



Sculpin Base POD

USSVI Class 4

Newsletter of the Year-2021

2nd Quarter 2022

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

USSVI CREED AND PURPOSE

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

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

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

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[USSVI Website](#)
(use MS Explorer)

[Sculpin Base Website](#)

Lost Submarines—Second Quarter

April

USS Pickerel (SS-177)

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



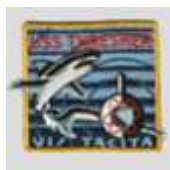
USS Snook (SS-279)

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



USS Thresher (SSN-593)

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



USS Gudgeon (SS-211)

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



USS Grenadier (SS-210)

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



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

May

USS Lagarto (SS-371)

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



USS Scorpion (SSN-589)

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



USS Squalus (SS-292)

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



USS Stickleback (SS-415)

During a training exercise with USS Silverstein (DE-534) on May 28, 1958, Stickleback experienced a loss of power and broached 200 yards in front of the Silverstein resulting in a collision with no loss of life. Stickleback sunk the next day, May 29, 1958.



June

USS Herring (SS-233)

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



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

USS O-9 (SS-70)

Lost on June 20, 1941 with a loss of 33 men when it foundered off Isle of Shoals, 15 miles from Portsmouth, NH.



USS R-12 (SS-89)

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



USS Runner (SS-275)

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



USS Golet (SS-361)

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



USS Bonefish (SS-223)

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



USS S-27 (SS-132)

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



Please remember all who sailed before us on Eternal Patrol and their families.



The “POD” from the Engineroom Upper Level

Hey Shipmates,

You know we Submariners are a smart-ass, sarcastic lot. Myself, I probably rate a “B+” in that subject. We poke fun at others and love funny sayings only we understand. Some of the different sayings for a certain patrol came from the patrol flicks we watched.

Heck today, kids don’t even know the meaning of a flick. Those 70-some boxes of 3-reelers were part of what kept us sane. Today they have probably been replaced by hundreds of DVDs you could get in a small travel bag, and not 5 cruise boxes in MCUL.

I remember once we were watching an after mid-rat movie. When the 1st reel ended, the operator put on the next reel. We watched the credits as the 2nd reel ended. WAIT! There is still another reel. Someone had mis-labeled the reels. We just put the third reel on and we watched the middle of the flick.

Some of the movies from my patrol days were “Big Bad Mama”; “Little Big Man”; “The Gravy Train”; and many other “B” movies. And from these movies many great lines were repeated all over the boat for the rest of patrol. Can you imagine a patrol with “Airplane” as a flick?

“Surely, you did the PM on the purifier”

“Yes I did, and stop calling me Shirley”

From the ERUL, I stand relieved. - Moe(SS)

The “**Sculpin Base POD**” is the

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Your Sea Stories and
Input are always
WELCOME!!

Next Deadline is 5 August 2022

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Commander— E. Dale “Moe” Moses

Shipmates, Colleen and I just returned from the Central District Four (Texas)

Submarine Service Ball held in Galveston. It was a long drive down, but we had fun and met some new friends and shipmates. The event was attended by our USSVI Central Region Director, Tom Williams; and our USSVI National Commander, Wayne Standerfer; and some members of all 9 Texas Bases. Bravo Zulu to the CD4 Commander, Rick Mitchell on putting the event together. Many door prizes and money donated to the USSVI Charitable Foundation. Rick is already planning for 2023 .

As your Commander of CD1, I’m going to try to get all the Bases on-board for a “Submarine Birthday Gala” in Branson. Branson is about right in the middle of our 4-state district consisting of KS, MO, AR, and OK. We have 10 bases plus one internet base. Branson is very “veteran friendly” and there is so much to do and see.

Our Sculpin Base continues to grow; we are at 22 members with a few “on the line.” I encourage each of you to keep wearing your dolphins on your cap and be ready to give that bubblehead asking you “What boat where you on?” some membership contact info.

We grow by exposure. That means getting out in the public in parades, events, classrooms, Colors presentations, etc.. Our Base is new and it has taken a while to get going, but as a crew we are ready to take-on the public

and gain members and strength. We do these things because we like being around our shipmates and to honor all Submariners that have gone on before us.

In this issue, there is a list of parades and events the Sculpin Base plans on participating. This list is not in “concrete”. If you have any additions or corrections to this list, please contact me or any Base Officer. Our Base Officers are acting as POCs for parades and events. If you have any suggestions, please help us out.

Our National Convention will be held in Buffalo this year from August 24th thru August 27th. Lots to do for you and your spouse in Buffalo. See what’s happening at ussviconvention.org .

This is an election year for our Base Officers and the USSVI National Officers. COB Dennis Mosebey and Ed Taylor are on the Sculpin Base Nomination Committee, if you have a desire or would like to nominate someone for an office, please contact Dennis or Ed.

At some point prior to the National election, you will be notified of the election and be asked to cast your vote. Please vote; even if all the candidates may be running unopposed . The number of voting members are recorded for each Base. Please show National that the Sculpin Base cares. We can’t have the most votes for a Base, but we could have the highest percentage. So please vote.

