



Sculpin Base POD

USSVI Class 4

Newsletter of the Year-2021

3rd Quarter 2022

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

USSVI CREED AND PURPOSE

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

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

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

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[USSVI Website](#)

[Sculpin Base Website](#)

Lost Submarines—Third Quarter

July

USS S-28 (SS-133)

Lost on July 4, 1944 with the loss of 49 men while conducting training exercises off Hawaii with the US Coast Guard Cutter Reliance.



USS Robalo (SS-273)

Lost on July 26, 1944 with the loss of 77 men while on her 3rd war patrol. She struck a mine about 2 miles off the coast of Palawan. 4 men survived and swam ashore, then were imprisoned by the Japanese.



USS Grunion (SS-216)

Lost on July 30, 1942 with the loss of 70 men while on her 1st war patrol. She radioed that she sank two subchasers and damaged a third, but was never heard from again.



August

USS Bullhead (SS-332)

Lost on August 6, 1945 with the loss of 84 men while on her 3rd war patrol in the Lombok Strait off the Bali coast when sunk by a depth charge dropped by a Japanese Army plane. Bullhead was the last submarine lost during WWII.



USS S-39 (SS-144)

Lost on August 13, 1942 after grounding on a reef off Rossel Island (Yela), New Guinea while on her 5th war patrol. The entire crew was able to get off and was rescued by the HMAS Katoomba.



USS Flier (SS-250)

Lost on August 13, 1944, with the loss of 78 men while on her 2nd war



patrol. She was transiting on the surface when she was rocked by a massive explosion (probably a mine) and sank in less than a minute. 8 men survived and made it to shore where friendly natives guided them to a Coast Watcher and they were evacuated by the USS Redfin 6 days later. Flier's wreckage has been located south of Palawan Island near the Philippines' Balabac Strait.

USS Harder (SS-257)

Lost on August 24, 1944 with the loss of 79 men while on her 6th war patrol near Bataan in the Philippines from a depth charge attack by a Japanese minesweeper.



USS Cochino (SS-345)

Lost on August 26, 1949 after being jolted by a violent polar gale off Norway caused an electrical fire and battery explosion that generated hydrogen and chlorine gasses. In extremely bad weather, men of Cochino and Tusk (SS-426) fought to save the submarine for 14 hours. After a 2nd battery explosion, Abandon Ship was ordered and Cochino sank. Tusk's crew rescued all of Cochino's men except for one civilian engineer. Six sailors from Tusk were lost during the rescue.



September

USS S-5 (SS-110)

Lost on September 1, 1920 when a practice dive went wrong and she sank bow-first, with her stern showing above the water. In a dramatic adventure, her exhausted crew was rescued during the next few days through a hole cut in the hull in the tiller room. Salvage attempts were unsuccessful. S-5 settled to the bottom and was abandoned off the Delaware Capes, 40 miles offshore.



USS Grayling (SS-209)

Lost on September 9, 1943 with the loss of 76 men while on her 8th war patrol near the Tablas Strait in the Philippines to unknown causes .



USS Pompano (SS-181)

Lost on September 17, 1943 with the loss of 77 men while on her 7th war patrol off Honshu, sunk by enemy mine.



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-51 (SS-162)

Lost on September 25, 1925 with the loss of 33 men when it was sunk after collision with SS City of Rome off Block Island, RI.



USS Cisco (SS-290)

Lost on September 28, 1943 with the loss of 76 men while on her 1st war patrol in the Sulu Sea, west of Mindinao in the Philippines, sunk by surface craft and aerial bombs.



Please remember all Veterans and the families of POWs and MIAs. Remember National POW/MIA Recognition Day is Friday, September 17th. National POW/MIA Recognition Day was established in 1979 through a proclamation signed by President Jimmy Carter. Since then, each subsequent president has issued an annual proclamation commemorating the third Friday in September as National POW/MIA Recognition Day.

A national-level ceremony is held on every National POW/MIA Recognition Day. Traditionally held at the Pentagon, it features members from each branch of military service and participation from high-ranking officials.

In addition to the national-level ceremony, observances of National POW/MIA Recognition Day are held across the country on military installations, ships at sea, state capitols, schools and veterans' facilities.

No matter where they are held, these National POW/MIA Recognition Day ceremonies share the common purpose of honoring those who were held captive and returned, as well as those who remain missing.

Since 1999, the POW/MIA Accounting community has created a poster commemorating National POW/MIA Recognition Day. The 2020 edition of the poster, continues to honor this tradition.



Additional information can be found on USSVI Website, just click on "Lost Boats"



The "POD" from the Engineroom Upper Level

Hey Shipmates,

I've been retired from my civilian job for almost four years now. The other day, for some reason, I was trying to remember the steps we went thru to perform a certain task. I could not remember the steps. Yet, I bet you I could still bring steam into the Engineroom and do a plant startup. More so on the boat than at the prototype.

Many of us are older and think back. Heck, I was just a farm kid from a small Southern Michigan farm. Went into the Navy to get away and maybe learn a trade in the SeaBees. I wanted to be a Builder and learn carpentry. Recruiter really didn't lie; said that they may be closed. He was right.

My dream sheet had five "snipe" choices with Engineman at the top and BT at the bottom. Got orders to BT "A school". Didn't want that, so I became a Nuke MM in boot camp after talking to the guy who slept under me.

Later that guy worked for me as my AMR2LL and ERUL watch while I was ERS. I always gave him hell for talking me into being a Nuke. But I thank God he did. I didn't turnout too bad for an old Michigan farm boy. - Moe(SS)

The "POD" Piping Tab:

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Other BS scattered about like "sanitary blown inboard"

The "[Sculpin Base POD](#)" is the

[Quarterly Newsletter of the](#)

[Sculpin Base - United States Submarine Veterans.](#)

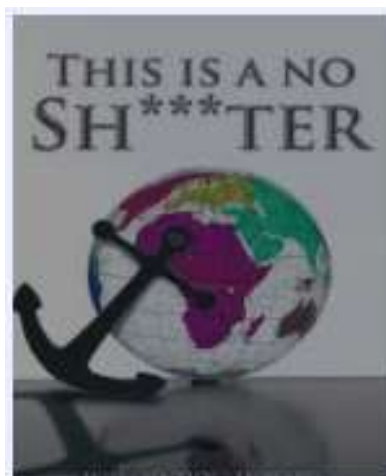
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Your Sea Stories and
Input are always
WELCOME!!

