



Sculpin Base POD

USSVI Class 4

Newsletter of the Year-2022

1st Quarter 2023

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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[USSVI Website](#)

[Sculpin Base Website](#)

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

Hard to believe that 2023 is with us. I guess it's true when they say time goes by faster when you get older. Remember when those six-hour watches went on forever? As did the weekly four-hour "scrub the sub".

But during that six-hour watch most of us drank too much coffee, smoked too many cigarettes, and had a lot of "shoot the shits". The latter is how we made friends, learned from each other, and became ship-mates.

My ERS when I stood ERUL watch, was a guy I'll call "Gil". Gil was very knowledgeable and would quiz me while on watch. He also had us cleaning while on watch. I remember a patrol prior to an ORSE he had us removing handle wheels from valves and cleaning them with "greenies". But he sat there too, in front of the Bromide with his bucket of "spic and span" cleaning with me as I sat on the step leading to AMR2. We'd clean and talk about different things, with a few quiz questions mixed in.

Gil never asked me to do anything that he would not do himself. I first knew him when he was a MM2 (SS). He had made a patrol or two prior to the yard period and I came on at the tail-end of the yards. Later, after he made MM1, he qualified EWS and I moved to ERS.

Later after Gil transferred-off and went to prototype, I got the EWS bug (out of boredom), and qualified EWS eleven days prior to making MM1. I later went to prototype duty in Ballston Spa. Gil was at S8G and I was at S3G, but we got together when rotating shift work allowed. Gil had made CPO at S8G.

I would meet Gil again in '93 at the decom of the Will Rogers. He was now MMCM. A great teacher. I hope I passed some of the knowledge and motivation on to those that stood watch under me. - Moe(SS)

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Other BS scattered like first "Angles and Dangles" on the first sea-trials out of the yard.



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 5 May 2023

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Commander— “Moe” Moses

We are into a new year and that means it is New Year's resolution time. Some we may carry through on and some not. We meet four (4) times a year; how about you make a resolution to attend at least one meeting? Your input is valuable, you are just as Qualified as the rest of us. Be heard. Your idea may be a great one.

How about another idea for a New Year Resolution? Submit a sea-story, joke, link, etc. to the editor (that's me). I can't make this stuff up all by myself. I need some help.

On to parades for 2023. I know it's the middle of winter and I'm talking about parades. It's called planning ahead. What parades would you like Sculpin Base to participate in? Last year we were at Old Shawnee Days, Burlington Fair, Oskaloosa's Old Settlers, Emporia Veterans Day, and Burlington Christmas Parade. Any suggestions? We need your input.

We have had from two to seven members participate. We could use more, I know, I'm busy too and it's a way to drive...sometimes. Carpooling is allowed.

Carpooling is also allowed for our meetings. I think each of you get a copy of the Base Roster, please take a look at it and contact someone in your area. This is a great way to get to know other members and hear their sea-stories.

We may have some other projects coming-up that will require some assistance or input. Hey, don't be afraid to assist. It's not like we are loading stores.

And bring those “Lieutenants”; sometimes our spouses have the best ideas; or at least know how to “pretty-up” our ideas. If they desire voting privileges, we can sign them up as Associate Members. Associate members can do anything a regular member can except hold the office of Commander or Vice-Commander.

Awards. Soon the 2023 USSVI Awards Manual will be issued. Any member can submit a nomination for another member to receive an award. Last year I sent-in two awards submissions, we received one. That was the Robert Link Award for our Secretary/Treasurer Bret Cortright. Bravo Zulu to Bret for his efforts.

Let's make 2023 a great year for the Sculpin Base. Let us gain in the not only the number of members, but the quality of members, i.e., members who are proud to wear the Dolphins and are willing to work together as a crew, the crew of the Sculpin Base. Sorry for sounding a little “corny”, but that's my job as your elected Commander (i.e. “Cat-herder”). I need your help.

In closing, I wish that each of you and your families have a safe and prosperous 2023. Make a resolution to attend a meeting, parade, or any event with your Sculpin Base. Get out and enjoy the fresh air and sunshine that we lacked back in the day, but still with Ship-mates. - MoSeS or Moe(SS)





Vice Commander Rick Hutchison

I remember life aboard a fast attack submarine as coming with very few amenities. The chow was

always hot and good, but entertainment was limited to an occasional reel-to-reel projector in the mess deck. Reading about the Russian Akula-class (NATO Typhoon) submarines recently, I feel like we really missed the boat, pun intended, on my Permit-Class submarine. The mess deck was 5 tables, 6 crewmen to each table, elbow to elbow. As you can see in the picture here, ducking swinging elbows was not an issue on the mess decks.