Hope to see you all at our meeting in Stilwell. - Moe(SS)





Vice Commander Rick Hutchison

When the submarine was docked and you were not on watch, the sub and sub base was the last place you wanted to be at. For the engineering spaces, we found a wide range of things to keep us out of trouble when not on the boat. In San Diego, if it was warm and sunny, a few of us found ourselves up north at the Perris Valley Skydiving Center. When it was cloudy and snowing we went snow skiing west of Los Angeles. Cloudy and no snow? Scuba diving for lobster and abalone off the coast!

The line between officers and enlisted was blurred on and off the boat. I remember a few times where a Lieutenant, JG, joined us machinist's mates for some repair work on pipes and systems. The LTJG would show, I would put a wrench in his hand and everyone dug into the work. Another lieutenant loaned us his car when we went skydiving and needed a ride for the weekend. This same Lieutenant also owned a boat and frequently hosted waterskiing with officers and enlisted. When we pulled back into port after a long op, most of the off-duty crew went to a beach on Fiesta Island in Mission Bay there in San Diego. One time, the Lieutenant was nude waterskiing at night. He spied a campfire on the beach and gave the signal that he was going to coast on the skis to the beach. When he got to the beach, it wasn't our boat's fire. He had to run up the beach a couple more fires, with only water skis for cover until he found us. Threw him a pooppy suit for cover until he could get his clothes back from the ski boat. Never before or since my time on the USS Guardfish, have I felt such a closeness of the brotherhood we shared. -VC Rick



Shipmates, are you ready for some Parades!?

We have the magnetic signs; US and USSVI Flags; and a diving alarm; we just need you. We are a young Base but ready for some public exposure. We don't have a float, but we have members with pick-up trucks (or other parade worthy vehicles), so we need rides and walkers and we are ready. With time, we can build a float, right now we just need your participation. Bring spouses, kids, and grandkids to ride/walk with us.

Your Execute Board came-up with the parades listed below. If you have any additional ones, please let us know. We'll also need volunteer vehicles and drivers; let us know if you can assist. Shipmates, we can do this.

June 4th (Saturday) – Shawnee Days - Shawnee

June 25th (Saturday) – Old Settler's Day – Oskaloosa

July 22nd (Friday Evening) – Coffey County Fair Parade – Burlington

September 3rd (Saturday) – Johnson County Old Settlers – Olathe

November 11th (Friday) – Emporia Veterans Day Parade – Emporia

November 29th (Tuesday evening) – Emporia Christmas Parade – Emporia



Base Secretary/Treasurer Bret Cortright

Things have been pretty quiet in the Secretary/Treasurer business as of late. The Meeting Minutes of our last meeting in Emporia and the Treasurer's Report will be disseminated to the membership prior to our next meeting at Warhorses for Veteran's in Stillwell. In addition to the minutes and Treasurer's Report, I will be sending out an updated Sculpin Base Roster. On membership, since we last met in Emporia, we've added two new members to Sculpin Base.



Dale Martin, a USSVI LIFE Member, Holland Club Member and longtime Member at Large, has switched his membership to Sculpin Base.

Terry Romig who attended our Emporia meeting as a guest, has joined USSVI as a LIFE Member and the Sculpin Base.

Welcome aboard Dale and Terry!

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Where did all that dirt come from?

Our Field Days were on Saturday morning, 0600 to 1000 hours. Now if you were the off-going section that had the mid-watch you just wanted to find a place to hide. Where the hell did all this dirt come from?

My theory is that there was a FSN for dirt and the wardroom was the only ones that knew it. They would sneak bags of dirt into there poopysuits and distribute it on their tours; or maybe whilst you involved in a drill and they were the drill monitors.

I was in M-Div, as a NUB I was in the bilge in the seawater bay and I pretty much stayed there for all 5 patrols; the last few as POIC in

Sculpin Base Binnacle List

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

Jack Jeffries

Al Anguish

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.

charge of ERL. I did some time in AMR2LL cleaning up the mess the E-div left after brush work on the SSMG's. The LPO would have to go the Nuc Shack and get 3 of the 4 ELTs "field-daying" and send them back to machinery two. I did do some FD duty in ERUL, but preferred the bilge.

Later, as a sea-returnee at prototype, I would go down and clean the ERL bilge; trying to demonstrate to the baby nukes that if the Section LPO was in the bilge, it was safe for baby nukes too. It worked for some.

If anything the Navy taught us was "keep it clean and it will last longer". Thinking back, FD has aided me in keeping my garage and shed cleaner. But I still wonder where did all that dirt come from?



Chief of the Boat Dennis Mosebey



This issue we will look at the career of another well-known submariner. Captain Georg Von Trapp! Yep, the Sound of Music guy was a sub commander in WW1. All information below is excerpted from Wikipedia.