Next Deadline is 4 November 2022

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Commander— E. Dale “Moe” Moses

Well here we are. Two years old in August. We have grown in membership, have won a National award for our newsletter, and have been in a couple of parades. We have a Kaps4Kids chair, a Eagle Scout Chair, and are working on a greatly needed web-site.

We are doing okay for just meeting every quarter. Could we do more if we met more often? Yes, but let's grow a little and get more involvement in the current activities.

As your District Commander, I see the Annual Activities Reports from all my 11 Bases. These reports record the number of attendees at meetings compared to the number of total members; then a total percentage for overall yearly attendance. Ours was 49%. Not too bad for a base of our young age and size.

The report also has the number of parades, submarine events, memorial dedications, and community events. We had two parades we attended with the TJC Base.

Base/District events include Eagle Scout presentations, K4K events, school presentations, Color Guard duty and Eternal Patrol duty. In this area we had one Eternal Patrol Duty.

In the Awards section we had one Na-

tional award (this newsletter); eight longevity pins awarded; and one Holland Club Induction (Monte Schmidt).

The report also tracks the number of new base members; member losses (eternal patrol, transfer, non-renewal). We lost one member on Eternal Patrol (George Arnold), two transfers, and two non-renewals. We can't do too much about Eternal Patrols, but the non-renewals and transfers we can.

We need to keep the Base moving ahead and involved with our communities. Parades, school visits, Color Guard, etc. are all easy "gigs", we just need members to be there, you will have fun, after all it is not a stores loading party, none or very little work involved.

It does not take much for us to present the Colors at your local School sporting event. I have lead Bubbleheads at minor league baseball parks, hockey games, and NBA games, including play-offs, so we can do it as a Base. Just think ahead, and we'll get it done.

Oh. One other thing on the report is Monetary Contributions. Some Bases raise money via raffles, etc. and make donations to local food banks; homeless shelters, retirement centers, etc.. We too can do this, just think and suggest. I enjoy working with you all. - Moe(SS)





Vice Commander Rick Hutchison

When I tell someone unfamiliar with military service about being on submarines, they usually start with "I could never do that", and then ask what it was like. Here are a couple of the more frequently asked questions and how I respond to them. I know I'm preaching to the choir here and hopefully this will spark some good memories from your submarine experiences.

"Was it claustrophobic?"

Like everything else, people adapt to circumstances. Even small spaces. If you lock yourself in your house, eventually your world shrinks to the dimensions of the various rooms in the house. Same for subs. Your world shrinks to the dimensions of the various spaces accessible. I ask the person to lift their arms up from the sides and spin around once. I remember only a few of places on the sub where I with my six-foot span could do that without bumping into something or someone.

The only time I had trouble with claustrophobia was the first night on the sub. The space in the racks (substituting "bunk beds" for those not in the know) was very limited. I broke out in a cold sweat only the first night due to the small bed compartment. At 6 foot and 2 inches, I was taller than the length of all but a handful of racks. Bent knees was a necessity for my height. I remember laying in the bed and being able to reach up and touch the ceiling with my elbows. There was one rack outside of the torpedo room that had a ceiling barely off the mattress. The unlucky person assigned to this rack could not roll over. How you entered the rack is how you slept, either face up or face down. No side sleepers allowed with that low ceiling.

As for the rest of the submarine beyond the racks, that was also a challenge to people of height. The first couple of weeks, I spent a lot of time bumping my head on pipes and brackets. After a while, your brain learns to duck without thinking. Then we went into the shipyard for a refit where they changed

pipes and equipment. Had to re-learn where all new height hazards were using my head again as the collision detection device.

"How can you stay underway for 3 months?"

Easy answer. Don't return to port. All kidding aside, the only thing preventing us from staying out longer was a fuel limitation. Not the nuclear reactor, which could go on for years and years. The problem with fuel was more human power in nature. Humans need fuel daily and the submarine has only so much space to store it. On my sub, the galley had a large box freezer and chiller. Just before heading out for a three-month tour, the chiller was configured as a second freezer. Both freezers were packed solid, and all sorts of canned and dry goods were loaded to a storage tank under the freezers.

There was another human fuel limitation that raised its ugly head towards the end of the three-month op - cigarettes. It got so bad for some smokers that they raided the emergency ration packs. That and digging through the ashtrays looking for anything that wasn't burned to the filter. Aside from the fuel limitations, the assigned compartment watch routines became just that - routines. Once locked into the sleep - eat - watch - eat - work - eat cycle, the days just blended together and soon we all resurfaced in a new port. - Rick



Base Secretary/Treasurer/ Membership Bret Cortright

Things have been pretty quiet over this summer in the Secretary/Treasurer department. The Meeting Minutes of our last meeting and the Treasurer's Report will be electronically disseminated to the membership prior to our next meeting. In addition to the minutes and Treasurer's Report, I will also be sending out an updated Sculpin Base Roster.



As far as membership, since we last met, we've added a new member to Sculpin Base.

Ross Thomas has joined USSVI and Sculpin Base. Ross, a resident of Lawrence, KS, qualified on USS Andrew Jackson in 1984. Welcome Aboard Ross!

On June 4th, Sculpin Base participated in its "Inaugural Parade" at the annual Old Shawnee Days parade. Had a good time even though we had small attendance. But, we did it and received a warm welcome from parade goers throughout the route.