Submarine qualifications were different between an American submarine and a Russian counterpart on the Akula-class. To earn our submarine qualifications, we had to learn and demonstrate actions on a wide range of equipment and operational practices, followed by a board review. The Russian's path to submarine qualifications was a bit different.

The submariner initiation ceremony is performed for everyone who is about to submerge, regardless of rank or position. While underwater, the sailor must drink a flacon of seawater. Then he must kiss a swinging sledgehammer, which on the Akula is a club ("bulava" in Russian), a reference to the homonymous missiles that were tested on the vessel. The most important thing in this procedure is not to be hit on the teeth. Whoever performs the ritual successfully receives a submariner certificate and, depending on the crew's mood, a present in the form of a roach, and sometimes even a "commemorative stamp" on his derriere.

Glad I joined an undersea brotherhood that doesn't require kissing a moving sledgehammer.

Did I mention Typhoons had a rec room? Look at all that space.—Rick



Above - Akula work-out room.

Middle - Akula recreation room

Bottom - Akula mess deck



**Base Secretary/Treasurer
Bret Cortright**

The TOOLS program of the new USSVI National website that I spoke of in the last issue of POD, has had....well, it's still having problems. USSVI has a "Technical Team" working on it and with any luck, it will be up and running properly very soon.

I previously emailed the minutes of our last meeting but will resend them about a week prior to our next meeting on February 18th so everyone will have the opportunity to "refresh" their memories.

While our Treasury is in good shape, it can always get better! That being said, don't forget our ongoing raffle for the Frank & Charles Hood "SUB TALES" trilogy. These are excellent books with some great stories. All proceeds from the raffle will go to the Sculpin Base Treasury.

At our last meeting in November, we voted to institute a budget with specific line items. At our upcoming meeting in February, I will be presenting this budget, with actual figures in the line items. I encourage all members to attend so that this important issue gets the input of the entire membership.

Unfortunately, we have no new members since our last meeting. Also, we have several members that have not renewed either USSVI National and/or Sculpin Base membership for 2023. I have reached out to each individual and I hope to hear from you soon.

The Sculpin Base Store has taken some baby steps in growth. We now have Sculpin Base Caps for \$20.00 and we also have some USSVI 2023 calendars for \$8.00. I am currently looking at obtaining a variety of sub related patches and other items and will be making them available as soon as they are in stock. If there is any

sub related item(s) that you may be interested in, please let me know and I will see about getting it. - Bret

February 18th 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)**

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Sometimes talking to shipmate is
the best therapy you will ever need.
Come to a meeting, get "healed".



Chief of the Boat Dennis Mosebey



This month I thought we would learn about Charles Lockwood. As with other columns the information comes from Wikipedia.



Charles Andrews Lockwood (May 6, 1890 – June 6, 1967) was a vice-admiral and flag officer of the United States Navy. He is known in submarine history as the commander of Submarine Force Pacific

Fleet during World War II. He devised tactics for the effective use of submarines, making the members and elements of "silent service" key players in the Pacific victory.

Lockwood was born in Midland, Virginia, on May 6, 1890, graduated from Lamar High School (Missouri) in 1905, then graduated from the United States Naval Academy in the class of 1912. Following brief cruises aboard the battleships USS *Mississippi* and *Arkansas*, and a short tour as instructor in the Naval Training Station, Great Lakes, in September 1914 he reported to the tender USS *Mohican* for indoctrination in submarines.

By December 1, 1914 he had his first submarine command, USS *A-2*, followed by USS *B-1*. American entry into World War I found him in command of Submarine Division 1, Asiatic Fleet.

From that time, with the exception of a tour on the Asiatic station where he commanded gunboats USS *Quiros* and *Elcano* on the Yangtze Patrol and the destroyer USS *Smith Thompson*, practically all his sea service was in and connected with submarines.

In addition to those listed above, Lockwood also served on the submarines USS *G-1*, *N-5*, *UC-97* (ex-imperial German navy), *R-25*, *S-14*, and *Bonita*

In June 1939, he became Chief of Staff to the Commander Submarine Force, U.S. Fleet, on

the light cruiser USS *Richmond*. This important service was interrupted in February 1941 when he was sent to London as naval attaché and principal observer for submarines.

Following promotion to rear admiral in May 1942, he arrived in Perth, Western Australia as Commander, Submarines, Southwest Pacific (COMSUBSOWESPAC). Lockwood also acted as Commander Allied Naval Forces, Western Australia, until July 1942, overseeing the major bases at Fremantle and Exmouth (Codename "Potshot"), amongst others.