Georg Ludwig Ritter von Trapp (4 April 1880 – 30 May 1947) was an officer in the Austro-Hungarian Navy who later became the patriarch of the Trapp Family Singers. Trapp was the most successful Austro-Hungarian submarine commander of World War I, sinking 11 Allied merchant ships totaling 47,653 GRT and 2 Allied warships displacing a total of 12,641 tons. His first wife Agathe Whitehead died of scarlet fever in 1922, leaving behind seven children. Trapp hired Maria Augusta Kutschera to tutor one of his daughters and married Maria in 1927. When he lost most of his wealth in the Great Depression, the family turned to singing as a way of earning a livelihood. Trapp declined a commission in the German Navy after the Anschluss and settled in the United States.

Trapp's accomplishments during World War I earned him numerous decorations, including the Military Order of Maria Theresa. After his death in 1947, the family home in Stowe, Vermont, became a ski lodge, the Trapp Family Lodge. Maria von Trapp's 1949 memoir *The Story of the Trapp Family Singers* was adapted into the West German film *The Trapp Family* (1956), which served as the basis for the Rodgers and Hammerstein musical *The Sound of Music* (1959) and the film adaptation directed by Robert Wise (1965).

According to Maria von Trapp's memoirs, Georg von Trapp found himself in a vexing situation after the German takeover of Austria in 1938. He was offered a commission in

the German Navy, a tempting proposition, but decided to decline the offer, being opposed to Nazi ideology. He also refused a request for the family to perform at an event for Hitler's birthday. The family decided to leave Austria.

On leaving Austria, the Trapps traveled by train to Italy (not to Switzerland as is depicted in *The Sound of Music*). The family had a contract with an American booking agent when they left Austria. Once in Italy, they contacted the agent and requested fare to America, first traveling to London, before sailing to the United States for their first concert tour.

In 1939 the family returned to Europe to tour Scandinavia, hoping to continue their concerts in cities beyond the reach of the Third Reich. During this time, they went back to Salzburg for a few months before returning to Sweden to finish the tour. From there, they traveled to Norway to begin the trip back to the United States in September 1939, just after World War II broke out.

After living for a short time in Merion, Pennsylvania, where their youngest child, Johannes, was born, the family settled in Stowe, Vermont, in 1941. They purchased a 660-acre farm in 1942 and converted it into the Trapp Family Lodge. In January 1947, Major General Harry J. Collins turned to the Trapp family in the US pleading for help for the Austrian people, having seen first-hand the suffering of the residents of Salzburg when he had arrived there with the 42nd Infantry Division after World War II. (continued on Page 9)



(continued from page 8)

The Trapp Family founded the Trapp Family Austrian Relief, Inc.; the priest Franz Wasner, their pre-war friend, became its treasurer.

Trapp died of lung cancer on 30 May 1947 in Stowe, Vermont. In *The Story of the Trapp Family Singers* (1949), Maria von Trapp pointed out that there was a high incidence of lung cancer among World War I U-Boat crews, due to the diesel and gasoline fumes and poor ventilation, and that his death could be considered service-related. She also acknowledged in her book that, like most men of the period, he was a heavy smoker.

Note: There was no Salzburg concert and flight from the abbey as shown in *Sound of Music*. The family simply got on the train and went to Italy as noted above and not to Switzerland!



Here is to Georg Von Trapp Heroic Submariner!

Respectfully, Dennis Mosebey
COB, Sculpin Base

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Sometimes MidRats was the best meal

Midrats has been a Naval tradition dating back to 1902, when the Navy decided to make changes to Sailors' diet by introducing a new meal to the fleet. President Theodore Roosevelt signed the 1902 Navy Ration Act that included a section for additional rations specifically for Sailors who worked the night shift. At that time,

enlisted Sailors who had night watches were given an extra allowance of one ounce of coffee or cocoa, two ounces of sugar, four ounces of hard bread, and four ounces of preserved meat between 8 p.m. and 8 a.m.

I think each boat handled mid-rats a little different from the other. Most of the time ours was cold cuts; consisting of mystery meat, cheese, and the hard salami known as horse...never mind. Occasionally there was soup of sort or even "unsold" evening meal left-overs.

Once in a while Detroit Tom, the leading forward IC man would fix his famous pizzas. A real treat for the crew and many of the rack slugs would come from the bowels of berthing to enjoy this delight. We also had a "Doc" that would cook-up "sliders" on occasion.

Mid-rats while in-port was always a must stop after a beer binge on the "beach". More heavy on the left-overs because to the lack of chow hounds due to liberty. "We'll eat on the beach"; no, you needed that money to by beer with, we'll get back for mid-rats.

I remember coming back one night and the AMR hatch was secured, so down thru OPS. Going down the ladder, I missed a rung and fell on to the shoulders of the Duty Officer who was just walking under the ladder. He happened to be my Division Officer.

"Damn it Moses; get to bed"

"Yes sir, yes sir, three bags full.", I replied. And off to the rack. But first, mid-rats.

They were cooking sliders. The only problem, no bread...except for this raisin bread. Well, a cheeseburger on raisin bread with mustard, yellow not the Poupon stuff, tasted pretty good at the time.



Base Chaplain Lamont “Monte” Schmidt



Because we are in the Easter season, I thought that I would discuss this.

Recently I heard a pastor say, “many Christians go from the Poinsettias of

Christmas to the Lilies of Easter, but do not think about the cruelty between them”. People do not want to think about that.