Editor Note: Check out all of this summer's parade news later in this issue. Come and be in the Veteran's Day Parade in Emporia on November 11th.



Sculpin Base Binnacle List

None to report - Stay well Shipmates!

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

**First Baptist Church
1101 N. 4th St.
Burlington, KS**

**A Light Lunch (if desired)
provided (by donation) at
1100 by the ladies of the
church.**

**Meeting to follow at 1200.
Come have Chow with
some shipmates.**

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.



Chief of the Boat Dennis Mosebey



This issue I thought we would talk about Gunther Prien, commander of the U-47 in WW2. He is best known for his penetration of the British Home Fleet waters at Scapa Flow and the sinking of HMS Royal Oak. The British felt that this was not possible but using a very narrow gap between two blocking ships which had been sunk, Prien took the U-47 in and then successfully back out in a time when sonar was just in its infancy.

Günther Prien (16 January 1908 – presumed 8 March 1941) was a German U-boat commander during World War II. He was the first U-boat commander to receive the Knight's Cross of the Iron Cross and the first member of the Kriegsmarine to receive the Knight's Cross of the Iron Cross with Oak Leaves of Nazi Germany. It was Germany's highest military decoration at the time of its presentation to Prien.

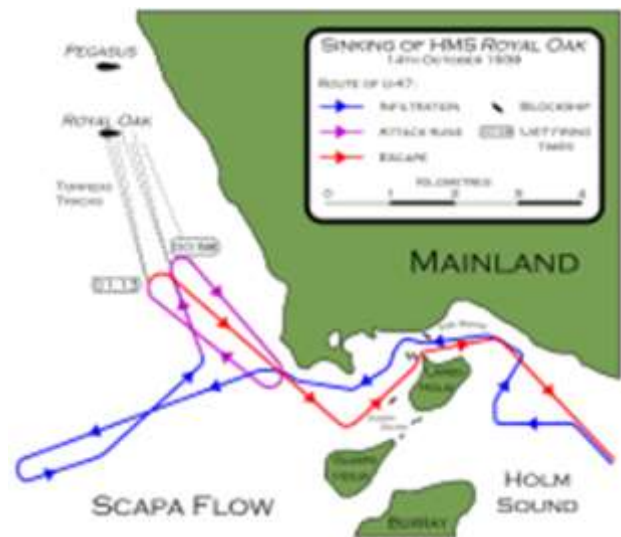
Under Prien's command, the submarine U-47 was credited with sinking over 30 Allied ships totaling about 200,000 gross register tons (GRT), along with the British battleship HMS Royal Oak at anchor in the Home Fleet's anchorage in Scapa Flow.



On 1 October 1939, Karl Dönitz became a Konteradmiral (rear admiral) and "Commander of the Submarines" (Befehlshaber der Unterseeboote, BdU). Dönitz had been encouraged

in operations against warships by the sinking of aircraft carrier Courageous in September 1939. On 28 September 1939 he said, "it is not true Britain possesses the means to eliminate

the U-boat menace." Dönitz was busy convincing Hitler of the need for 300 operational boats to achieve decisive success against England. Dönitz was attracted to the prospect of attacking the Royal Navy anchorage at Scapa Flow at the outbreak of war, to win a victory for his command. In World War I, two German submarines had tried and failed. Undaunted he ordered German submarine U-16 to reconnoiter the region and requested Luftwaffe reconnaissance. From the air and sea reports Dönitz concluded that there was an 18-yard gap in the northeast entrance, between blockships sunk to bar the gap from Lamb Holm and the mainland. Dönitz selected Prien and U-47 for the task. Prien was his favorite, and according to Dönitz "possessed all the personal qualities and professional abilities required."



Infiltration of Scapa Flow by U-47.

Prien left port to navigate the shallow North Sea on 8 October and did not brief his crew until mid-mission. He avoided all shipping and sat on the sea bed in daylight if possible. Prien (continued on next page)



(continued from previous page)

approached Orkney in the evening of the 14 October. He surfaced four-hours sailing time from the anchorage. While surfaced Prien observed the aurora borealis, which exposed the German submarine. In a post-patrol account Prien remarked it was "disgustingly light" and that – in his words – "the whole bay is lit up". At 22:00 the Orkney navigation lights came on for thirty minutes which allowed Prien to fix his position. His watch officers spotted a merchant ship and Prien dived to avoid it, but shadowed the vessel and carried out a practice attack. Despite the presence of the lights he could not see the ship through the periscope. With visibility poor while submerged he decided to carry out the attack on the surface.

Prien pressed on and passed through the narrow entrance to the sound. He selected the wrong channel—between Lamb Holm and Burray—recognizing the mistake in time. He disregarded Dönitz's idea to pass south of the two blockships and instead sailed between the center and northern block ship. The tide allowed the entry to be made rapidly. Prien and his crew were temporarily snared, or ran aground. Only by reversing at maximum revolutions did the U-boat free itself. U-47 entered the Flow at 00:27. Prien and his watch officers found the anchorage to be empty. Eventually they spotted "two battleships", in reality, just one; Royal Oak. The other was the 6,900 GRT seaplane tender Pegasus. Prien began the attack at 00:55 and concluded it at 01:28. He fired seven torpedoes, some of which failed or ran widely off target. Nevertheless, the battleship was struck by several of the second salvo and sank in 13 minutes. The sinking killed 835 of her crew, including Rear Admiral Henry Blagrove, commander of the 2nd Battle Squadron. At 02:15 U-47 exited the Flow and ordered flank speed to escape. He logged in the war diary, "a pity that only one was destroyed." Prien thought he had damaged the Repulse lying behind Royal Oak, but it was not present—the Pegasus was not hit. In

the U-boat's war diary at 02:15 he wrote, "I still have five torpedoes for any merchant targets that come our way."

