

January 13, 1794, The Marine Committee of the Second Continental Congress presented the Resolution which was adopted for making the flag one of fifteen stars and strips.

1801 the Bashaw of Tripoli declared war on the United States. Commodore Edward Preble was sent the Mediterranean in command of a squadron. The frigate Philadelphia was captured by the Tripolitans. Lieutenant Stephen Decatur volunteered to destroy the captive frigate. He, with 74 comrades, entered the harbor at night and blew up the ship.

September 10, 1813, Oliver Hazard Perry(1785-1819) brother of Matthew C. Perry, was placed in command of the Naval force in Lake Erie, in the War of 1812. He fought the British from his flag-ship Lawrence which flew the flag with the words, “Don’t Give Up the Ship”. He destroyed the British fleet and sent the message, “We met the enemy and they are ours”.

Matthew Calbraith Perry (1794-1858) served on his brother’s ship the Revenge. He next served on the President which fired the first shot in the War of 1812.

In 1843 Perry was in command of the fleet which helped General Winfield Scott capture Vera Cruz in the Mexican War.

July 8, 1853 Perry arrived in Tokyo Bay, then called Yedo, to open Japanese ports to American ships.

David G. Farragut (1801-1879) our first Admiral, was famed for his saying “I would see every man of you damned before I would raise my hand against that flag”. He was stationed on the Hartford during the battle of Mobile Bay. He said; “Damn the torpedoes! Full speed ahead!”



.....And please don’t give up on your Base either. Right now you may be asking; “What am I getting out of being a member?” We all want to belong to a organization that we can share in the pride of belonging. Be patient. We are a new Base and just gathering ideas and learning about each other. This takes time...and remember what Mom and Dad said; “You get out of it, what you put into it.” Get involved, be proud. We are moving forward, so “Damn the torpedoes”. We are picking up speed.





Welcome New Members

Steven Alfrey - Qualified on USS Sargo (SSN-583) in 1970 and served as a RM2(SS). Steve is a dual member with the Topeka-Jefferson City Base. Steve is a member of the Holland Club (qualified for over 50 years). Steve lives with his wife Karen in Auburn, KS. Welcome aboard the Sculpin Base Steve.

Member Dr. Harold Laurence, IV (a.k.a. Tad) has been busy at his computer. Tad has modified the Sculpin Base Logo a bit as shown below. Great Job Tad. However, (there is always something after a however,) we ordered patches prior to this modification. So we'll use Tad's on about everything, but our patches will have our original design, until we re-order.

BTW, you can get the patch by contacting the Storekeeper, or come to a meeting.



Quotes

"Diplomacy is the art of saying 'Nice doggie' until you can find a rock" - Will Rogers
-+-+-+-----

He who is waiting for something to turn up might start with his own shirt sleeves.
-+-+-+-----

If at first you don't succeed, try reading the instructions.
-+-+-+-----

"As an American citizen I prize the Union very highly and know of no personal sacrifice that I would not make to preserve it, save that of honor." - Robert E. Lee in a letter to Rooney Lee, 3 December 1860
-+-+-+-----

"Forgiveness is not an occasional act. It is a permanent attitude." - Martin L. King
-+-+-+-----

"Well done is better than well said." - Ben Franklin (Poor Richard's Almanack, 1737)
-+-+-+-----

"The liberties of a people never were, nor ever will be, secure, when the transactions of their rulers may be concealed from them." - Patrick Henry
-+-+-+-----

"We shall never forget that it was our submarines that held the lines against the enemy while our fleets replaced losses and repaired wounds." - Chester W. Nimitz
-+-+-+-----

"No one has done more to prevent conflict - no one has made a greater sacrifice for the cause for Peace - than you, America's proud missile submarine family. You stand tall among our heroes of the Cold War."
- Colin Powell
-+-+-+-----

"Ho Ho Ho" - Us in Steinke Hoods training



Scuttlebutt from the Crew

The POD will be a quarterly newsletter, but you may submit sea-stories, submarine related news, and jokes at any time. We will try to get the POD out a week to ten days prior to our meetings date. Articles should be received no later than two weeks prior to the meeting. The deadline for our next issue will be 9 May 2022. Feedback is always welcome at donutdad53@gmail.com.

