



Sculpin Base POD

USSVI Class 4

Newsletter of the Year-4 year running

3rd Quarter 2025

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.

Sculpin Base Officers

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Vice-Commander	Keith Jeffers	785-309-6956	kljeffers46@yahoo.com
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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 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.



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

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.



The “POD” from Aft of Frame 94 (640 class)

As I write this it is the end of July. Hot and sticky, light rain. So instead of turning on the “tube”, I sit down and start on the 3rd quarter Sculpin Base P.O.D.. To tell the truth, I’m getting a little ‘burnt-out” on newsletter writing. I’ve been doing newsletters since 1996 or ‘97 for various veterans organizations.

The hardest part is getting input from all y’all (learned all y’all living in the South). Just a few paragraphs of a sea-story that we all have, every boat sailor has at least one. Sit down and drop me an email with one, or a joke, meme, etc..

I would like to be relieved as Newsletter Editor, any volunteers? MS Publisher is what I use, but MS Word would do it too. If this “C” student in HS English can do it, any one can. Be creative, come-up with your own format, content, etc..

Hope to discuss this at the next meeting. - Moe(SS)

The “POD” Piping Tab:

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The “[Sculpin Base POD](#)” is the
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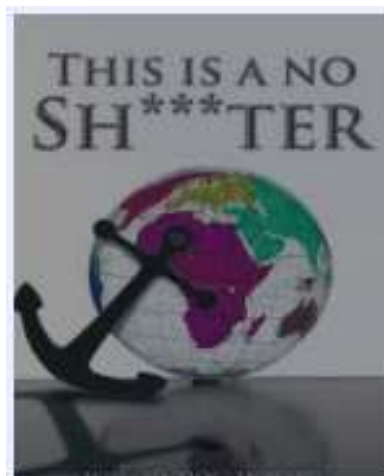
[Sculpin Base - United States Submarine Veterans.](#)

Newsletter Editor:

Ellis Dale “Moe” Moses Your Sea Stories and
118 Sunset Ct. Input are always
Ozawkie, KS 66070 WELCOME!!

Next Deadline is 31 October 2025

Phone: 704-248-7610 donutdad53@gmail.com





Commander's Comments — Bret Cortright

Greetings Sculpin Base Members!

Well, it's been an interesting summer thus far. We have been rained out of two of three parades, getting follow up from Topeka city officials on working towards the USS Topeka project has been, shall I say, abysmal. We have had some interest of potential new members, and our resident Base Secretary and Ship Builder, Dale Moses has completed his latest Submarine Parade Float, built on an electric wheelchair. Dale already has the wheels turning in his mind for his next project, he wants to build another one only this time, on a golf cart.

I had an interesting experience the other day. I was approached by a woman who asked me, (referencing the dolphin plate on the front of my truck), "Are those Navy Dolphin's?" I responded in the affirmative surprised that a woman of about my age knew what they were. As our impromptu conversation proceeded, I learned that her late brother, had retired from the Navy spending his entire career in the Submarine Service, serving on five different boats, all of which she was able to give me there names (all boomers). She told me that nothing made him prouder than his time on submarines. I got the feeling that she was somewhat proud of his service as well.

The conversation I described above lasted

approximately five to ten minutes. But, it would never have happened had the woman not seen the dolphins displayed on my truck. I also routinely wear a ball cap with dolphins on it. The cap has generated many conversation's in the grocery store, the gas station (with a local cop), and at the baseball stadium. Point is, you never know if there is someone you may cross paths with that has similar life experience or knows of someone who did. That can lead to new members. I encourage each of you, in some form or fashion, advertise your submarine service, you may attract our next member or you may simply brighten someone's day with reliving some memories.

Our next meeting is scheduled for Saturday, August 16th. We will be meeting at the Air National Guard Museum at Forbes Field in Topeka. Lunch will be around 1130 with the meeting to follow at 1200 or shortly thereafter. I will have an agenda out prior to the meeting. I am hoping we can get some momentum going on the USS Topeka project. I have a couple of other ideas that I would like to get some discussion on.

I hope each of you can make the meeting, please RSVP to my email in advance of the meeting. We need confirmation for proper meal planning.