Between Christmas and Easter, I believe, occurred the most important portion of Jesus’ ministry. Without the things that happened during that time we would not have any way to salvation. If you start at Matthew chapter 26 verse 47 and read through to Matthew chapter 28 verse 10. You see that Jesus is betrayed by one of his disciples. He is then taken to the highest court for the Jews, where false testimony is presented. The Jewish High Priest and his court want to condemn to death but they cannot. They then send him to Roman Governor, with false charges that he is claiming to be a king. They want him to be killed. The governor cannot find anything against him and has him flogged but the priest wanted him dead. Finally, the governor says that he will release one prisoner and allows the people to choose whom will be released, the crowd chooses a criminal named Barabbas. Jesus is condemned to death.

Jesus is handed over the soldiers for crucifixion, being nailed to a cross until dead. The soldiers mock him. By making a crown of thorns and forcing on his head. These are very large and sharp thorns causing much pain and bleeding. They spit upon him and hit him with a reed. He was then forced to carry his cross from the court yard to a place called Golgotha.

The real cruelty starts here. He is nailed to the cross by his hands and feet. This forces a per-

son to hang by their arms making it hard to breathe. To take a breath a person must lift themselves up by pushing down on their feet and pulling up with their arms, which are nailed to the cross. Either of which is extremely painful. As time passes this becomes more difficult. This eventually leads to death.

He is taunted by the bystanders and the criminal that is being crucified by him. As the day proceeds Jesus cried out to his Father asking why he has forsaken him. Shortly after this Jesus dies. The curtain in the temple torn from top to bottom, there is an earthquake, and tombs are opened and many people are raised and seen by many.

Jesus’ body is released to a bystander, a follower of Jesus. He is placed in a new grave and it is sealed and guards are placed over it.

Then Easter comes. Three days after the tomb was sealed a couple of Jesus’ female followers went to His tomb to complete the Jewish burial ritual. When they arrived, the tomb was open and empty. They looked for Jesus but were told by an angel that he was not there and were directed to return to his disciples and tell them what had happened.

All of these occurrences were prophesied in the Old Testament. Primarily in the book of Isaiah and other books.

Now back to one of my opening statements. Without Jesus’ death, burial, and resurrection we have no way to God. The Bible states that for atonement, forgiveness of sin, a blood sacrifice must be offered. This from the Old Testament. Jesus offered his body and blood as the payment for our sins. Through Him and only Him we have access to His Father.

Lamont (Monte) Schmidt Jr
Sculpin Base Chaplain
EM1(SS)





Assorted Flag Facts



As many of you know, I have been teaching Flag Etiquette to 4th and 5th graders every place that I have lived in the past 26 years. It is very rewarding; and they love to hear about submarines too. Here is a little bit I found on Flag Day, June 14th, my grandmother's birthday. Yes, I had a Grandma Moses; heck I'm married to one. Enjoy, with the help of History.com.

On June 14, 1777, the Second Continental Congress took a break from writing the Articles of Confederation and passed a resolution stating that "the flag of the United States be 13 stripes, alternate red and white," and that "the union be 13 stars, white in a blue field, representing a new constellation."

Over 100 years later, in 1916, President Woodrow Wilson marked the anniversary of that decree by officially establishing June 14 as Flag Day. As you celebrate the anniversary of the Stars and Stripes, here are some fast facts about "Old Glory."

Bernard Cigrand, a small-town Wisconsin teacher, originated the idea for an annual flag day, to be celebrated across the country every June 14, in 1885. That year, he led his school in the first formal observance of the holiday. Cigrand, who later changed careers and practiced dentistry in Illinois, continued to promote his concept and advocate respect for the flag throughout his life.

It is widely believed that Betsy Ross, who assisted the Revolutionary War effort by repairing uniforms and sewing tents, made and helped design the first American flag. However, there is no historical evidence that she contributed to Old Glory's creation. It was not until her grandson

William Canby held an 1870 press conference to recount the story that the American public learned of her possible role.

The lyrics of "The Star-Spangled Banner," America's national anthem since 1931, are taken from a patriotic poem written by Francis Scott Key after he witnessed the Battle of Fort McHenry during the War of 1812. His words were set to the tune of "To Anacreon in Heaven," a popular British drinking song.

In the 1950s, when it seemed certain that Alaska would be admitted to the Union, designers began retooling the American flag to add a 49th star to the existing 48. Meanwhile, a 17-year-old Ohio student named Bob Heft borrowed his mother's sewing machine, disassembled his family's 48-star flag and stitched on 50 stars in a proportional pattern. He handed in his creation to his history teacher for a class project, explaining that he expected Hawaii would soon achieve statehood as well.

Heft also sent the flag to his congressman, Walter Moeller, who presented it to President Eisenhower after both new states joined the Union. Eisenhower selected Heft's design, and on July 4, 1960, the president and the high school student stood together as the 50-star flag was raised for the first time. Heft's teacher promptly changed his grade from a B- to an A.