He returned to Germany on 17 October to instant fame. Prien and his crew were flown to Berlin aboard Hitler's personal aircraft. At the Reich Chancellery the following day, Hitler awarded Prien the Knight's Cross of the Iron Cross (*Ritterkreuz des Eisernen Kreuzes*). For Dönitz, the operation was a personal triumph. U-boat production did not increase immediately, but he had succeeded in securing Hitler's attention. Nazi propaganda exploited the success and gloated over damaged British morale. The Home Fleet did not return to Scapa Flow until March 1940, until the entry points were closed and air defenses improved. The fleet was moved to Loch Ewe, but on the way the battleship Nelson was damaged by a mine laid by U-31.

Purportedly Prien did not enjoy being a propaganda tool, but he cooperated with the Reich Ministry of Public Enlightenment and Propaganda, and conferenced with Joseph Goebbels. The conference was unique in that it was the first time the Nazis showcased an individual military success. American journalist William L. Shirer met Prien but was not impressed by his lack of humility and wrote of Prien that he appeared "cocky" and a "fanatical Nazi." The story that Prien had simply followed a ship into the harbour was rightly disbelieved; Prien said nothing of his route in. Prien wrote a book of his experiences during the war, *Mein Weg Nach Scapa Flow* (My way to Scapa Flow), released in the autumn, 1940. One historian wrote, "for a story of potentially high propaganda value, it is told with striking restraint." The media compensated for this apparent modesty. The *Illustrierter Beobachter* lionized Prien. It provided plenty of images of Prien, his crew and Hitler, exalting him as a hero. These sentiments were picked up and spread throughout Germany by other state-controlled media outlets.



Prien received the nickname Der Stier von Scapa Flow ("The Bull of Scapa Flow"); the emblem of a snorting bull was painted on the conning tower of U-47 and soon became the emblem of the entire 7th U-boat Flotilla. The reason, given by 1st watch officer Engelbert Endrass for this, was the sight of Prien's demeanor as U-47 entered Scapa Flow, "his frowning face and hunched shoulders reminded him of a bull in a ring." All U-boats had their number removed from the conning tower in wartime, and commanding officers often applied their own motifs. Two members of the Scapa Flow crew earned the Knight's Cross of the Iron Cross during World War II: the chief engineer (Leitender Ingenieur) Johann-Friedrich Wessels and 1st watch officer (I. Wachoffizier) Engelbert Endrass.

Kept secret by the German naval command was the fact that Prien had fired a total of seven G7e torpedoes at his target; only one from the first salvo hit the target and exploded on the bow, near the anchor chain. The stern torpedo also failed to hit or detonate. The second salvo did strike and explode. The navy had long-standing problems with their depth, steering and their magnetic detonator systems. These problems continued to bedevil the German submariners for a long time. In 2002, part of a torpedo fired during the attack resurfaced near to an anchored tanker. The warhead had detached but the missile contained compressed air necessitating its destruction by a bomb disposal team.

The historian Riederer argues that *Sonderunternehmen P* (Special Operation P), the codename for the attack on Scapa Flow, was very likely predominantly motivated by Nazi propaganda. Following World War I, the German High Seas Fleet was interned at Scapa Flow under the terms of the Armistice whilst negotiations took place over the fate of the ships. Fearing that all the ships would be seized and divided amongst the Allies, Admiral Ludwig von Reuter decided to scuttle the fleet. Whilst the internment was considered a national humiliation by the *Kriegsmarine*, the scuttling of the fleet was being romanticized as

an act ridding the navy of the shame associated with the Kiel mutiny of 3 November 1918. The NS-propaganda spread the interpretation that Prien's success at Scapa Flow turned the symbolic triumph of scuttling the fleet, and had finally rid the older generation from the Scapa Flow traumata.

Prien and U-47 completed 9 patrols, but on 10 patrol she was lost under attack.



German submarine U-47 was a Type VII B U-boat of Nazi Germany's Kriegsmarine during World War II. She was laid down on 25 February 1937 at Friedrich Krupp Germaniawerft in Kiel as yard number 582 and went into service on 17 December 1938 under the command of Günther Prien. [Wikipedia](#)

Draft: 15.55'

Construction started: February 27, 1937

Beam: 20.34'

Launched: October 29, 1938

Length: 218'

Builder: Friedrich Krupp Germaniawerft

Test depth: 230 m (750 ft); Calculated crush depth: 250–295 m (820–968 ft)

Note: All material taken from Wikipedia.



Base Chaplain Lamont “Monte” Schmidt



THE OWNER’S MANUAL

WHAT IS THIS ??? Owner’s Manual (Allow me a little poetic license)



- Who wrote it/compiled it? – Manufacturer (Naval Sea Systems Command)
- Who would know the most about their product? The manufacturer
- Why do you need an Owner’s Manual? -What is its purpose?

To learn about the product, how it works; what it was designed to do/not do

Description/Specifications

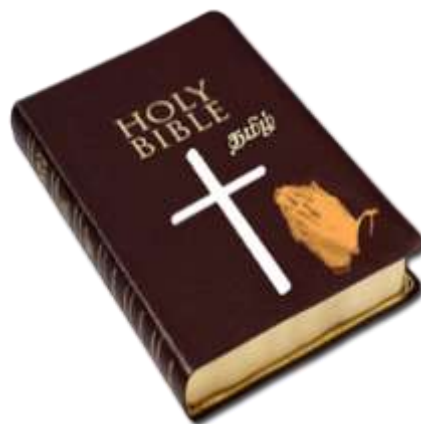
Operation/Safety - Learn where to find controls/switches

Maintenance/upkeep – to increase life span/reliability

Troubleshooting

In bold print a phrase is repeated “**failure to do so may result in serious injury or death**”.

WHAT IS THIS???



God’s Owner’s Manual for us

(continued on next page)



God's Owner's Manual for us – if you don't have one, you need one:

Who authored it/wrote it? – The Holy Spirit communicating what He had heard from the Father.

Who would know the most about their product? The one who made it.

Why do you need an Owners Manual? What is its purpose?