Navy Jargon

A **sound-powered telephone** is a communication device that allows users to talk to each other with the use of a handset, similar to a conventional telephone, but without the use of external power. This technology has been used since at least 1944[1] for both routine and emergency communication on ships to allow communication between key locations on a vessel if power is unavailable.[2] A sound-powered phone circuit can have two or more stations on the same circuit. The circuit is always live, thus a user begins speaking rather than dialing another station. Sound-powered telephones are not normally connected to a telephone exchange.

The microphone transducer converts sound pressure from a user's voice into an electric current, which is then converted back to sound by a transducer at the receiver nodes. The most significant distinction between ordinary telephones and sound-powered telephones is in the operation of the microphone. Since the microphones used in most telephones are designed to modulate a supplied electric current they cannot be used in sound-powered transducers. Most sound-powered telephones use a dynamic microphone. A common approach to transducer design is the balanced armature design because of its efficiency. The number of simultaneous listeners is limited because there is no amplification of the signal.

A sound-powered telephone circuit can be as simple as two handsets connected together with a pair of wires, which is defined as the "talk" portion of the circuit. Talk circuits can be realized over a pair of wires that are 50 km (30 miles) long. More complex circuits include magnetos, selector switches and bells to allow one user to select and call another, which is defined as the "calling" portion of the circuit. The voice communication ("talk") circuit is completely separate from the "call" circuit, allowing communication to take place without external power. - *source Wikipedia*
They got me and another un-named shipmate in trouble when the Engineer was monitoring from his stateroom...

Steinke hood, named for its inventor, Lieutenant Harris Steinke, is a device designed to aid escape from a sunken submarine. In essence, it is an inflatable life jacket with a hood that completely encloses the wearer's head, trapping a bubble of breathable air. It is designed



to assist buoyant ascent. An advancement over its predecessor, the Momsen lung, Steinke first invented and tested it in 1961 by escaping from the USS

Balao at a depth of 318 ft (97 m); it became standard equipment in all submarines of the United States Navy throughout the Cold War period. The U.S. Navy replaced Steinke hoods on U.S. submarines with escape suits called Submarine Escape Immersion Equipment in the late 2000s.



Crew Member in the Spotlight - Mike Meinhardt, MTC(SS)

I was born in Keokuk, Iowa, and raised on the family farm near Kahoka in northeast Missouri. I graduated from Clark County R-1 High School in 1972, then attended Linn Technical College in Linn, Missouri, to study Electronics Technology. After one year, I decided that college wasn't for me so I went to work at the Westinghouse Transformer Plant in Jefferson City, Missouri. I then moved to Quincy, Illinois, and worked at the Motorola Plant assembling televisions. I didn't like the assembly work so I went to Keokuk, Iowa, and got a job at the Keokuk Rubber plant working the midnight shift.

One day before work, I decided to stop at the Air Force recruiter office but the recruiter wasn't in the office that day. The Navy recruiter office was next door, so I went in to see him. We discussed the different opportunities that were available to me if I joined the Navy. I took the ASVAB test, had good scores and qualified for Advanced Electronic Field. I agreed to sign up for 6 years and was guaranteed to be advanced to Petty Officer Third Class on completion of "A" School. I was sent to Great Lakes, Illinois, in October 1973.

While in basic training, I volunteered for submarine duty. Upon graduating from Basic Training, since I had attended college, I was advanced to Seaman. I got orders to report to Submarine School in Groton, Connecticut, with follow-on orders to Naval Guided Missile School in Dam Neck, Virginia, to attend Polaris Electronic "A" School. After graduating "A" School, I was advanced to Electronic Technician Third Class and was given the op-

tion of going to [Poseidon](#) Missile Technician "C" school. Over Christmas break from "C" school in 1974, I married my wife, Joyce, in our hometown of Kahoka. On graduating "C" school, I received orders to the USS Nathan Hale SSBN 623 (Gold) which was currently in the shipyard in Bremerton, Washington, for Poseidon Missile Conversion and Refueling.