Unlike setting an intact flag on fire, flying one upside-down is not always intended as an act of protest. According to the Flag Code, it can also be an official distress signal.

The Flag Code stipulates that the Stars and Stripes should not be used as apparel, bedding or drapery. - [More in our next issue](#)





Welcome
New
Members

Dale Martin qualified on the USS Dace (SSN-607) in 1970. Dale served as an STS1(SS) in from '67 to '74. Dale lives in Topeka with his wife Hope. Welcome Aboard Bill!

Terry Romig qualified on the USS Nathan Hale (SSBN-623) in 1977. Terry served as an MM1(SS) from '75 to '81. Terry lives in Waverly. Welcome Aboard Terry!

Sculpin Base Patch is here!

Our new Base patch is now available. Contact Base Storekeeper Robert Emery at remery18@comcast.net.



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

Navy Rating Badge Quiz

We all know our boat badges, but of the "other Navy" badges do you know? ("Badges? Badges? We don't need any stinking badges!")

A)



B)



C)



D)



E)



F)



G)



F is what I wanted when I enlisted, G is what I got orders to in Boot Camp. But decided on Nuke. Answers at the bottom of the page.



Notice Donald Duck was never rated.

Then again he was in a Mickey Mouse Unit.

A) Lithographer (LI); B) Machinery Repairman (MR); C) Patternmaker (PM); D) Steelworker (SW); E) Journalist (JO); F) Builder (BU); G) Boiler Technician (BT)



Scuttlebutt**Items we'll never forget**

The classic Pyrex #723 white milk glass coffee mug with teal stripe by Corning Ware used throughout the Submarine Service. Generally accepted as indestructible and capable of withstanding both depth charges and bouncing off the hull or anechoic tile when accidentally dropped by the topside watch. Elicits involuntary gagging reflex when filled CUP is provided by another shipmate due to not knowing what else was previously in CUP. The ZARF



suspends the CUP. The CUP is always associated with a ZARF.

EABs - Wearing this mask and going around plugging it in was/is a submariner's worst nightmare. Known as "sucking rubber" this mask could give you a headache and attitude adjustment in the worst way just inside 30 seconds. Making matters worse would be looking around at all the drill monitors not wearing theirs.

Related to "Oxy-Panic," the look of terror on a shipmate's face when he is piggybacking on the same EAB manifold and you inadvertently disconnect his hose instead of yours while moving on to the next manifold.



That about "covers" it for today. (lol)

Eagle Scout Program

Are any of you Eagle Scouts? If so, you know the parallels of becoming an Eagle and earning your Dolphins. USSVI knows that also and is proud to present the patch shown below and a Certificate at any Eagle Scout presentation. If you know of any Scouts ready to "Eagle" please let the Base leadership know. Please contact the Sculpin Eagle Scout Coordinator, Bill Haug at grayback81@aol.com if you have any questions



**Next Base Meeting is
Saturday, May 21st**

**Warhorses for Veterans
5600 W 183rd St.
Stilwell, KS**

**Lunch (if desired) will be
Jersey Mike's Sub, chip,
pop, and cookies. Lunch
at 12:00, meeting to start
at about 1300**

**Great time last year at this
facility- they do great work**



Sculpin Base Member in the Spotlight

Ed Taylor

Hi Shipmates. Ed Taylor here. Dale asked me to be the member in the "spotlight" this quarter, so I'll try to make this as painless as possible. I was born in a suburb of Chicago (Hammond, Indiana) more years ago that I care to admit to. My parents moved to Independence, Mo., when I was very young, and I grew up in that town and graduated from High School in a class of nearly 500. I tried a couple of semesters in Junior College, but found that wasn't for me. When I registered for the draft after leaving college, my number turned out to be 17. I had no burning desire to dig fox holes and eat worms, so I checked out the other services. The Navy had this Nuclear Power program, and my recruiter looked at my ASVAB scores and insisted that I would be a perfect fit for it. The next thing I knew, I was reciting an oath at the AFEES station in Kansas City, and got on my first jet airplane to boot camp in San Diego. Our boot company missed having to go fight wildfires in the mountains by about three days. Whew! The first letter I got from home informed me that my draft notice had come in the mail two days after I left for boot.

My first two years in the Navy included Machinist Mate "A" School at Great Lakes, three months aboard the USS Independence (ironic, huh?), followed by Nuclear Power School in Bainbridge, Md., and prototype training at Ballston Spa, NY. Also included in this year was a marriage and the birth of my first child, also named Ed.

My first assignment to a submarine was to the USS Seahorse SSN-669, a 637 class, based out of Charleston, S.C. This assignment lasted for close to 5 years, and included numerous deployments: The Mediterranean, North Atlantic, Polar Ice Cap, Caribbean Sea, a change of command ceremony in Naples Italy, and

others that we may, or may not, have participated in. I was at sea on one of these deployments when my second son, Tim (yes, Tim Taylor) was born in 1975.