Until then, stay cool and stay safe.



Base Vice Commander - Keith Jeffers

**William H. Bates, SSN-680 – The “Bouncing Billy B”****By: Keith Jeffers, STS1/ss**

I became one of the sailors on the U.S.S. William H. Bates in December, 1982 while the boat was on West-Pac, meeting the crew in Subic Bay, Philippines, and joined the crew mid-West-Pac.

My first bunk was a portable one, located in the torpedo room and I was proceeded to be assigned to the Mess Crew instead of being in the Sonar shack with the rest of my division.

As one of the boats named for a politician – William H. Bates (Rep) SSN-680 (laid down as the U.S.S Redfish); L Mendel Rivers (D) SSN-686; Richard B. Russell (D) SSN-687; and Glenard P. Lipscomb (D) SSN-685 – we are often asked why were the original boat names changed? As Admiral Rickover stated – Fish Don't Vote. Each Congressman that had a boat named after him was on the Armed Services Committee.

The Bates is also known by the nickname of Bouncing Billy B – for a few interesting reasons and events. Here are some, in no particular date order: Depth Charged, Air Force Bomb, Earthquake, Grounding on La Jolla Escarpment, Ice Berg, Trawler, Whale, and.....

Let's take them in alphabetical order.

Air Force Bomb – while on regular work ups off the coast of California, we were running testing and field day exercises on a normal day at sea. I was Sonar Supervisor, and if you are not aware, Sonar can “see” and hear aircraft flying nearby. We observed a low flying plane and we had no other contacts at the time. Suddenly the boat experienced a loud explosion nearby that picked us up and slammed us back down. Captain Leon Uplinger comes charging into Sonar asking “What the ^%*^ was that?” We ran the tape back for him and showed him where the aircraft had passed overhead, letting him listen to a splash sound before the audible click and bang of a bomb going off. We estimated the range to be around 500 yards.

Captain Uplinger ordered the boat to periscope depth, and an observation of an Air Force bomber in the distance was made. He directed a message to ComSubPac / Group 5 in San Diego with a report of what occurred. It was explained later that the bomber pilot was to dispose of a 500 pound bomb on San Clemente Island, and decided since he saw no shipping nearby, the pilot decided to see the bomb splash in the open ocean, not realizing they were over the submarine lanes. Oops! Bounce! We were told ComSubPac had some strong words with the Air Force General as well.

Depth Charge – Another date and time, we were in the generally same area off San Diego, playing with Spruance Class Destroyers in war games, with the skimmers dropping practice depth charges “PDC” – a 50 gallon drum with a firecracker inside (maybe an M-80?) every so often to test the ability to try to sink a submarine. Somehow, a real depth charge was launched, and came close enough to give us a forward bounce, lifting up the bow and slamming us back down. For that one, Captain Uplinger had the boat rise to periscope depth and shot off a blasting message to the skimmer Captain. Oops again. So Sorry – but “we got close!” was the skimmer response.

Earthquake – While in port at Olongapo, Philippines, (Subic Bay) we were tied up to the pier on a regular day, it was on the weekend so most of the crew was off base sampling the foods, bars and experiences of the area. An earthquake occurred, which caused the harbor waters to quickly exit and the Bates did a quick grounding in the shallow harbor near the pier, before the waters rushed back in and refloated us. No harm or damages were found to the boat, other than some stretched lines and a few pissed off crew members that had some cleanup to do from dropped equipment and mess deck plates, silverware, and food.