I reported to the Nathan Hale (Gold) in May 1975. The Gold Crew took the boat out for sea trials and while doing sonar trials in the Puget Sound, the boat hit the bottom of the Sound. After an extensive investigation by an abundance of senior Captains and Admirals, it was determined that we were exactly where we were directed to be... and that the charts were incorrect. There was no major damage to the boat so we were allowed to finish sea trials and proceed to San Diego where we did Change of Command (COC). The Blue Crew took command and took the boat through the Panama Canal to Charleston, South Carolina, which was our new home port. After the Blue Crew completed their Demonstration and Shakedown Operation (DASO), Mk48 Torpedo Certification, Nuclear Weapons Acceptance Inspection (NWA) and Operation Reactor Safety Exam (ORSE), we did COC and the Gold Crew took over the boat, out-loaded with test missiles and proceeded to Cape Canaveral for DASO, Mk48 Certification, NWA and ORSE. The Blue Crew flew to Cape Canaveral for COC and they took the Nathan Hale back to Charleston for initial load-out and then to sea for the Nathan Hale's first Poseidon patrol. The Gold Crew flew back to Charleston on Christmas Eve and began our Off Crew Training cycle. I reenlisted for 4 years and was advanced to Petty Officer Second Class. I qualified submarines and received my Dolphins on my first patrol. At the end of my 5th patrol, we pulled into Holy Loch, Scotland, (continued on next page)



Crew Member in the Spotlight (con't)

(continued from page 14)

did COC with the Blue Crew and flew back to Charleston. My 6th and final patrol on the Nathan Hale was out of Holy Loch, Scotland.

After my last patrol on the Nathan Hale in May 1979, I was transferred to Strategic Weapons Facility Pacific (SWFPAC) at Bangor, later changed to Silverdale, Washington. Shortly after arrival at SWFPAC, I was advanced to Petty Officer First Class. I was assigned to the Weapons Department Operations Office and oversaw weapons movement operations. We were living in housing on Submarine Base Bangor when, on Sunday morning, May 18, 1980, we heard a loud boom. Turning on the news, we learned that Mount St. Helens (in southern Washington State) had erupted. We stepped outside to the street, looked south and could see the ash plume rising. A very tense several days followed as the Base and all tenant commands activated their emergency plans. Fortunately, the prevailing wind currents carried the ash eastward and there was little impact to the Bangor/Silverdale area. I reenlisted while at SWFPAC and was privileged to be able to have my reenlistment ceremony onboard the battleship USS Missouri, which was located at the Puget Sound Naval Shipyard, Bremerton, Washington, at the time. I was issued Temporary Duty orders to the Trident Training Facility (TTF) to attend Trident C4 Missile Conversion School. On completion of Trident C4 Conversion in September 1982, I returned to SWFPAC to take part in the initial load-out of the USS Ohio SSBN 726.

I received orders to the USS Ohio (Gold) and reported aboard in March 1983, two months after our son, Andrew, was born. I assumed duties as the Missile Division Leading Petty Officer, and I qualified and stood watch as the Chief of the Watch. I completed 8 patrols on the Ohio.

In January 1987, I transferred to Trident Training Facility for instructor duty. I qualified and instructed all Missile and Launcher system courses and was certified as a Master Training Specialist. While assigned to TTF, I attended college courses and graduated from Southern Illinois University with a Bachelor of Science degree in Vocational Education and Training Methodology and Methods.