In February 1943, following the death of the COMSUBPAC, Rear Admiral Robert Henry English, in a plane crash in California, Lockwood was transferred to Pearl Harbor to become Commander, Submarines, Pacific Fleet (COMSUBPAC), in which capacity he served the rest of the war, being promoted to vice admiral in October 1943. Lockwood's strong leadership and devotion to his sailors won him the nickname "Uncle Charlie". Submarine patrols were long voyages and many times the crew finished up on "iron rations" of poor food as their food supplies ran out, so Lockwood made great strides in providing for rest and recuperation (R & R) for his sailors when they returned to port, such as two-week stays at the Royal Hawaiian Hotel, and crates of ice cream and leafy vegetables to greet returning submarine crews.

Lockwood oversaw the introduction into the Pacific Fleet of several hundred newly constructed fleet submarines from American shipyards, and the manning of them with newly trained officers and men. Older boats, like the S-class, were removed from combat and sent back to the U.S. for use in training or to be scrapped. He oversaw the moving forward of the Pacific Fleet submarine bases from Pearl Harbor, Hawaii, and Australia to places like Saipan— where a submarine tender was stationed for a period of time – (Continued on Page 14)



Base Chaplain Lamont "Monte" Schmidt



This is what Faye sent to our friends after her CT.

"To whom it may concern. I got the results of my CT today. It looks like the lung nodes are going away or getting smaller, some of the liver ones are dying and the lymph nodes are going away. The stomach looks unchanged the blood work is going in the right direction. So it looks like the treatments are working and I will continue to do this for total of 6 months. So we will see where this goes then. Thank everyone for there prayers." - Faye Schmidt

Please keep Faye, Monte, and family in your prayers.—Moe(SS)

Psalm 121

"I will lift up mine eyes unto the hills from hence cometh my help.

My help cometh from the Lord, which made heaven and earth.

He will not suffer thy foot to be moved: he that keepeth will not slumber.

Behold he that keepeth Israel shall neither slumber nor sleep.

The Lord is thy keeper: the Lord is thy shade upon thy right hand.

The suns shall not smite thee by day, nor the moon by night.

The Lord shall preserve thee from all evil: he shall preserve thy soul.

The Lord shall preserve thy going out and thy coming in from this time forth and, even forevermore."

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 were 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.



New Holland Club Member

At November's meeting in Oskaloosa, new member Bud Huber was inducted into USSVI's Holland Club. The Holland Club is for members who have had their Dolphins for 50 years or more. Base Chaplain and Holland Club Chairman Monte Schmidt performed the presentation. Bravo Zulu Bud!



Sculpin Base wins Class 4 NLOY Award

For our second year we have won the Class 4 Newsletter of the Year (NLOY) award. Class 4 is for Bases with less than 31 members. There is an overall NLOY award also. Keep those stories coming and maybe this year we can do it again. Thank you all who contributed.

Bravo Zulu to you all!



Bret Cortright Receives Robert Link Award

Base Secretary/Treasurer Bret Cortright received the Robert Link National Commander's Award. This is the USSVI's "Letter of Commendation" from the National Commander. On May 24, 1964 during the incorporation of USSVI, Robert Link, former United States Submarine Veterans of World War II National Commander was the first National Commander of USSVI.

Bret has served at various offices in the Topeka-Jefferson City Base, including Commander; Central District One Commander; and was instrumental in the starting of our Sculpin Base. Bret is my "go-to man".

Bravo Zulu Bret!



USSVI School

Learn more about our organization

In this issue, we'll cover the USSVI Constitution and Bylaws Articles:

ARTICLE XI—POLICY AND PROCEDURES MANUAL

Section 1. It shall be the policy of this organization that policies and procedures which are relevant to the Organization Members, and are not otherwise available to the Members, shall be maintained in a Policies and Procedures Manual (PPM) to be available on the USSVI website. The PPM shall be binding within the Organization as long as it does not conflict with the Constitution and Bylaws.

Section 2. The National Secretary will maintain the PPM and incorporate updates on a regular basis.

Section 3. All new policies or policy changes that are approved by the Board of Directors shall be entered into the PPM upon passage.

Section 4. Relevant policies and procedures adopted within the prior ten (10) to fifteen (15) years shall be included within the PPM, e.g., Section 2, unless rescinded by the Board of Directors.

As stated in the Introduction of the PPM, "This manual does not specify how the various Bases manage their internal affairs, policies and procedures, as long as they do not adversely affect those specific items that involve the national organization as a whole."

From the PPM:

WHY DOES USSVI EXIST?

The Three Pillars

Our organizational purposes are summarized in three broad categories.

Remembrance

We remember our departed submariner brothers who honorably served in war and peace. We especially honor those who perished in the great struggle against evil and tyranny in WWII.

Fellowship

We meet and participate in group activities to keep alive the spirit and bond of comradeship with our fellow brothers of the dolphin.