I left the Seahorse in 1977, and made a grave tactical blunder (career wise) by accepting a billet as a recruiter in Indianapolis, In. Suffice it to say that it was not a fulfilling time. The mood of the country at the time was not conducive to people joining the military out of a sense of patriotism, and there were some pluses and minuses (mostly minuses) associated with that job. My first marriage also ended during this time (divorce was finalized on my birthday, no less), but that turned out to be a turning point for me. As a friend and I were celebrating my divorce with one or two (ahem) adult beverages, I met this captivating young lady that would eventually agree to become my wife, and Alicia and I are now working on our 43rd year together.

Our first daughter was born in 1981 at Portsmouth Naval Hospital just after my assignment to the USS Hammerhead SSN-663, based out of Norfolk, Va. When I reported to the Hammerhead, I instantly became the senior first class on the boat, which was a sad commentary on the experience level of people left in the Navy at the time. Everyone seemed to be leaving. I was there for a year before I left to separate from the Navy. The 5 and 3 sea/shore rotation for MMs just didn't fit into my plans with my new family.

I left the Navy and got a job at the Wolf Creek Nuclear Power Plant, In Burlington, Ks., in the Operations group. I was there for 25 years total, working my way from a non-licensed operator to the position of Senior Reactor Operator, as a Shift Manager. There are many stories that I could relate about those years, but they are industry specific, and would be an excellent cure for insomnia for most people. Alicia and I had another daughter in 1984, and I am immensely proud of all of my children. (Continued on Page 15)



(from Page 14)

My eldest son turns 50 this year, so the wrinkles are starting to be a little more prominent.

I retired from Wolf Creek in 2007, thinking that it was time to relax and enjoy my leisure. That lasted about 6 months. I got restless and decided to do something that I had always wanted to try. I went to school and got a class A CDL. Then I started driving an 18-wheeler for a company that contracted with Fed-Ex. Got to drive double trailers back and forth across this beautiful country for almost two years, averaging around 5000 miles a week (team driving). This job was great, getting paid to see the beauty of America, but I had young grandchildren at that time and was missing too many of their "firsts". I needed something that would allow me to be close to home.

At that point, I was informed that there was an opening at our local county Sheriff's Office in the jail as a Corrections Officer. I thought, what the hell, why not?

So I applied, and, in a moment of corporate weakness, they hired me. Let me tell you, I WAS NOT READY for some of the things I saw and heard while doing that job. I figured that with my Navy background and working at Wolf Creek for so long, I had seen, heard and done most everything that would shock me. Hardly. I can tell you that Corrections Officers are underpaid, overworked, underappreciated. They deal with the absolute dregs of society, and many of them would just as soon slit your throat as look at you. I saw and heard things during the performance of my duties that will remain burned into my memory forever, or until dementia finally takes over. And this is in a 19 bed, local county jail. I don't even want to think about large jails, like Johnson County, that holds up to 3000 inmates or more or maybe Los Angeles, where they process up to 14,000 inmates per day. If you know a Corrections Officer, thank them for their service and sacrifice, be-

cause they are the barrier between the animals and the public. I was promoted the position of Jail Administrator in 2017, and retired (again) in 2019. I just can't get away completely though. I still do prisoner transports for the Sheriff's office occasionally.

Thanks for the attention, and if you'd like some juicy details of some of the Navy, Wolf Creek, or Jail stories, hit me up at a meeting and we can shoot the breeze.

Member's Boat in the Spotlight

USS Seahorse (SSN-669)



Ed Taylor's "Qual Boat"

Her keel was laid down on 13 August 1966 by the Electric Boat Division of the General Dynamics Corporation at Groton, Connecticut. She was launched on 15 June 1968, and commissioned on 19 September 1969 with Commander George T. Harper, Jr. in command.

She was the 47th nuclear powered attack submarine with her motto "Thoroughbred of the Fleet".

Following a shakedown cruise in the Caribbean Sea and visits to various ports in the Caribbean, *Seahorse* returned to her home port, Charleston, joining Submarine Division 42. Through November 1970, she operated in the Atlantic and Caribbean, engaging in local operations and conducting attack submarine and antisubmarine warfare (ASW) training.

Seahorse saw operations in the "Med", the North Atlantic and in October of 1981 sailed for the Indian Ocean, returning to Charleston in April 1982, after a 46,000-mile, 181-day deployment that circumnavigated the globe, and touched five of the modern Seven Seas, and all four oceans. (continued on Page 16)



(from Page 15)

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

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

Write it down or it will be lost

"I didn't do anything special." BS, you did. You volunteered in a all-volunteer part of the Navy. You did do something special; something very few of the public has done.

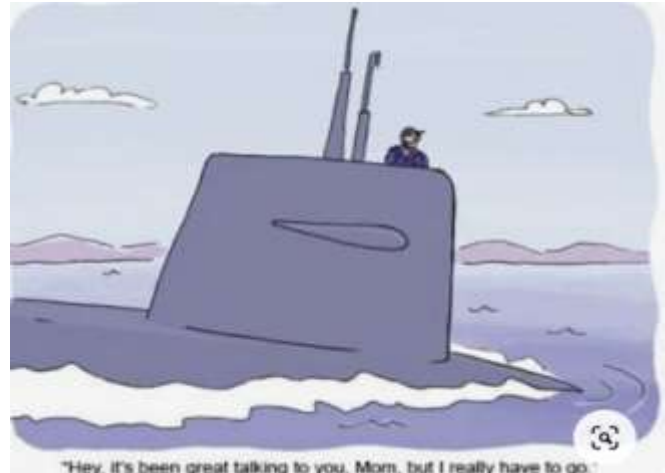
Just volunteering is special. Then you worked your butt off getting your Dolphins. Then you went without seeing the sun for months. All of that is special. We are special people. (and darn-right strange to some people.)