I was transferred to the USS Alaska SSBN 732 (Blue) in January 1990, as the Missile Division Leading Petty Officer. In September 1990, I was advanced to Chief Petty Officer and assumed duties as Missile Division Leading Chief Petty Officer. I also assumed the position of Command Career Counselor. During one patrol, we made a port call in Ketchikan, Alaska, spending approximately 5 days in the area. While there, we gave tours of the boat to city officials and members of the public. USS Alaska crew were afforded the opportunity to go salmon fishing and participate in other excursions. I qualified and stood watch as Chief of the Watch, Diving Officer, and Weapons Duty Officer. I completed 5 deterrent patrols onboard the Alaska.

I was transferred to SWFPAC in September 1992 and was assigned to the Nuclear Safety Office as the Assistant Nuclear Safety Officer, responsible for the Command's Personnel Reliability Program and monitoring of all weapons evolutions. I was the first Chief Petty Officer to qualify and stand duty as Command Duty Officer (CDO) at SWFPAC, (con't on next page)



Crew Member in the Spotlight (con't)

(continued from page 16)

a role previously restricted to Senior Chief Petty Officers and above. While at SWFPAC, I attended classes at City University and graduated with a Master of Business Administration degree.

In September 1995, after 22 years of active duty service, I decided to retire from the Navy and start a civilian career. We packed up and left Washington State after 17 years of life in the Pacific Northwest, headed for Tennessee where I had a job offer as an NJROTC Instructor at a high school near Knoxville. Unfortunately, upon arrival at our destination – after a cross-country trek with 2 vehicles, a 5th wheel trailer, a utility trailer, my wife and son, and 2 cats – I learned that they had decided to eliminate the position. We decided to return to our hometown of Kahoka to regroup and figure out what to do next. Employment opportunities at the time were few and far between, so I attended truck driving school and got my CDL License. I drove over-the-road trucks for Covenant Transport out of Chattanooga, Tennessee, and then for Leeser Transport out of Palmyra, Missouri, for nearly 3 years while I continued to seek other employment opportunities.

A welcome phone call came in June 1998, and I was offered a position as a Management Analyst for the US Army Force Management Support Agency (USAFMSA), Department of Army at Fort Leavenworth, Kansas. This was a 4-year Term position but I was very pleased for the opportunity. I was offered a permanent position in July 1999 as a Plans Special-

ist for the Fort Leavenworth Garrison Plans, Analysis, and Integration Office. During this time, I attended classes offered on Post by Webster University and graduated with a Master of Science Degree in Information Management Systems. In September 2000, I accepted a position at the Center for Army Lessons Learned (CALL) as a Manpower Specialist. In May 2003, I was reassigned to Fort Leavenworth Headquarters, Directorate of Resource Management Manpower Office as a Senior Manpower Analyst.

I retired from Federal service in August 2019, following 21 years of civilian employment with the US Army and 22 years of Active-Duty service with the US Navy. My wife and I are enjoying retirement in the home we built near Tonganoxie, Kansas.



Editor's Note: Great Story Mike, proud to have you as a Sculpin Base member. Write them up guys, you might be in the next issue. Great way to learn your shipmate's background. The more we know about each other, the better we can work together. - Moe(SS)

Wives you have "sea-stories" too, let's have them. Send them to "Moe" at donutdad53@gmail.com.



Crew Member in Spotlight Qual Boat USS Nathan Hale (SSBN-623)

The contract for Nathan Hale's construction was awarded on 3 February 1961. Construction began on 2 October 1962 by the Electric Boat Division of General Dynamics in Groton, Connecticut. She was launched on 12 January 1963, sponsored by the wife of Admiral George Whelan Anderson, Jr., and commissioned on 23 November 1963 in a subdued ceremony due to the assassination of President John F. Kennedy the day before.



Nathan Hale entered service on 21 May 1964 with her home port at Charleston, South Carolina, and performed deterrent patrols as a member of the United States Atlantic Fleet. She was originally outfitted with the Polaris missile system and in the 1970s underwent conversion to the Poseidon missile system. By April 1986 she had completed 69 deterrent patrols in the Atlantic.