Compassion

To our brothers we extend a helping hand and words of encouragement or solace when they are needed. Through our Charitable Foundation we extend scholarships, maintain memorials, provide holiday meals to young submariner families in need and do other good works as the need and the opportunity arises.

There is a lot of USSVI background info and how the USSVI business is conducted. I encourage you to look at this manual ussvi.org/manuals. There are other manuals list also. Another good one is the USSVI Public Relations Manual. Great ideas for our Base comes from your interpretation of this manuals as well as other USSVI documents. Boat Sailors love documentation, it always keep us on the same wave-length. The same will work for our Base.





Welcome

New

Members

Bret reported there are no new members since the last issue. Understandable, because everyone I asked was in the "Holiday Mode". So I'll keep asking. Will you do the same?

Member Dr. Harold Laurence, IV (a.k.a. Tad) has been at it again. Tad has modified the Sculpin Base Logo from a design he had from last year. The new logo is on a black background and was voted on at the last year's Burlington meeting to be our official logo. 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 Bret Cortright, or come to a meeting.



We had fun doing the 2022 parades

If you didn't ride or walk with us during the 2022 parade season, you missed some fun. Boat Sailors working together, laughing, telling stories, and making the public aware of our Sculpin Base.

Parades the awareness of our Base to the public. There is always a bubblehead or relative of one in the crowd. This is good for the growth of our Base. Often you hear "I didn't know there were that many submarine guys in the area", "I didn't know there was such a National organization." We are the ones that kept them safe during the Cold War.

I encourage you to be a part of our parades. If you can't walk and pass candy, ride and wave. Some of us served during Viet Nam, well this is your homecoming and you are representing not only our Base but all of those on Eternal Patrol; a Patrol we will all deploy on some day. Honor those who are at sea and your fellow shipmates while you can.—Moe (SS)



Scuttlebutt from the Crew

The Sculpin Base POD is 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 5 May 2023. Feedback is always welcome at

Long time friends Sylvia & Wanda meet up in Heaven!!

SYLVIA: Hi! Wanda.

WANDA: Hi! Sylvia. How'd you die?...

SYLVIA: I froze to death.

WANDA: How horrible!

SYLVIA: It wasn't so bad. After I quit shaking from the cold, I began to get warm & sleepy, and finally died a peaceful death. What about you?

WANDA: I died of a massive heart attack. I suspected that my husband was cheating, so I came home early to catch him in the act. But instead, I found him all by himself in the den watching TV.

SYLVIA: So, what happened?

WANDA: I was so sure there was another woman there somewhere that I started running all over the house looking. I ran up into the attic and searched, and down into the basement. Then I went through every closet and checked under all the beds. I kept this up until I had looked everywhere, and finally I became so exhausted that I just keeled over with a heart attack and died.

SYLVIA: Too bad you didn't look in the freezer -- we'd both still be alive.

As I've grown older, I've learned that pleasing everyone is impossible, but pissing everyone off is a piece of cake.

My tolerance for idiots is extremely low these days. I used to have some immunity built up, but obviously there's a new strain out there.

Turns out that being a "senior" is mostly just googling how to do stuff.

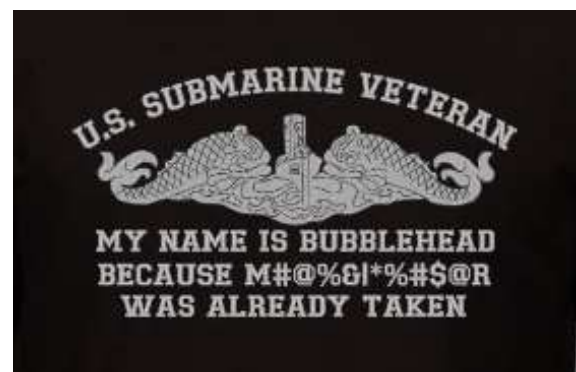
As I've gotten older, people think I've become lazy. The truth is I'm just being more energy efficient.

As I watch this generation try and rewrite our history, one thing I'm sure of - it will be misspelled and have no punctuation.

Apparently RSVPing to a wedding invitation with, "Maybe next time", isn't the correct response.

She says I keep pushing her buttons. If that were true, I would have found mute by now.

There is no such thing as a grouchy old person. The truth is, once you get old you stop being polite and start being honest.



(from Page 8)

Guam, the Admiralty Islands, and Subic Bay in the Philippines. This reduced the very long ocean voyages for American submarines, and steadily tightened the noose on Imperial Japanese supply lines, especially in the East China Sea and the South China Sea.