So all of those stories of work, liberty, laughter and sadness are worth telling. We tell them when we are with others of our kind, but we need to write them down to preserve our memories of our time in service. Sometimes we loved it, often we hated it, but it made us who we are, Submariners.

About a year ago, I started asking members to be our "Member in the Spotlight". It has been very good. It allows others in our Base to get to know you and strengthens our Base. Only one or two has declined when asked; saying some other member is more worthy. BS again. We are all worthy.

So to you that haven't been asked yet, your turn is coming, so start on it now. Also, we are always looking for "Sea-Stories". Now any one that does not have a sea-story can't be a submarine sailor; so I challenge you (double-dog dare) to send me some for the next edition.

Deadline for the 3rd Qtr edition is 5 August.



"Hey, it's been great talking to you, Mom, but I really have to go."

I miss Dennis and Vinnie

We all were M-Div nubs together. All came aboard during the first shipyard overhaul in '73. Me being the junior nub. I think Dennis was first.

Dennis extended a year to get Nuke "Pro-pay; I shipped-over "STAR" and got the big bucks; Vinnie was just happy being an MM3, at least for a while.

We all started in the ERL, where I relieve one of them and the other relieved me. Either I told Vinnie what the chow was or he'd tell me. It was part of our turn-over. We did this also for AM2LL, ERUL, and ERS.

Dennis made MM1 first, but I was the first to qualify EWS as an MM2, 11 days prior to making MM1. Dennis qualified EWS about a month after I did. Vinnie was happy a ERS and MM2, but did eventually make MM1.

Dennis was a big guy and strong. Vinnie not so big, but had hands the size of small islands. You could always tell the valves that Vinnie re-packed. Both were great MMs.

We all left the boat about the same time, me to prototype, Dennis to the lower base, and Vinnie to the civilian world. I ran into Dennis about 30 years ago at the Ft. Calhoun nuke plant.

I had found that Dennis passed about 8 years ago, and recently found out Vinnie passed about 10 years ago. Rest on Eternal Patrol guys, I have the watch. I wonder what's for chow. - Moe(SS)



POD Funny Page

"An old Navy Submarine A-ganger Chief walks into a hotel bar and sits down next to a young, attractive woman.

They hit it off, and she likes a man in uniform, so she says, "Why don't you come up to my room?"

The Chief says, "I'm flattered but at my age I'm not sure if things would work the way you hope."

She says, "But you're in good shape...tell me, when was the last time you had sex?"

"Oh...", says the Chief..."it was probably around 1955."

"Oh my gosh!", says the woman. "Well, I'm sure it will all come back to you."

So, they end up in bed and it's pretty wild. The Chief really has some skills.

When it's all over, she says, "Chief, that was wonderful! I'm impressed that you haven't forgotten a thing since 1955!"

And the Chief says, "Well I should hope not. It's only 2230 now."

A Submariner walks into a bar and takes a seat next to a very attractive woman.

He gives her a quick glance then casually looks at his new Apple watch for a moment.

The woman notices this and asks, "Is your date running late?"

"No," he replies, "just got this state-of-the-art Apple watch, and I was just testing it."

The intrigued woman says, "A state-of-the-art watch? What's so special about it?"

He says, "It uses alpha waves to talk to me telepathically."

The lady says, "What's it telling you now?"

"Well, it says you're not wearing any panties."

The woman giggles and replies, "Well it must be broken because I am wearing panties!"

The Navy man smirks, taps his watch and says, "Darn thing's an hour fast."

Working on the computer is like live on a submarine. - Once you open windows, the problems begin.

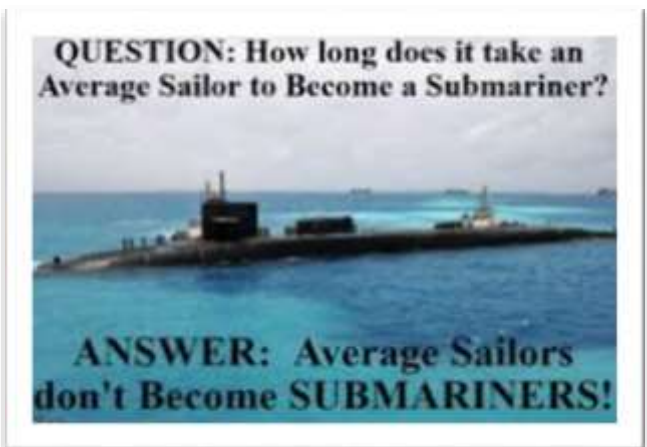
USS Patrick Henry - "Give me Liberty, or give me Depth." (lol)

An Air Force Airman and a Navy Seaman are sitting at a bar and during their small talk:

Airman: "You're telling me that you're in the Navy and can't swim?"