Grounding – La Jolla Escarpment – Sometime in late 1984 the Bouncing Billy B was in drydock for removal of some equipment that required hull penetration work. I was at Sonar Supervisor class, and had an arrangement with the XO to take leave if I graduated in the top 5 of the class. I was 2nd in the class and celebrated at the EM Club, and then went to check out before the boat went out on sea trials. After arguing with the XO, he finally let me go on leave (I think after a few hours to sober up...) , just before the boat set sail for the week. A day later, I got a call from our Division Officer, telling me to report to the Admiral's office when I got off leave. He would not tell me why, or why the boat was not out punching holes. 2 weeks of leave – wondering what I had done to have to see the Admiral put a damper on my leave. I got back, and found out the Bates had hit the La Jolla Escarpment about 20 miles off the coast, and was now in drydock at Mare Island, California and here is my ticket to get there. Oops!! Several Officers and Enlisted were also “bounced” off the boat, Captain Uplinger got a bad letter in his records and several others were demoted. No injuries. They thought that the boat had hit either a whale or trawler (both had happened before - other bounces -) and ran across the escarpment for several minutes, although the fathometer operator had been yelling “Red Sounding” (loss of the bottom return). As the lead Auxiliary Sonar Tech, I worked with STSC/SS Ed “Pappy” Carr and we replaced all of the sonar equipment that had been scraped off the bottom of the boat and got back to working order in about 3 months.

Iceberg – On a mission in an area that we are not to discuss – a day with no close contacts, the Officer of the Deck (OOD) was making periscope observations. He would report sea states at this bearing, and as he spun the scope around, would report “foam” at a particular bearing. This went on for several minutes, and no one caught the fact that that “foam” was shifting bearings and was not associated with the wave actions from the sea state. Eventually, the “foam” approached closer to the Bates, and then there was a loud crunch noise and the periscope was unable to be lowered. We hit a small iceberg. Oops – Bounce ! We had to leave the mission zone – run 24 hours out of the area and surface in the dark, send the Machinist Mates and other techs up onto the sail and affect repairs to the periscope before being able to lower it and we proceeded back into the mission area.

Trawler & Whale – at different times we were caught into a trawler net, or hit / was hit by a whale. This was before the Escarpment so how the boat felt during those events is why the crew thought that was what was happening at that bounce. Both of those times divers were sent out to check for damages, with nothing found for either the hull or propeller. Oops ! Some of you may have heard of other bouncing events, but we will leave you with your own memories of the Bouncing Billy B and not discuss those here.

Thanks for taking the time to read our story from the Bouncing Billy B – U.S.S. William H. Bates, SSN-680 – Keith Jeffers, STS1/ss 1982 – 1986



Base Secretary/Membership/Storekeeper Ellis Dale Moses



I have posted the minutes from the May meeting below. I'll do this less any finance info. No point letting "hackers" and other dishonest people from knowing our bank balances.

Our membership stands at 23. We need 3 new members to get \$100 from the National Membership Incentive Program for 2025. That really does not sound hard, but it takes you asking your friends, former co-workers, etc.

As you can see from the minutes, at the May meeting it was voted on to obtain 15 of the USSVI Charitable Foundation Commemorative Coins at \$10 each for Storekeeper stock. I was only allow 5 of the coins as this is the limit per customer. The total was \$55 including shipping. These coins will be available at the August meeting for \$15 each.

If you would like to see any items in our Storekeeper stock, please let me know. I'll try to get creative and have some "gedunk" items for your vests, etc.. I do have Sculpin Base patches and hats available.

Shipmates, be courteous and if asked to **RSVP** in an email please do so. This info is needed for meeting and event planning purposes. Please **REPLY** to these emails, it takes less than 30 seconds of your time and supports your shipmates.

RSVP, an initialism derived from the French phrase "répondez s'il vous plaît," means "please respond" and is used on invitations to request a reply indicating whether the recipient will attend the event. It's a way for the host to get an accurate head-count for planning purposes.

"There are three kinds of men. The ones that learn by readin'. The few who learn by observation.

The rest of them have to pee on the electric fence for themselves."

— Will Rogers

Sculpin Base Binnacle List

If you know of any members or your fellow shipmates on the Binnacle List - Please let me know by the next deadline. - Moe(SS)

**Next Base Meeting is
Saturday, August 16th.**

**National Air Guard
Museum**

125 SE Airport Dr.

Forbes Field

Topeka, KS 66619

Lunch at 1130

Meeting to follow at 1230.