Nathan Hale was decommissioned on 3 November 1986 and stricken from the Naval Vessel Register on 31 January 1987. Ex-Nathan Hale entered the Navy's Nuclear-Powered Ship and Submarine Recycling Program at Bremerton, Washington on 2 October 1991. Recycling of Ex-Nathan Hale was completed on 5 April 1994.

The Nathan Hale was a Lafayette-class submarine.

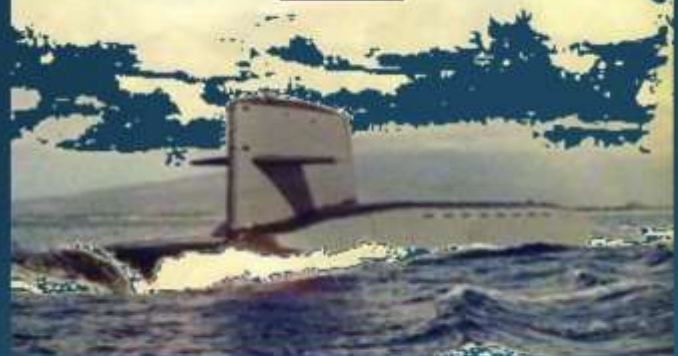
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I was born in America...



But that's not where I grew up.

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National and Base Bylaws

Bylaws are the governing doctrine of any organization. This is true of our parent organization and us on the Base level. It is important that each member become aware of our bylaws and where they can be found.

The USSVI Constitution and Bylaws can be found on ussvi.org under "Documents" and then "Organization". It's a PDF that is only 36 pages long, but contains a lot of information on how our National organization is structured, how elections are conducted, bases chartered, etc.. Well worth reading and/or reviewing periodically.

Note other worthwhile documents also. Submariners are great documenters and "cover your butt's". This can be seen from the many manuals listed.

Personally, I would suggest taking the time to fill out the Base Commander's Qual Card. (Yes, there is one!) You will not only learn a lot about the USSVI, you will learn about how it operates and the responsibilities of each National Officer. Just look at the qual card, if I can do it, you can do it. (And I'm going to need a relief someday.)

On the Base level we have Base bylaws. These are what we use to govern the Base activities. Our Base Secretary can provide you a copy for your review at anytime. You can suggest changes at anytime. They can be changed, but cannot conflict the National bylaws.

Our initial Base bylaws were developed using "boiler plate" bylaws from the "USSVI New Base Development/Operating Manual". They were approved at our first official meeting.

Since our Base turns, two-years old in August, that makes this year an election year. So as your Commander, I went to our bylaws to see when I need to appoint an election committee and when the actual election needs to take place and the new officers installed. Guess what? I found an error in our bylaws.

Currently: **Article VIII. ELECTION OF OFFICERS**

Section 1. The Base Commander, Vice Commander, Secretary, and Treasurer will be elected by a majority vote of the members in good standing at a meeting held in the month of August.

Section 2. A nominating committee will be appointed in the month of June to solicit nominations and will present a slate of nominees to the membership at the July meeting.

Section 3. Additional nominations may be made by any member in good standing from the floor during the December meeting prior to the election.

Section 4. Any vacant elected officer positions may be filled by the Base Commander by appointment, with the approval of the Board of Directors, to complete an unfilled term.

I underlined the problem; at the present time we meet quarterly. We currently meet in February, May, August, and November. These months went forward from receiving our Charter in August. I propose the following changes to this section: **Article VIII. ELECTION OF OFFICERS**

Section 1. The Base Commander, Vice Commander, Secretary, and Treasurer will be elected by a majority vote of the members in good standing at a meeting held in the month of August ~~May~~.

Section 2. A nominating committee will be appointed in the month of ~~June~~ February to solicit nominations and will present a slate of nominees via email and newsletter (if active) to the membership prior to the ~~July~~ May meeting.