He pushed the Navy's Bureau of Ships and Bureau of Ordnance to provide his men with the most effective submarines and torpedoes possible. He oversaw the tests that proved the unreliability of U.S. torpedoes, which at the time were often running too deep or failing to detonate, and prompted the improvements that made them the highly effective weapons they became in 1944 and 1945. In fighting for better torpedoes, Lockwood had to fight the Mark 14 torpedo and Mark 6 exploder supporter Rear Admiral Ralph Waldo Christie, who had been involved in the development of these weapon systems in the 1920s and 1930s, and who was convinced that their reported problems were caused by poor maintenance and errors on the part of the captain and crew. During a tense Washington conference with fellow admirals in early 1943, he demanded that, "If the Bureau of Ordnance can't provide us with torpedoes that will hit and explode, or with a gun larger than a peashooter, then for God's sake get the Bureau of Ships to design a boathook with which we can rip the plates off the target's sides."

Most importantly, Lockwood cleaned out the "dead wood", replacing timid and unproductive submarine skippers with (often) younger and more aggressive officers. During the early stages of the Pacific War, U.S. skippers were relatively complacent and docile, compared to their German counterparts who understood the "life and death" urgency in the Atlantic. There was plenty of room for error and cautious judgment since the Japanese did not take the U.S. submarine threat seriously.

In 1942 and early 1943, U.S. submarines proved little threat to Japanese warships and merchant ships alike. As a result of Lockwood's initiatives, the "silent service" suddenly began racking up many kills, including key enemy warships. Most importantly, U.S. sub-

marines were responsible for severing Japan's shipping routes to their colonies in Southeast Asia, by sinking close to half of their merchant ships. The Imperial Japanese Navy was caught off guard and never recovered.

Lockwood's wartime awards were the Navy Distinguished Service Medal three times, and the Legion of Merit award.

After the war, Lockwood served as the Naval Inspector General until his retirement in June 1947. In retirement at Los Gatos, California, he authored and contributed to several best-selling books on naval history and submarine operations, including *Tragedy at Honda*, *Sink-Em All*, *Through Hell and Deep Water*, *Hell at 50 Fathoms*, *Zoomies*, *Subs and Zeros*, *Hellcats of the Sea*, *Battles of the Philippine Sea*, and *Down to The Sea in Subs: My Life in the U.S. Navy*.

He served as the technical advisor for the 1951 film *Operation Pacific* starring John Wayne. This film is considered a classic depicting submarine warfare. He was technical advisor for the 1957 film *Hellcats of the Navy* (a fictionalized version of his book *Hellcats of the Sea*), which starred Ronald Reagan and Nancy Davis. He also served as technical advisor to the 1959 films *On the Beach* and *Up Periscope*.

In one of his book-promotion speeches following the war, Lockwood mentioned that he was an avid deer hunter. After the speech, he was approached by Ralph T. Duncan, a pharmacist living in Los Gatos, California. Duncan invited Lockwood to be his guest that year at Jake's Opening Hunting Club, near Boonville, California. They became fast friends. After Lockwood had been deer and quail hunting at the club for several years as Duncan's guest, Lockwood learned of an amazing coincidence: Lockwood's predecessor as submarine fleet commander, Robert Henry English, had died on the same hunting club property in the crash of the Philippine Clipper flying boat. Upon Admiral English's death, Lockwood had been given command of the Pacific submarine fleet.

Lockwood died on June 6, 1967. He is buried at Golden Gate National Cemetery in San Bruno, California, alongside his wife and Admirals Chester Nimitz, Raymond Spruance, and Richmond Kelly Turner, an arrangement made by all of them while living. His wife, Phyllis Natalie Irwin, was a daughter of Rear Admiral Noble E. Irwin.

From Wikipedia



Crew Member in the Spotlight - Ellis Dale "Moe" Moses

Again this issue, I had no one "step forward" to be our Member in the Spotlight, so I'll take my turn.

I grew-up in southern Michigan. If you are a NASCAR fan, Michigan Speedway is in my hometown of Brooklyn. Dad had a small farm where we raised damn sheep (I hate sheep to this day). The area was a big in dairy cattle and Dad also was the artificial inseminator (a.k.a. "cow puncher"). I took a lot of crap for that, but that prepared me for submarine duty.

Not being the best student, I leaned toward the industrial arts. I joined the Navy right out of high school at 17 with a reluctant father signing for me. I took the 6 month "Cache program" and went to Great Lakes in December of '71.

I wanted to be a Sea-Bee Builder, but the CBs were closed, then EN was at the top of my list; I got the bottom choice of BT. Hearing that BT was bad, I was talked into, by a bunk mate (not the same bunk) about the Nuke program. I was only qualified for MM, but that was on my original dream sheet above the BT.