**Come have Chow with
some shipmates.**



**Sculpin Base, USSVI
Meeting Minutes 17 May 2025
Warhorses for Veterans
Stillwell, KS**

In Attendance:

Bret Cortright, Base Cmdr.
Keith Jeffers, Base Vice Cmdr.
Ellis Dale (Moe) Moses, Base Secretary
Colleen Moses, Base Treasurer
Monte Schmidt, Chaplain
Dennis Mosebey, COB
Michael Meinhardt
Terry Romig
Chuck Sibley
Colleen Moses

The meeting was held on 17 May 2025, at Warhorses for Veterans, in Stillwell, KS. At about 1300 hours, the meeting was called to order by Base Cmdr Cortright

Reading and Bell Tolling of “Lost Boats for 2nd quarter” conducted by COB Mosebey.

USSVI Creed by CDR Cortright

Pledge of Allegiance by all members present

Invocation by Base Chaplain Schmidt

Introductions by CDR Cortright all present introduced themselves.

Previous Meeting Minutes:

Motion made by COB Mosebey to accept minutes of the previous meeting as submitted electronically prior to the meeting, seconded by Keith Jeffers. Motion carried unanimously.

Treasurer’s Report:

Motion made by COB Mosebey to accept minutes of previous meeting as submitted electronically prior to the meeting, seconded by Monte Schmidt. Motion carried unanimously.

Committee Reports:

Holland Club – No Report

Eagle Scout – Committee Chair Monte Schmidt stated he had been in contact with the area Eagle Scout coordinator of the Heart of America Council. Information may go out in the Heart of America Council newsletter.

Website – Website Chair was not present. No report given.

Membership – Membership Chair Moses stated that we had talked to several potential members at the



Topeka Mayor's Military Appreciation Month presentation last week. Sererval American Submariner with contact information was handed out. One potential member, Jeff Landers has been in contact with Moe; but cannot make it to today's meeting.

Storekeeper – Ellis Moses presented the items for purchase on the back table and discussed other items that the members may want. Re-checking on Challenge Coins.

History – History Committee Co-Chair's Al and Tina Anguish were not present.

Old Business:

USS Topeka sail and rudder: The Cmdr. thanked Dennis Mosebey for the general timeline to obtain the sail. This was sent to Governor Kelly, which she referred to the Kansas State Historical Society. Steve Alfrey has presented the timeline to some Topeka City Council members.

Parades: Finalized upcoming parades for 2025 are:

Shawnee Days Parade – June 8th

Oskaloosa Old Settler's Day – June 21 (USS Shrimp)

Burlington Fair Parade – July 25?

Emporia Veterans Day Parade – November 11

Burlington Christmas Parade – December

Ellis Moses gave a talk about the new Base Float with no name yet. The new float will be debuting in Shawnee. Help will be needed to set up the float and guide it across traffic.

New Business:

USSVI Charitable Foundation Commemorative Coins – picture in American Submariner Magazine. Discussion. Dennis Mosebey made a motion to purchase 15 of the coins for \$10 each. The motion was seconded by Terry Romig. Motion passed. The original motion and second was amended to purchase 20 coins. Motion Passed.

Cmdr. Cortright stated and showed the certificate from the Military Appreciation Month Proclamation that he received from the Mayor of Topeka.

Bud Huber Donation. – Member Bud Huber has contacted Moe and volunteered to present the Base with a monthly check in the amount of \$25.00. This is a very generous offer. Ellis Moses made a motion to use the money in the USSVI Boat Sponsorship program and to pay Bud's Sculpin Base dues each year. A motion was made by Monte Schmidt to sponsor the USS Connecticut (SSN-22) and blue and gold crews of the USS Kentucky (SSBN-737). The motion was seconded by Terry Romig. The motion passed.

Cmdr. Cortright discussed the Free Legacy Will Program as seen in a USSVI Charitable Foundation email broadcast. He urged members to look into the program.

Good of the Order/Crew:

Upon hearing there being no further business, Cmdr. Cortright adjourned the meeting at about 1445 hours.

Benediction by Chaplain Schmidt

Minutes submitted by



Chief of the Boat Dennis Mosebey



As our secretary and chief designer pointed out in a separate mailing, the parade season has not been kind to us due to adverse weather issues. At the Oskaloosa parade, our designer had to hang in there the whole way as Shrimp developed an AI of its own and was always wanting to go off the road. But he never gave up and we made it through OK.