Section 3. Additional nominations may be made by any member in good standing from the floor during the ~~December~~ August meeting prior to the conducting of the election.

Section 4. New Officers will be installed prior to the "New Business" section of the agenda at the November meeting following an election cycle and will continue and close the November meeting. The time between the August and November will be a turn-over period.

Section 4-5. Any vacant elected officer positions may be filled by the Base Commander by appointment, with the approval of the Board of Directors, to complete an unfilled term.

There are other "tweaks" that may be required in our bylaws. A copy of the current Sculpin Base were sent for your review a couple of weeks ago. Please take the time to review them and submitted errors, and regimentations to the Board of Directors (i.e. Commander, Vice Commander, Secretary/Treasure, COB). It's winter in Kansas, take some time to better your Base. - Moe(SS)



Resident Expert

by Robert "Dex" Armstrong

In 1959 when I was a freshly minted Sub School grad....so damn salty, I had, "When it rains, it pours" embroidered in the cuffs of my blues. I was in the SEA detail, stationed on the anchor pelican hook below the walking deck up near the bear trap.

We had put all lines over....as a mitigating circumstance, there was all sorts of noise topside. I heard the word ANCHOR yelled down to me from topside. I did not hear it preceded by the word SECURE.

The anchor was my big job...I didn't want anyone to question my ability or reaction time...so I yanked the pelican hook release... and listened to what had to be two miles of anchor chain rattle out and make its' way to the bottom of Pier 22. Then I got an unscheduled visit with my COB... the first of many intimate moments we were to share. I remember such endearing terms as "Stupid Goddam Sonuvabitch" and "Where in the hell did we find an A.H. like you?" It was kinda love at first sight.

During the course of this convivial interlude, it was explained to me how to engage the gear that would bring the chain up from its' new location....three links at a time, so that they could be hosed off. You see...two miles of anchor chain has a nasty habit of burying itself in what is technically known in the trade as ANCHORAGE OOZE... the slimy crap that lives in the water next to DesSub Piers, Norfolk. While my shipmates were sucking suds at Bells....And the Topside Watch couldn't stop laughing...I brought up five or six links at a time then ran to the hose on the Pier and hosed it off. It took a couple of hours, but I got all the links sparkling clean and back snug in their beds...and I went down and hopped in my dress canvas and headed over.

When I got to Bells, got a pitcher and found

a place at a table with my shipmates... some goddam Engineman off the REDFIN came rolling through the door and yelled, "Boys and Girls.... you'll never guess what some idiot bastard on REQUIN did." And God bless him...John T. O'Niel, hollered back..."The Old Man wanted to wash down the goddam anchor chain, you stupid sonuvabitch. How long you been in this mans Navy? You never heard of the old custom of sloshing your anchor chain during a 'first night in' battery charge? If I was as wet behind the ears as you obviously are, damned if I wouldn't keep my goddam mouth shut." Then he winked at me..."Kid. the only guys who have the right to ride your hip pockets are your shipmates...that's another old custom."

And they did... forever... and ever. We once anchored off Bermuda and I was called topside... and the Old Man let me drop the bastard...because (his words) I was his "Resident Expert". DEX

Editor's Note: Dex was a member of the Requin Base as was many others who served on the USS Requin SS-481. He went to a few of the reunions, but not when I was a base member their. I would have liked to have met him. I enjoy his stories and writing style. Dex went on Eternal Patrol back in July of 2014.

The USS Requin is on display at the Carnegie Science Center in downtown Pittsburgh, PA. I had the honor, as Requin Base Commander, to perform a "Tolling of the Boats" on her deck on Memorial Day 2009.



One Liners and other BS

Q: Why does the Norwegian Navy have bar codes on the side of their ship?

A: So that when the ships come back to port they can Scandinavian!

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A thirsty sailor runs from his boat to the nearest bar and shouts to the bartender, "Give me twenty shots of your best scotch, quick!"

The bartender pours out the shots, and the sailor drinks them as fast as he can.