To learn about the product, how it works; what it was designed to do/not do = there is nothing not covered in this book.

Description/Specifications –

Operation/Safety –

Maintenance/upkeep –

Troubleshooting

Customer Service –

Warranty-

OPERATION- FEATURES

PURPOSE/DESIGN –

Ps. 139:14 “You are fearfully and wonderfully made.”

Eph. 2:10 For we are his workmanship, created in Christ Jesus for good works, which God prepared beforehand, that we should walk in them.

SERIAL NUMBER (VIN) (we are each individually made and unique, no two alike, yet He knows us each by name) *Jeremiah 1:5 “I knew you before I formed you in your mother's womb.”*

Is. 64:8 O LORD, you are our Father; we are the clay, and you are our potter; we are all the work of your hand.

COMMUNICATION SYSTEM (Prayer) – HANDS-FREE. No limit on minutes, no out of service, no automated answering machines, attendant always on duty.

Matt. 21:22 And all things you ask in prayer, believing, you will receive.”

GPS – DIRECTION

Jer. 6:16 “Stand at the crossroads and look; ask for the ancient paths, ask where the good way is, and walk in it.”

Dt. 28:14 do not turn aside from any of the words that I command you today, to the right hand or to the left

MAINTENANCE SCHEDULE –

Psalms 5:3 Lord, in the morning you will hear my voice; in the morning I will pray to you, and I will watch for your answer.

Psalms 143:8-10. Let me hear in the morning of your steadfast love, for in you I trust. Make me know the way I should go, for to you I lift up my soul. Teach me to do your will, for you are my God! Let your good Spirit lead me on level ground!

TROUBLESHOOTING – *James 1:5 “If any of you needs wisdom to know what you should do, you should ask God, and he will give it to you.”*

NOISE SUPPRESSION – *Philippians 4:8 Finally, brothers and sisters, whatever is true, whatever is noble, whatever is right, whatever is pure, whatever is lovely, whatever is admirable-if anything is excellent or praiseworthy-think about such things.*



LANE DEPARTURE WARNING: *Deut. 5:32 So be careful to do what the LORD your God has commanded you; do not turn aside to the right or to the left.*

CUSTOMER SERVICE – *Is. 59:1 “Surely the arm of the Lord is not too short to save, nor His ear too dull to hear.”*

Warranty – *(Unlimited for all eternity for all who become His Disciples); Jn. 3:16 For God so loved the world that He gave His one and only Son, that everyone who believes in Him shall not perish but have eternal life.*

Ephesians 1:13 And in Him you were sealed/marked with the promised Holy Spirit, having heard and believed the word of truth, the gospel of your salvation. 14The Spirit is the pledge of our inheritance until the redemption of those who are God’s possession, to the praise of His glory.

***** Warranty ***** *But You Must Register with the only One who can honor the guarantee – Jesus, Savior, Redeemer, and King.*

Throughout this Book a phrase is repeated *“failure to do so may result in serious injury or death”*.

DOES JESUS KNOW YOU?

- We have all probably been asked at one time or another “Do you know Jesus?”
- And I’m sure for many of us the answer was “Yes!”
- But I think there is a more important question to be asked...
- And that would be *“Does Jesus know you???”* Have you become a New Creation in Christ Jesus? Have you been crucified with Him and walking in a new life?
- Or are you at risk of hearing Him say *“Depart from me, I never knew you?”*
- *Does Jesus know you today or is this the hour of your salvation?*
- *Do you need a “new start” today? Freedom from a spirit that has you in chains? Sickness, disease, sin-sickness/iniquity?*
- *Have you grown weary in doing good, lost your first love, need refreshing in the Spirit?*

USS Sculpin (SS-191) , a Sargo-class submarine, was the first ship of the United States Navy to be named for the sculpin. What is a sculpin? Also called bullhead or sea scorpion, any of the numerous, usually small fish of the family Cottidae (order Scorpaeniformes), found in both salt water and fresh water, principally in northern regions of the world. Sculpins are elongated, tapered fish, usually with wide, heavy heads.





Assorted Flag Facts



Peter Hercules Wendover (1768-1843) was born in New York City. He received a liberal schooling and held several offices in New York. He was a Delegate to the State Constitutional Convention in 1796, a Member of the State Assembly in 1804, and was elected as a Democrat to the 14th, 15th, and 16th Congress as a representative from New York. He served the Congress from 1815 to 1821.

It was P.H. Wendover, the little bulldog of the Congress, who made it his life's work to get the Congress to pass an act to establish the Flag of the United States. He pointed out that flags bearing anything from nine to eighteen stripes were then flying in the city of Washington, D.C.

This was the day before typewriters, and Congressmen Wendover wrote hundreds of letters to everyone who was influential, begging them to support his dream to establish the flag. Here are some excerpts from his hand written letters.

Washington, Feb. 13, 1817 - "The flag is yet on the table; I know not when it will get to the anvil. I find the flag proposition is almost universally approved of, but fear the standard will have to lie over till next season..."

Washington, Mar. 24, 1818 - "This day the first call on the docket was the 'Star-Spangled Banner'. I moved to go in committee on the bill. General Smith moved to discharge the Committee of the Whole, and postpone the bill indefinitely. I appealed to that gentleman and the House to know if they were willing to thus neglect the banner of freedom... General Smith's motion was negated by almost a unanimous vote, and we hoisted the 'striped bunting'." (to lend interest to the debate on the bill, Mr. Wendover had hoisted striped bunting.)

"After I had made a few observations and sat down, Mr. Poindexter moved to strike out twenty stars and insert seven, with a view to have stripes

for the old and stars for the new States; motion rejected nearly unanimously. Mr. Folger then moved to strike out twenty and insert thirteen, to restore the original flag; his motion was also negated by a similar vote... the committee rose and reported the bill with amendment, and the House ordered it engrossed for a third reading tomorrow by almost a unanimous vote.