To the best of my knowledge we have not yet heard back from the Mayor, City Council of Topeka, or the Kansas Historical Society on our proposal to go after the sail and rudder of USS Topeka.

I read the other day where USS Connecticut, one of three Seawulf boats had hit an underwater mountain some time ago and was in the yard for extensive repairs. Somehow, I had missed this when it happened, but it is reminiscent of the USS San Francisco which did the same thing some years ago.

On other fronts the Virginia Class attack boat program is cranking out new boats with several being commissioned so far this year. I have read no more about the new boomer class, the Columbia class at this point.

It is hard to believe that 2025 is over half-way done. Time is flying too fast the older I get.

A new book is out titled Act of Defiance by the authors who have taken over for the late Tom Clancy. This is really an enjoyable book as it brings back several characters from the original Hunt for Red October. It is a great read. Also, I just finished Silent Running, also an enjoyable read. These books bring out the use of the Unmanned Underwater Vehicles which are in fact under development and appear to be the attack boat weapon of the future although the trusty ADCAP torpedo still comes through to save the day.

Finally, a Bravo Zulu to our Vice Commander who brought several handy radios from his job

which aided communications in the Oskaloosa parade. We hope to see additional folks come out for the Emporia Veteran's Day parade. Our Chaplain Montie Schmidt will be riding his motorcycle to escort the moving Vietnam Wall from Lebo to Emporia. The wall will be on display at the American Legion in Emporia from August 14-17.

See you at the August 16 meeting. Coming up just around the corner now.

Yours truly,

COB



The Sculpin Base turns 5 years old this month. We have got a lot done and still more to do. Get involved. Recruit new members. Start by attending a meeting at least once per year or more. Your input is needed. Come join us!



Base Chaplain

Lamont "Monte" Schmidt



The opening line of Rick Warren's book, "The Purpose Driven Life" is "It's not about you." Is this

true? Everything that I see leads me to believe that it is about me. Commercials, movies, music, and anything else you want to look at tells me differently. Everything is about me. I have chosen

to do what I wanted. Schooling, military, marriage, and my profession; I chose. It has been about me choosing what I want, and think is best for me.

But where does God fit in my choices.

"For to be carnally minded is death; but to be spiritually minded is life and peace.

Because the carnal mind is enmity against God: for it is not subject to the law of God, neither indeed can be. So, then they that are in the flesh cannot please God."

Romans 8:6-8 KJV

"Let nothing be done through strife or vainglory; but in lowliness of mind let each esteem other better than themselves. Look not every man on his own things, but every man also on the things of others. Let this mind be in you, which was also in Christ Jesus:"

Philippians 2:3-5 KJV

Don't get me wrong. I thought everything that I had done was for the best. But what was guiding me? Was it my desire for what was best for me or was there a purpose? Where did God fit? Was I seeking God's guidance or His forgiveness; after I had created a mess?

The adage about "forgiveness versus permission" does not work with God. Don't get me wrong, He will forgive us if we seek him, but it is far better to seek permission first. If our only desire is to do what feels good, we will probably fail. But if we seek His guidance first and listen and follow, we will succeed.

God's desire is for us to succeed but we must be obedient first.

Monte Schmidt EM1(SS)

Sculpin Base Chaplain

Burial at sea requirements

Burial at Sea is a means of final disposition of remains that is performed on United States Navy vessels. The committal ceremony is performed while the ship is deployed. Therefore, family members are not allowed to be present. The commanding officer of the ship assigned to perform the ceremony will notify the family of the date, time, and longitude and latitude once the committal service has been completed. The average amount of time, for burial at sea, is 12 to 18 months, once the remains/cremains are received at the port of embarkation.

Eligibility: Individuals eligible for this program are: (1) active duty members of the uniformed services; (2) retirees and veterans who were honorably discharged. (3) U.S. civilian marine personnel of the Military Sealift Command; and (4) dependent family members of active duty personnel, retirees, and veterans of the uniformed services.

How to get started: After the death of the individual for whom the request for Burial at Sea is being made, the Person Authorized to Direct Disposition (PADD) should contact MyNavy Career Center 1-833-330-6622 to request a packet and for additional information.