The bartender is very impressed and exclaims, "Wow. I never saw anybody drink that fast."

The sailor replies, "Well, you'd drink that fast too, if you had what I have."

The bartender says, "Oh my God! What is it? What do you have?"

"Fifty cents!" replied the sailor.

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Two boat sailors are talking at the bar:

Coner: "I hear fish is good brain food."

Nuke: "Yeah, I eat it all the time."

Coner: "Well, there goes another theory!"

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How did you get that eye patch?

A sailor and a pirate are in a bar recounting their adventures at sea. Seeing the pirate's peg-leg, hook, and eye patch the sailor asks: "So, how did you end up with the peg-leg?"

The pirate replies: "We were caught in a huge storm and a giant wave swept me overboard. Just as me crew were pullin' me out a school of sharks appeared and one of 'em bit me leg off."

"Blimey!" said the sailor. "And how'd you get the hook?"

"Arrrr...", mused the old salt, "I got into a fight over a woman in a bar, and me hand got chopped off."

"Blimey!" remarked the sailor. "And how about the eye patch?"

"Oh that," said the pirate, looking embarrassed. A seagull droppin' fell into me eye."

"You lost your eye to a seagull droppin'?" the questioner asked incredulously

"Well..." said the old sea dog, "it was me first day with the hook."

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The Magician and the Captain's Parrot

A magician was working on a cruise ship in the Caribbean. The audience would be different each week, so the magician allowed himself to do the same tricks over and over again. There was only one problem: The captain's parrot saw the shows each week and began to understand how the magician did every trick. Once he understood he started shouting in the middle of the show:

"Look, it's not the same hat."

"Look, he is hiding the flowers under the table."

"Hey, why are all the cards the Ace of Spades?"

The magician was furious but couldn't do anything; it was, after all, the captain's parrot.

One day the ship had an accident and sank. The magician found himself adrift on a piece of wood in the middle of the ocean with the parrot, of course. They stared at each other with hate, but did not utter a word. This went on for a day, then another, and another.

After a week the parrot said: "OK, I give up. What'd you do with the ship?"

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**Got a Funny? Send it to the
editor at
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GEDUNK from the Net

The Underwater War on the USS Drum

[Article](#)

The Dolphins - A Brief History

[Article](#)

Russia to change its nuclear submarine crew training methods

[Article](#)

The Silent Service

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Air Independent Propulsion ?

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Nukes, Nubs, and Coners

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The Navy's Saddest Fast Attack

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Waiting for the Robert E. Lee

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US Navy nuclear submarine surfaces at Guam base

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Russian submarine hit Royal Navy warship sonar in North Atlantic

[Article](#)

Customs and Traditions, Navy

[Article](#)

The Sailor's White Hat

[Article](#)

Great Submarine Memes

[Article](#)

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

Women are the best financial planners

Dan was a single guy living at home with his father and working in the family business. When he found out he was going to inherit a fortune when his sickly father died, he decided he needed a wife with which to share his fortune.

One evening at an investment meeting, he spotted the most beautiful woman he had ever seen. Her natural beauty took his breath away. "I may look like just an ordinary man," he said to her, but in just a few years, my father will die, and I'll inherit \$200 million."

Impressed, the woman obtained his business card and three days later, she became his step-mother. -Women are so much better at financial planning than men.





Lastly, this newsletter will honor those members and non-members who wore Dolphins by listing those who went on Eternal Patrol. We learned much of what we know of submarines from those who were ahead of us and guided us. We did the same. The Silent Service is a proud service. We know the sacrifices that we made and those made by our past shipmates, those we taught, and those they taught.

If you have a friend or shipmate that has passed, even if they are not a USSVI member, please submit a short obituary and comments. We will list them here..



Bennie Cashman , DP2(SS)



Bennie was a member of our sister Base, Topeka-Jefferson City. He qualified in submarines on the USS Runner (SS-476) in 1963 and was a DP2(SS) when he left the Navy.