"It was remarked by many that subject came up in good time, as our Flag almost blew away with severe storm which on Saturday was almost a hurricane. It is now completely 'ragged bunting' and I fear we shall have to sit a part of the session without the 'Star-Spangled Banner' over our head."

P.S. Mar. 25 - Having written the within after the close of the last mail, I kept this open to inform you further as to the 'Star-Spangled Banner'. The bill had its third reading this day, a little before twelve o'clock, and passed with about two or three 'noes' instead of 'Ayes', it is now 'A bill to Establish the Flag of the United States.'

The bill was sent to the Senate and a vote of concurrence was passed on March 31, 1818. The bill was signed by President Monroe, Apr 4, 1818. This is the law:

"An Act to Establish the Flag of the United States. Sect. 1. Be it enacted, etc. That from and after the fourth day of July next, the flag of the United States be thirteen horizontal stripes, alternate red and white; that the union have twenty stars, white in a blue field. Sect. 2. Be it further enacted, That on the admission of every new state into the Union, one star be added to the union of the flag: and the such addition shall take effect on the fourth of July next succeeding such admission."





Welcome
New
Members

Donald D. Garbe, Jr. qualified on the USS Baltimore (SSN-704) in 1984. Prior duty was on the USS Harold J. Ellison (DD-864) as an MM3. Don left the Navy in 1987 as an MM2 (SS). Don lives in Ottawa with his wife Jeneen.

Richard J. Piezuch joined the Navy in 1952 and qualified on the USS Sea Robin (SS-407) in 1953. He left the Navy in 1956 as an FT1 (SS). Richard is a Holland Club member and Life member of the USSVI. Richard is a plankowner of the Topeka-Jefferson City Base and served as the first Base Commander. Richard lives in Paola.

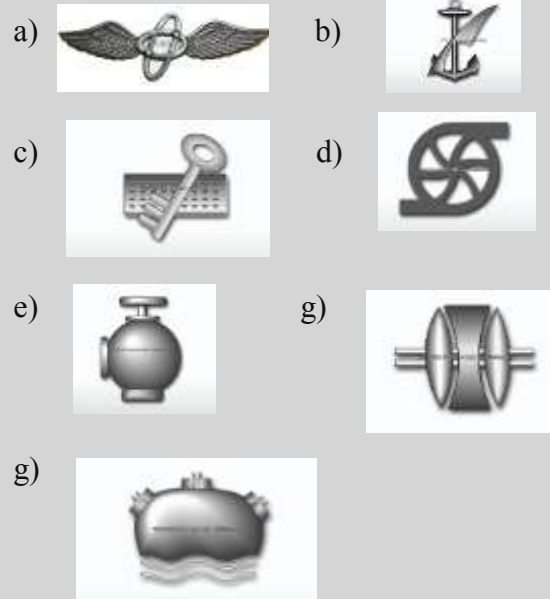
Ross Thomas (a.k.a. Roscoe) qualified on the USS Andrew Jackson (SSBN- 619G) in 1984. Ross was stationed on AS 31 Submarine Tender before going to the AJ. He did a buddy join and went to Boot Camp in Great Lakes in October of 1981, Basic Electricity & Electronics the Sub School in Groton, and STS A and STS C school in San Diego 1982 then on Holy Loch Scotland for the tender (AS-31) in 1983. Ross performed duties as STS2(SS) on the AJ from February 84 thru 1987 when he exited the Navy. Ross lives in Lawrence with his wife Heather.

(Editor's note: Ross and I met at American Legion Leadership College and shared a room in the dorm.)



More Navy Rating Badges Quiz

Okay, let's continue our quiz from last issue on Rating Badges.



h) Who wore these:



A Soldier, Airman, Marine and an old Navy Chief were sitting in a bar one night. The Soldier suddenly stood up and said, "God told me that when he made the badest and strongest, he made me."

The Airman then stood up and said, "God told me that when he made the smartest and wisest, he made me."

The Marine stood up and said, "God told me that when he made the fastest, and the swiftest, he made me."

The old Navy Chief looked around, finished his drink, and took a long drag off his cigar. Then he looked at the other servicemen standing around and said in a low growling voice, "I never told y'all any of that shit." (supplied by Ed Taylor)

Answers: a) Aviation Electronics Technician (AT); b) Career Counselor (NC); c) Disbursing Clerk (DK); d) Gas Turbine Systems Technician (GS); e) Utilityman (UT) (CB rating); f) Optical man (OM); g) Mine man (MN); h1) Seaman; h2) Airman; h3) Fireman; and h4) Construction man



Sculpin Base Parades

We have started a few parades in the area. If you have never been in a parade you are missing out. You hear comments like; “I never knew there was a Submarine Veterans organization.”; “Look Brandon, those guys were on Submarines.”; and “Are they part of the Navy?” It’s in our Creed to bring awareness to those Submariners before us and those who gave it all; all while enjoying the comradery of members of our Base. Give one a try.



“**USS Cortright**” ready to set sail in the Shawnee Days Parade on June 4th. Second largest parade in Kansas. The crowd was very receptive. Could have used some candy throwers. Next year.



“**USS Danger Ranger**” in the Oskaloosa Old Settler’s Parade on June 25th. Notice the guy in the

back; it’s none other than our COB Dennis Mosebey. Dennis sounded the diving alarm and threw candy at the kids; belay that; threw candy for the kids. Oskaloosa now knows what a diving alarm sounds like. Great time and great crowd.

On July 22nd, Ed Taylor, Monty Schmidt, Jessica Milner (her truck), her son Jess, and a friend of Jess’s, represented the Sculpin Base in Burlington at the Coffey County Fair Parade. They found out that our magnetic signs won’t work on late model Ford trucks (aluminum bodies). They had an Oh, sh*t! moment, but being true submariners they ended up using packing tape to hold them on. Otherwise, everything was good. Bravo Zulu Ed and Monte.