I had to repeat week one of "Academics", a 3-week course in math for MMs going the nuke path. I was just married and wanted to succeed, so I studied. Nuclear Power School at Bainbridge was a challenge for me also, but with encouragement from my wife, Colleen, I made it though Class 7301.

The "school house" phase of prototype at S3G Ballston Spa liked to kick my butt too, but once I got in-hull and could trace and see the systems, it was easy. I was the second MM in my section to go to my board. I failed. Poor boardsmanship, I did not BS

enough. Passed easily two weeks later.

Got to the USS Will Rogers (SSBN659) at Portsmouth in Kittery, ME. I qualified ERLI on the first sea-trials, just to fill the initial watchbill. Some nuke MMs that reported after me ended-up on the planes or mess cooking. I watch stations as fast as I could and ships too. I saw "the easy life" qualified shipmates had.

The first patrol was a DASO and I qualified and got my fish on the second patrol. I went on to be an ERS for battlestations and maneuvering watch. For a while we have a MM1 qualified EWS. Well, if my mentor could do it I could too. I qualified EWS as a MM2 (SS), just prior to making MM1 (hey the Cache program was counted as time in rate).

In 1977, I went to back to S3G to be a staff instructor. I re-qualified MO and was placed in a section as LPO while a senior MM1, soon to be MMC was placed in EWS quals, which he "milked". When he finally completed EWS quals, it was my turn. I spent two years as an instructor and my last year I went to day-shift to be the Assistant M-Division LPO scheduling maintenance work for the section LPOs and recording machinery history. The E-8 I worked for did not like paperwork and liked the in-hull "knuckle-draggin" troubleshooting.

I ended my Navy Career in 1980 serving 8 years, 4 months and 4 days, but who counted. I went to work for Westinghouse in Zion, IL while still on "seps-leave".

I have taught nuc operators; fixed/maintained/tested/certified training simulators; wrote fortran code for CNC machines; wrote simulator certification tests; scoped out AP1000 Simulator and ABWR systems for simulation; assisted in the NRC certification of the AP1000 Control Room; and ended-up designing operator displays for the advanced AP1000 Control Room.

I owe it all to my Navy "kick-start."



Interesting Flag Facts

How about some Flag nomenclature.

Basic Parts

Header (or heading) - The header is a band of material placed on the pole side (hoist) of the flag, it serves to secure the flag to the halyard line. The header is usually made of a thick cotton/poly blend that feels like canvas.

Grommet - A metal ring or eyelet embedded in the header. These are usually made of brass and used to secure an outdoor flag.

Canton - Technically the canton can be any quarter of the flag. In modern flag design it usually refers to the **top left corner** (upper hoist), which is the **position of honor**. The canton of the US flag is also called the **Union** - the blue background where the 50 stars are sewn or appliqued.

Field - the **background** or predominant color of the flag.

Fly End - The fly end is the edge of the flag furthest away from the pole. The term **fly** is used to describe the length of the flag, and the fly end is the side that is not secured. By nature, it "flies" freely and endures the **most stress** or whip.

Position Terms

Hoist - The term hoist is used to refer to the half (and edge) closest to where the flag is hung. It also refers to the distance from top to bottom of the flag. This is confusing since it is a **vertical** measurement, but describes the **flag's width**.

Upper Hoist - Imagine the flag is broken into four quadrants and each quadrant is named for the edge it borders, the upper hoist is the upper left corner.

Lower Hoist - lower left quadrant of the flag, nearest to the flag pole

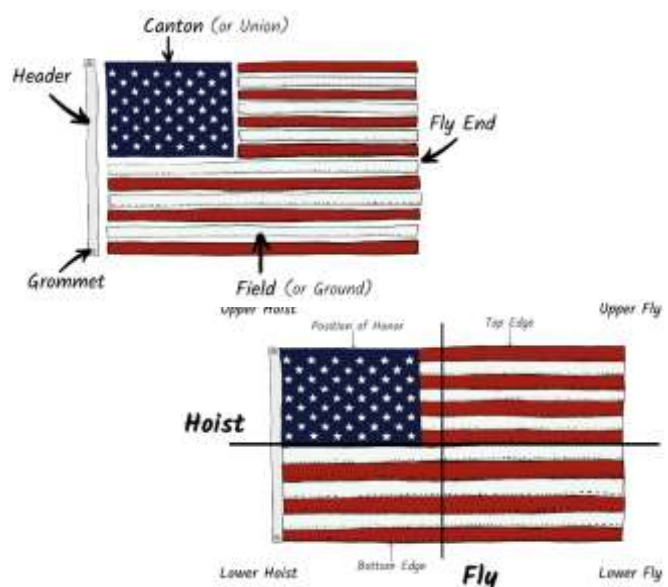
Fly (or Fly End) - The term fly is used to describe the half and edge of the flag that is furthest away from the pole. It can also be used to describe the **length (horizontal measurement)** of the flag.