Supporting documents which must accompany this request are:

- (1) a photocopy of the death certificate
- (2) the burial transit permit or the cremation certificate
- (3) a copy of the DD Form 214, discharge certificate, or retirement order.

The Burial at Sea Request Form and the three supporting documents listed above make up the Burial at Sea Request package.

More info on the web - MyNavyHR.



Specialty Military License Plates in Kansas - by Steve Alfrey

The Kansas Department of Revenue offers specialty military license plates to eligible applicants. License plates are available to:

- U.S. military veterans
- Vietnam veterans
- National Guard
- Ex prisoners of war
- Pearl Harbor survivors
- Purple Heart recipients
- Congressional Medal of Honor recipients

You will need either your DD214 or a military ID for proof of eligibility. The fee for most military tags is the standard registration fee. Additional fees include:

- U.S. veteran plate branch of service decal: \$2
- Purple Heart decal: \$2
- The Ex-POW plate is free and limited to one license plate.

As a Vietnam Veteran I not only wanted to purchase a specialty Vietnam Veteran plate but also wanted to personalize the plate. You can use up to a combination of 6 letters and or numbers. If you personalize you must visit the Kansas Department of Revenue registration office in person to explain what the letters and numbers, you want on your plate means to avoid any vulgar language. I chose the hull number of the USS Sargo SSN-583, the boat I was assigned to for 3 1/2 years. My personalized Specialty plate cost me \$50.50 which is good for 5 years. Military plates not only let others know you have served your country but also can get you a prime parking spot at certain locations.

RM2(SS) Steve Alfrey



Side Note: A few years ago a member asked about a Submarine specialty plate. The matter was research and number required to obtain the plate was much greater than the number of USSVI members in the State of KS. Maybe in the future - RECRUIT!!



Just of few of many states



We Will Always Remember Our Boats

by Bob 'Dex' Armstrong

Boats have personalities. I know that would seem strange to a person who never rode one. They have no point of reference. There is nothing in civilian life that can steal your heart like a sweet-running submarine.

The rascals had a sinister look because we have been conditioned by their history to look on them as we look on killer sharks. If you consider what a service that was relatively small in comparison to our total forces deployed did in World War II, it is not without reason that our underwater boat service carries such a reputation. We literally shot the bottom out of Jap shipping. The floor of the Pacific is littered with the rusting hulks that comprised the Japanese merchant fleet. These small boats hauling 24 torpedoes and 80 men parked the majority of undelivered logistical support destined to support Tojo's little fanatical monkeys, beyond reach. The men who rode those boats spent their wartime service, alone far beyond the lines of U.S. controlled waters deep in hostile territory. They were, and remain, damn special people and on the list of my personal heroes, those tough case-hardened bastards head the list.

So, they handed us ships with well-established lethality and a silver pocket insignia with a proud history and an awesome reputation.

The boats looked lean and mean. Even laying alongside the pier, submarines look like hungry carnivores waiting on a meal.

When you first go aboard an operating diesel boat. Your first thought is, "Jeezus, how in the hell do men exist in these cramped rascals for weeks at a time?"

It had nothing to do with claustrophobia. They made sure you weren't carrying a dose of that at New London.

Like a kid said at Great Lakes, "Doc, I ain't got no diseases I can't spell."

No, you took one look at the inside of a boat and your illusions of a life of swashbuckling action and adventure did a swan dive down the dumper. They were jam packed with all sorts of pipes, valves, mechanical stuff and the human element seemed to have just wrapped itself around all that crap. But, the happy-go-lucky sonuvabitches didn't seem to care.

"Hey kid. You the new guy?"

"I guess so."

"Where you from?"

"East Tennessee originally, but I'm living up near D.C. now."

"East Tennessee. Christ, you're gonna be right at home. The boat is crawlin' with you damn hillbilly bastards. West Virginia, Kentucky. Hell, you name it and we'll have some damn hick from there."

"Where YOU from?"

"New Jersey. Gods' country."

"Been through New Jersey, God sure picked a dump to live in."