Member in the Spotlight**Steve Alfrey**

Hello everyone, my name is Steve Alfrey and I was asked by Moe to be the member in the spotlight. I was born and raised in Topeka, Kansas. I graduated from Highland Park High School in 1969. That was the year of the Woodstock Festival during August in Bethel New York.

Instead of going to the festival my buddies and I went for a weekend of dirt track racing in Knoxville, Iowa. Anyway, after graduating from high school I asked my parents if I could attend the local college in the fall at Washburn University. My parents told me they did not have the money to send me to college so I come up with plan B.

I had heard about the G.I. bill because of relatives who had served. So, 3 days after I turned 18 in July of '69, I went down to the Navy recruiting office and signed up for the delayed entry program so I could spend the summer at home before reporting in October. I told my mother I was joining the Navy and would be leaving in the fall. She laughed, but on the day I left she was in tears. The Vietnam War was going hot and heavy and she would have 2 sons serving during wartime. My older brother had already been in the Navy for 2 years.

While in San Diego bootcamp my company commander asked for volunteers for submarine duty. No one in the 50-member company raised their hand. Then the company commander said, "You will have a fatter wallet if you volunteer." My hand slowly went up with one other volunteer. That was probably the best decision I made while attending boot camp.

Next, it was off to submarine school in New London, Connecticut. From there I was assigned to the USS Sargo SSN-583 based at Pearl Harbor, Hawaii. I arrived at the boat as a

striking seaman, no A school. I learned quickly that almost all of my shipmates had attended some sort of A school. After talking with some of the older guys they said that I was in the best situation ever being a striking seaman. Why? They told me I could just watch and see what every job was on the boat (excluding nuclear) then pick which rating would suit me best.

I chose to be a Radioman because whenever we pulled into port at Pearl the radioman was the 1st off the boat. During my first six months aboard, I mess cooked for 3 months and did planesman duties. It took me 7 months to earn my Dolphins with great pride. I then passed my E-4 Radioman's test and a year later became a 2nd class Petty Officer.

My first WesPac cruise was a real eye opener as I had never visited a foreign country. We stopped in Guam then to the Philippines at Subic Bay. We then went to serve in the Vietnam war zone Tonkin Gulf for 54 days and returned to Subic Bay to reload supplies with 2 weeks of R & R then back to the Tonkin Gulf for 45 days. The rest of the WesPac cruise was more enjoyable. We stopped at Pusan, South Korea, Hong Kong and Kaoshiung, Taiwan. I also became a Shellback on that cruise.

The Shellback initiation was quite an experience. Us Pollywogs had to crawl on our hands and knees dressed only in our underwear shorts. When we made it to the Reactor Tunnel a Shellback would place an egg in the backside of our underwear and the Pollywog behind you would have to head butt the egg. Our Pollywog dinner ended up being a food fight after a crew mate pushed my face into some "green" mashed potatoes. It took me and 3 other guys 4 hours to clean the crew's mess area.

After 4 years in the Navy and spending many days at sea I thought it was time for this 22-year-old single guy to return to civilian life and go to college. While attending Washburn University in Topeka, Ks. I was in the library studying (the girls) and not far from me there was a group of 4 nice looking coeds. One girl in particular kept
(continued on the next page)



(continued) throwing a glance in my direction. So the next time she looked my way I gave her a wink. We have been married for 46 years. We have a daughter Emily (41) and an adopted son Kevin (24).

Before getting married I landed a job at AT&T, formerly Southwestern Bell Telephone. Evidently Southwestern Bell liked the idea of me having a background in communications and a Vietnam Veteran. I spent the bulk of my career at AT&T as a Cable Repairman. I worked in manholes, on ladders, in mud pits with all kinds of weather. The last 10 years off my career was spent as a Systems Technician. We would set up fiber optic terminals in neighborhoods for internet and TV service. After 35 years I decided to call it quits at age 59 in 2010.

I've been enjoying my retirement by gardening, landscaping and Club memberships in the Topeka British Car Club, the Flint Hills Touring A's, the Vietnam Veterans of America, and the USSVI. I also attended 2 of the USS Sargo's reunions, New Orleans in 2015 and San Diego in 2019.

About 2 years ago, during the height of the pandemic my wife decided she wanted to have her own store after renting spaces in antique malls. Karen found a spot in the NOTO district in North Topeka at 900 N. Kansas Ave. She calls it the Corner Market. The store has furniture, and collectibles. My wife gets to display her decorating skills in her store. Meanwhile I am the mover of furniture and lamp repairman. If you have never been to the NOTO district on 1st Fridays of every month you will enjoy the atmosphere of music, food and browsing through many different stores, but you will probably find me at the Norseman Brewing Company. - Steve



Member's Boat in the Spotlight

USS Sargo (SSN-593)

Namesake	The <i>Sargo</i> , a food and game fish of the <i>Porgy</i> family
Ordered	29 September 1955
Builder	Mare Island Naval Shipyard
Laid down	21 February 1956
Launched	10 October 1957
Sponsored by	Mrs. Frank T. Watkins
Commissioned	1 October 1958
Decommissioned	21 April 1988
Stricken	21 April 1988
Motto	<i>Two Screws Are Better Than One</i>
Fate	Recycled 1995
Status	Recycled

General characteristics

Class and type	<i>Skate-class submarine</i>
Displacement	2,580 long tons (2,620 t) surfaced 2,861 long tons (2,907 t) submerged
Length	267 ft 7 in (81.56 m)
Beam	25 ft (7.6 m)
Draft	22 ft 5 in (6.83 m)
Propulsion	<i>S3W reactor</i>
Speed	23 <i>knots</i> (26 mph; 43 km/h)
Complement	95 officers and men
Armament	8 × 21 in (530 mm) <i>torpedo tubes</i> (6 forward, 2 aft)



USS *Sargo* surfaced at the North Pole on 9 February 1960



Women in the Submarine Force

Five-years after enlisted women first joined the Submarine Force, the Navy has now taken the program to the next level. Announced in NAVADMIN 233/21 on October 21, female Sailors in non-nuclear ratings and in pay grades E8 and below can apply for conversion into the Submarine Force at any time from now on. Also, some Female Sailors in nuclear power ratings and training pipelines can apply through a separate approval process.