Upper Fly - the top quarter of the flag furthest away from the pole

Lower Fly - bottom right quadrant of the flag

Position of Honor - The position of honor is generally the **upper hoist**. This is also commonly referred to as the **canton**. Many colony flags use this area to honor their ruling country. **Australia** is now independent but the flag of Australia is a good example.

From: <https://www.finelineflag.com/blogs/news/parts-of-the-american-flag>



Submarine Memorial Bench

Input from Steve Alfrey

At our last meeting, with the help of an anonymous donor and pledges, we have about \$1800.00 toward a Memorial Bench. The anonymous donor stated the condition that the bench be placed at the Veterans Memorial in Topeka's Gage Park. Base member Steve Alfrey was leading the "charge" as he knew a Gage Park Memorial board member. This member is also the president of the local Vietnam Veterans chapter. The plans were presented to the board to get approval for setting the submarine bench. Once the Gage Park Memorial board approves or not then we can proceed with finalizing plans for the bench. Once we have a final design it must go back to the board for approval again. This project might take a little longer than expected.

The Gage Park Memorial board met on January 9th, and we were advised by Steve's contact that the vote was NO on adding the Submarine bench. No reason was given.

At the next meeting, we will discuss other ideas for a similar place for a Memorial Bench. The estimate for Gage Park seemed high. We did have a lower cost from a place in Tonganoxie. We might have to back off from the project a while until we find a place. Please suggest.



Example of a Cold War Submarine Memorial bench—cost will vary depending on detail.

It does not have to be a bench. Just GOOGLE "submarine memorials" and then click images. If we worked at it, we might

even get the sail someday, but she is still in service. Many Bases support a "torpedo display", some have actual boats (old diesels). Your input and ideas are needed.

More BS —The Sheer Nightgown....

A husband walks into Victoria's Secret to purchase a sheer negligee for his wife. He is shown several possibilities that range from \$250 to \$500 in price -- the sheerer, the higher the price. Nat-urally, he opts for the sheerest item, pays the \$500, and takes it home. He presents it to his wife and asks her to go upstairs, put it on, and model it for him.

Upstairs the wife thinks (she's no dummy), 'I have an idea. It's so sheer that it might as well b...e nothing. I won't put it on, but I'll do the modeling naked, return it tomorrow, and keep the \$500 re-fund for myself.'

She appears naked on the balcony and strikes a pose.

The husband says, 'Good Grief! You'd think for \$500, they'd at least iron it!'

He never heard the shot. Funeral is Thursday at Noon.

The old "Ho Ho" chamber at New London.



Some sayings that we understand too well

42 and a wake-up—actually, any number and a wake-up. Counting down to going home, retirement, or any other significant event.

“Air in the banks, sh*t in the tanks, making ahead 1/3, going that way”—An abbreviated, unauthorized, yet humorous way to report to your watch relief.

Angles and Dangles—The time when the submarine is making radical depth changes. Usually done during sea trials and pre-deployment underway period to ensure everything is stowed for sea properly.

Bagged—as in “I got bagged” by the off going watch. Meaning you got left with something that someone else was suppose to do.

Bilge Pickers—A long thin tool used to pick items out of out-of-reach areas.

Blowing a Shitter—Inadvertently “flushing” a toilet while sanitary tanks are being blown overboard. This caused excrement and toilet paper to be blown all over the head to the delight of the rest of the crew.

B.O.H.I.C.A. —Bend Over Here It Comes Again. Referring to something bad about to happen again or as usual.

Boondockers—The standard workday steel-toed boots .

Broke-dick—Technical term describing malfunctioning or inoperable equipment. Example: “The f*ckin’ aux drain pump is f*ckin’ broke-dick .”

“Cake and c*ck and we’re outta cake.”—A humorous comeback by Mess Specialist when asked what is for chow when it is clearly posted in the Plan of the Day. Usually used when serving bratwurst, kielbasa, hot dogs, etc.

Check Valve—Also known as a “one way check valve”. A submariner who does things for himself/herself but does not reciprocate. Sometimes a “Diode”.

Dog sh*t hurter— A phrase to describe a bad movie selection.

Dicking the dog—putting a “half-assed” effort into a task. Also said as “poking the poodle”. Not to be confused with “screwing the pooch” which refers to royally messing up a task

D.I.L.L.I.G.A.F.—Does It Look Like I Give A F*ck?

A universal Navy acronym.

Diver's 1MC Announcement—“There are divers over the side, do not rotate screws, cycle rudders, take suction from or discharge to the sea, blow flood or vent any tanks, or operate any underwater equipment or activate sonar. There are divers over the side.”