"You're gonna fit in, kid... You've got a mouth on you. There's two side lockers over on the port side. Jack'll show you. Stow your gear and d anything you can't fit in there goes in a locker you rent up at Bells, in a box to mail home or you can shitcan it on the pier."

"You mean all I get is two of those bread box lookin' things?"

"Boy, you Tennessee boys figure stuff out real fast. You must be one of those rare bastards who made it past the third grade."

"Yeah. In fourth grade, they taught you to be smart enough to never move to New Jersey."

"Hey Horsefly. When do we eat around here?"

"Hell, hillbilly man, you'll find out. You're gonna be dishing it out. Now, go stow your gear, get in your dungarees and haul your non-qual ass up to the messdeck."

It wasn't exactly like being welcomed to the neighborhood by the Chamber of Commerce, but I was to come to know that it was the first step in the chain of acceptance and that being 'roughed up' by a shipmate, having 'tin cans tied to your tail' was a friendly gesture. If the animals didn't like you they wouldn't rag you. They just ignored non-producers and got rid of them.

In a short time, the boat became home. You didn't worry about lack of space, you just crawled over each other like rats in a rat tunnel.

At sea, the walking surface moved. Sometimes like an oil drum bouncing down a mountain. The human body could take a helluva beating in high seas. You just cussed and bounced off everything in the boat including valve handles, hatch frames and every idiot who volunteered for sub duty knew that being smacked all over hell and half Georgia was just part of the package.

One thing always amazed me. Heavy seas in the North Atlantic were unbelievable. Mountains of raging water rising and falling in powerful swells. Your ship got constantly smashed by towering walls of black water. The old girl took it all. She gyrated in all directions. Creaked and groaned but

she kept going. You couldn't help but admire the minds behind her design and appreciate the strength of the old girl.

You became so confident in her ability to withstand anything, that you could rack out and fall asleep like a baby in a raging sea. When you could do that, you and your boat had become lifelong lovers.

To everyone but submarine sailors that must sound stupid, but if you ever attended a reunion where a boat and the lads who rode her came together, you would see an aging bastard cross the brow and pat inanimate objects topside to pay their respect to an old girl that has always owned a piece of their heart. An old flame they will never forget. An old saltwater whore who showed them a good time for a chipping hammer back rub and hundreds of coats of paint.

Nobody remembers when a ship inched her way into his heart. But all we know is that she did. It was a subtle seduction where you just woke up one day and she'd stenciled her hull numbers on your heart.

And you connected with the men you served with for the simple reason that what you did, how you lived and the things that made up your life and the pride you had, would never be understood by anyone else in your life. It would never be as important or mean as much as it did to those who experienced it. Together. The crew.



We had the ship and we will always have each other.



Sculpin Base Funny (?) Page



One day, a Master Chief went to the Officers Club with his Captain to eat lunch. When they entered the main dining room, they found the place was quite crowded.

They did notice three Lieutenants sitting at a table with two empty chairs, so the Captain asked them if they could join them. They promptly invited them to join them. They ordered lunch and joined them in conversation as they ate. At one point, the Master Chief mentioned that he had observed characteristics about many officers from which he could determine the sources of their commissioning. The Lieutenants were eager to hear about this and asked if he could tell how each of them had been commissioned.

The Master Chief turned to the Lieutenant on his left and said he went through ROTC. The Lieutenant confirmed that was correct and asked how he had noted this. The Master Chief replied that the Lieutenant, through his conversation, seemed to have a strong academic background but limited military experience.

The Master Chief then told the Lieutenant on his right that he had gone through OCS with previous enlisted service. The Lieutenant confirmed that this was correct and also asked how he had determined this. The Master Chief said, again through his conversation, that the Lieutenant seemed to have a firm military background and a lot of common sense.

The Lieutenant across the table from the Master Chief asked if he had determined his source of commission. The Master Chief replied that the Lieutenant had graduated from the United States Naval Academy. The Lieutenant stated that was correct and asked if he had noticed his high level of intelligence, precise military bearing, or other superior qualities acquired at the United States Naval Academy. The Master Chief replied that it was none of these that led to his determination.

He had simply observed the Lieutenants class ring while he was picking his nose.



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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.

None this quarter. Pray for those who are ill.