“The Navy and the Submarine Force are pleased to announce that applications for female Sailors in pay grades E1-E8 to convert to Submarine Force non-nuclear trained ratings are being accepted on a continuous basis,” said Rear Admiral James Waters III, Director, Military Personnel Plans and Policy. “Applications will be processed as they are received, and there is no specified due date.”

The Navy is actively seeking female Sailors to convert into the force to fill open billets on submarines with integrated crews, as well as billets in crews slated for integration. Female officers have been going to sea in submarines since 2011. Three years later, the plan to incorporate enlisted women was announced, which took lessons from the past 40 years of integration of women into other Navy communities.

The first cadre of female submariners was built using a top-down approach, instead of from the bottom-up as in previous integrations. This resulted in female officers paving the way, followed by senior enlisted leaders to ensure junior enlisted females had solid support systems to rely on. Between 2015 and 2018, the Navy made four separate calls for female Sailors to convert into submarine ratings. Currently, there

are over 200 enlisted female Sailors serving as part of eight crews.

The long-term plan is that by 2030, 33 submarine crews will have female officers and 14 crews will have female enlisted Sailors. All classes of submarines will be integrated with female officers. Only the current guided-missile submarines (SSGN) and two ballistic missile submarines (SSBN) have women on board. Going forward, all future Columbia-class ballistic missile submarines and all Virginia-class fast attack submarines, starting with the USS New Jersey (SSN 796), will have enlisted women in their crews.

Professional Apprentice Career Track (PACT) Sailors and junior rated Sailors are encouraged to apply, even with limited time in service, no warfare qualification or at-sea experience.

For E-6 and junior Sailors, the following submarine career fields are open for conversion:

- Service Support career fields including Yeoman Submarines (YNS), Culinary Specialist Submarines (CSS) and Logistics Specialist Submarines (LSS).
- Submarine Electronics career fields including Sonar Technician Submarines (STS), Fire Control Technician (FT), Electronics Technician-Navigation (ETV), Missile Technician (MT), and Information Systems Technician Submarines (ITS-Electronic Warfare and Communications career paths).

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- Mechanical career fields include Torpedoman (TM) and Machinists Mate-Auxiliary (MMA).

E-7 and E-8 applications will be accepted in the Information Systems Technician Submarines (ITS-Electronic Warfare and Communications career paths Yeoman Submarines (YNS), Culinary Specialist Submarines (CSS) and Logistics Specialist Submarines (LSS). Navy officials are hoping to entice female E-7 and E-8 Personnel Specialists to apply for conversion to the YNS rating as the needed skill sets are similar.

“Each application will be assessed to ensure the chief petty officer has the experience and expertise to manage and oversee all administrative and personnel actions to support the crew in the role of leading YNS aboard a submarine,” Waters said.

Conversion for E-6 and below nuclear-trained female Sailors is available for both initial training pipeline Sailors, as well as qualified Sailors currently serving as instructors at Nuclear Power Training Units (NPTU). For these Sailors, requests are handled by the Nuclear Propulsion Programs Manager, in coordination with the NPTU command career counselor at the Sailor’s location. - provided by Tina Anguish

P.O.D Funnies

I visited a monastery and as I walked past the kitchen I saw a man frying chips. I asked “Are you the friar?”

He replied “No, I’m the chip monk...”

Anyone who says their wedding was the best day of their life has clearly never had 2 candy bars

fall down at once from a vending machine.



I have many hidden talents. Just wish I could remember where I hid them.

My wife asked if she could have a little peace and quiet while she cooked dinner...So I took the battery out of the smoke alarm!



GEDUNK from the Net

Recent drills with US Navy missile subs	Article
Saab Lays Keel Of First A26 Blekinge-Class Submarine	Article
Australian Sailors Should be Underway on U.S. Submarines Now	Article
Australia's Albanese hails 'new start' with France after submarine row	Article
US nuclear submarine severely damaged in collision 'didn't hit another ship'	Article
Judge to consider if submarines were involved in fatal trawler sinking	Article
Keel Laying Ceremony Held for First Columbia-Class FBM Submarine	Article
Navy to Commission Virginia-Class Fast Attack Submarine Oregon	Article
Four Admirals to Lead Restructured Submarine, Shipyard Programs	Article
Navy may keep older FBMs in service as cost of Columbias soar	Article
LEAKED: U.S. Navy Pronoun Directive	Article
Navy Canceling Early Discharges and Offering Extensions	Article
The Bluejacket's Manual	Article
Boots on the Ground: Sailors Fighting Ashore	Article

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

Send them to Moe at donutdad53@gmail.com

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

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





Shipmates leaving on Eternal Patrol this Quarter

Honoring the Sculpin Base Members

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



Jack Jeffries , RM1(SS)



John "Jack" Jefferies joined the Navy in 1961 and was a plank owner of the USS Nathaniel Green (SSBN-636) where he earned his Dolphins and made 6 patrols after assisting in the Cuban Missile Crisis aboard AO-53. After Jack's tour on the "Nasty Nat" he served as Station Keeper on the USS Angler (AGSS-240) at the Philadelphia Naval Shipyard. Prior to the Navy, Jack was a warm-up jockey in New Jersey and loved horses and horse racing.

I served with Jack at the Carolina Piedmont Base when I lived in Charlotte; Jack was one of the Base's "Bilge Rats". Jack had a eye problem brought-on by a bad VA procedure. We affectionally called him our "one-eyed Jack". Jack was a "dual member" of the Sculpin and many other USSVI Bases. Jack you will be missed in our Submarine Brotherhood. Smooth Sailing my Friend.