Seaman: "You're in the Air Force. Can you fly?"

Got some funnies to share? Send them to Moe



USSVI School - Learn about our organization

Shipmates, like other Veteran organizations we too have a Constitution and Bylaws. These are evaluated at least every couple of years and used and reviewed daily.

I know with the web-site under renovation, it may be difficult to get to this info. If you can use the old MS "Internet Explorer" and continue when you get the "certificate" message (it is safe, just the certificate is out of date with our old software), you can get to the ussvi.org site.

I have found one of the best ways to learn about the USSVI is to complete the Base Commander's Qual Card. Oh come on, another qual card!! It's a look-up qual card, no pressure. I had to complete a District Commander's Qual Card also. They both are very informative. I encourage all the Base Officers to complete the BCQC.

At our Base meetings we read ARTICLE III - PURPOSE/CREED, heck it's on the front page of this newsletter. Worth a read if you haven't read it in a while.

The two major Veterans organizations, the VFW and the American Legion have "Posts" and you may only belong to one Post. Our organization has "Bases" and you may belong to one "Primary Base" and as many other (secondary) Bases as you wish. This is stated in ARTICLE VII - MEMBERSHIP. Also stated in this article is the fact that members can only vote once in the National USSVI elections and that would be your primary Base.

Article VII also talks about Regular members, Life Members, and Holland Club Members. Remember, unlike the VFW or AL, our membership dues are split into National Dues and Base Dues. Usually, as in our Base, the Base Membership Chairman/Secretary will remind/collect dues for both and submit National their portion. If you are a member of other (secondary) Bases you will need to submit your Base dues for that Base on your own.

Article VII also talks about Associate members. Unlike the other organizations, we allow Associate members. Some may say the other organizations allow Associates, but that is a local thing and not sanctioned by Department (State) or National. Anyhow, we have Associate members. They can hold any Base Office except for Commander and Vice-Commander, if stated in the Base Bylaws.

Who are the Associates? They are a family member up to two degrees of consanguinity (blood line relationship) of a Regular member; or a non-family member who has demonstrated a strong interest and support; or a non-family U.S. Military service member. Associate members can vote on Base matters, if permitted by Base Bylaws.

MEMBERS-AT-LARGE are also covered under this Article. This category covers those who are USSVI members but not connected to a Base or has failed to pay Base dues, but continues National dues or is a USSVI Life member. Sound crazy, but here in Kansas we have some MALs. We have contacted them but most are way too far across the State and not near any Base; too far to enjoy the fellowship and comradery that we enjoy at a Base meeting. Hopefully they will find other "boat sailors" in their area and start a Base just as we did.

Okay Class. Enough "schooling" for today. But seriously, re-read the Purpose and Creed from time to time. If you stop and think about what we did for four/six/eight/more years, we did do something special; and we could not have done it without the guy next to you. We may not have always agreed with the other guy, but we could count on him doing his job. Thank you all.

Next Class - ARTICLE IX - STRUCTURE

Liberty is down.



GEDUNK from the Net

Service Records and other Archived Documents	Article
Cancellation of French Submarine Construction costs Billions	Article
Australia's New Aukus Submarine	Article
Female Submariners Make History Aboard USS Wyoming	Article
Huntington-Ingalls Delivers Attack Submarine USS Montana	Article
Navy Silently Commissions Attack Boats USS Vermont and USS Delaware	Article
Navy Launches Ice Exercise 2022 in the Arctic Ocean	Article
Navy has Submarines That Can Destroy a Country in Minutes	Article
Dinner for the Crew: Mess Gear and History of Navy Chow	Article
Master Chief's Tour of Arlington National Cemetery	Article
The Last Salute: Three Volleys	Article
USS Toledo Submarine Chief	Article
Submarine School Documentary - The Real Thing	Article
List of Submarine Classes of the United States Navy	Article

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

Send them to Moe at donutdad53@gmail.com

Wear your Dolphins - you sweated, got dirty, lost sleep, missed meals, were late for watch, lost your seat to a Qualified crew member, and much more. You EARNED them. Wear them to so others that you "walked the walk". Other Boat Sailors will see them on you and ask "what boat were you on?"; and a conversation will break-out. You might have just recruited a new USSVI member. Tell them about your Base, Base activities, when you meet and where. Other veterans might say hello, but the Bubbleheads will talk to you; they can't help themselves. That's the start in the recruiting process.



**George H. Arnold , ST1(SS)**

George Qualified on the USS Rock (SS-274) in 1960 and left the Navy as a ST1(SS). George also served aboard USS Halibut (SSN-587) and USS Sturgeon (SSN637). George also served as Army National Guard as a Sargent 1st Class (E-7). George was a member of the Topeka-Jefferson City Base, the Sculpin Base, and other USSVI Bases. George was the Past Commander of the TJC Base and a Life member of USSVI.

RIP Shipmate George -21 September 1940 - 9 April 2022

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

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