“F*ckin' A Ditty Bag”—Yes, with enthusiasm!

Hall balls—Ahead Flank or going very fast.

Mung—Any dark green/brown plant residue with snot-like consistency found in/on scuppers. (mostly in engineering spaces)

Oxy-panic— the look of terror on a shipmates face when he is piggybacking on your EAB hose and you disconnect without warning him.

Puka—Sailors speak used to indicate a small storage location or hole.

Shaft seals—A mythological creature that lives in shaft alley

Single digit midget—A person who is down to less than 10 days from getting back to port, exiting the Navy, etc.

Sliders—Mess deck/chow hall hamburgers/ cheeseburgers, so named for their high grease content and purported ability to ‘slide’ through the alimentary canal.

Sweat pumps—When someone is worrying too much and they are always running at full speed. An excitable person, or one who takes humorous situations too seriously. “They’re sweat pumps are in high speed”

“Works fine, fails safe, drains to the bilge”—A general phrase normally used when describing when a piece of equipment is repaired and put back in operation. Many variations exists.

How many of these do you still use? WOW! We sure did learn a lot in Navy.



The Dream

By Sn(SS)Jim "The General" Patton

I had a dream last night, about the past, my present, and our future.

I am a submariner. As I grew up, mechanical things fascinated me. I was raised as many a future sailor, not rich, and an uncertain life of hard knocks. I was always drawn to space and subs, growing up during the race for the moon, and the cold war. I read all I could on these subjects, absorbing the numbers and information like a sponge.

I had a good Mom, a drunk Dad, and started working early to help support my mom and siblings. When I hit eighteen, I joined the Navy and volunteered for subs right off. Didn't figure NASA would let me ride the rockets, but still saw my dream in a great metal tube packed with technology.

I rode the U.S.S. Sand Lance, SSN660, for four years. In all my time, I have never felt a brotherhood as close as the boats. I have ridden with truckers, bikers, ex-cons, and construction gangs. All fail to have the closeness of our submarine family. We fought together, partied hard, and lived life to a fullness. We cried together in the bad, shouldered up during the rough, and stuck together during the toughest of times. And I learned then, never back down, never give up. Lessons from the Dolphin School of Wisdom.

I got to live at least a part of my dream. I rode the future. Where else can a poor boy from the hills of nowhere ride and drive a \$200 million-dollar nuclear hot rod, and live in what just as well be outer space? Hell, I even tried skimmers on a second tour, as a comparison. The difference was day and night! We banded together, and no

disrespect, but they just didn't have it together. No closeness, no brotherhood, just a job.

I never made it far, as I got out. It was the end of Vietnam, the space race we had won, and my life was moving on to other things. I raised a family and tried for the other dreams in my soul. Now many years have passed on by, and life has many a twist. Two wives and three kids later, in my heart is still on a sub, doing the long, lonely hours of a patrol.

For myself, I never saw my dreams bloom. But now my oldest son rides the latest of the finest. He asked to join as soon as he graduated, at seventeen. He rides the USS Alaska, 732 Blue. He's an XM-11 Nav ET2. And I'm a very proud man. Because now our future and my dream live on. They live as a second-generation Bubblehead, also known as "The General", same as his dad before. And our future never looked better.

Editor's Note: I found this on the web. I believe many of our lives were made better because of our service in the Navy. I know the Navy experience made my life better. Glad I went through it, and lived through it. It was hard at times, but my shipmates were there with me.



GEDUNK from the Net

The time machine: ...life on a Navy Submarine distorts your sense of space and time

[Article](#)

Report to Congress on U.S. Navy Ship Names

[Article](#)

GAO Report on Columbia-class Submarine Program

[Article](#)

SECNAV: New Virginia Attack Boat Contracts Still Stalled Over Missile Insurance Issue

[Article](#)

Russian Navy Commissions Ballistic Missile Sub, 2 Surface Warships

[Article](#)

Fateful Encounter: the USS S-38 and the Sinking of the Hydra II

[Article](#)

'Silent Victory' Won Earlier

[Article](#)

The Super Submarine: USS Albacore

[Article](#)

Britain's New Attack Submarine To Be First With VLS

[Article](#)

Indian Navy Commissions 5th Scorpene Submarine INS Vagir

[Article](#)

Finally! This New US Submarine Can Destroy Whole Russia in 30 Minutes

[Article](#)

The Official SOS recipe

[Article](#)

Goats and the U.S. Navy

[Article](#)

Challenge Coins

[Article](#)

Got Links? Please share with our Sculpin Base Shipmates!

I wondered what my parents did to fight
boredom before the internet.

I asked my 18 brothers and sisters and they
don't know either.





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.

