



Sculpin Base POD

USSVI Class 4 NLOY for
2021, 2022, and 2023

4th Quarter 2023

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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Lost Submarines—Fourth Quarter

USS Seawolf (SS-197)

Lost on October 3, 1944 with the loss of 83 crew members and 17 U.S. Army personnel on her 15th war patrol when she was sunk just north of Moritai by USS Rowell, a Destroyer Escort (DE). In this tragic error, Rowell mistook Seawolf for a Japanese submarine that had just sunk another Destroyer. Seawolf ranks 7th for enemy ships sunk.



USS S-44 (SS-155)

Lost on October 7, 1943 with the loss of 56 men when it was sunk off Paramushiru, Kuriles. S-44 was on her 5th war patrol after attacking a target thought to be a merchant on the surface, S-44 found herself in a losing gun battle with a heavily armed Japanese destroyer. Two men were taken prisoner and survived the war.



USS Wahoo (SS-238)

Lost on October 11, 1943 with the loss of 80 men near La Perouse Strait. Under command of one of the great sub skippers of World War II, LCDR "Mush" Morton, Wahoo was on her 7th war patrol. Wahoo had won a Presidential Unit Citation and ranks 5th in the number of enemy ships sunk. She was sunk by combined air and surface attack.



USS Dorado (SS-248)

Lost on October 12, 1943 with the loss of 77 men when she was sunk in the western Atlantic near Cuba. Newly commissioned, she had departed New London and was en route to Panama. She may have been sunk by a U.S. patrol plane that received faulty instructions regarding bombing restriction areas.



USS Escolar (SS-294)

Lost on or after October 17, 1944 with the loss of 82 men. She was on



her 1st war patrol and was lost to a mine in the Yellow Sea.

USS Shark II (SS-314)

Lost on October 24, 1944 with the loss of 87 men when she was sunk in the Luzon Strait near Hainan. The second boat to carry this name during World War II, she was on her 3rd war patrol. Shark was sunk by escorts after attacking and sinking a lone freighter. Compounding the tragedy, it turned out that the freighter had 1800 U.S. POWs on board.



USS Darter (SS-227)

Lost on October 24, 1944 while on her 4th war patrol when she became grounded on Bombay Shoal off Palawan and was then destroyed to prevent her falling into enemy hands intact. The entire crew was rescued by USS Dace. Winner of one Navy Unit Commendation, Darter had sunk a heavy cruiser and damaged another and went aground while attempting an "end around" on an enemy formation in hopes of getting in an attack on a battleship.



USS Tang (SS-306)

Lost on October 25, 1944 with the loss of 78 men in the Formosa Strait while on her 5th war patrol. Tang ranks 2nd in the number of ships sunk and 4th in tonnage, and had won two Presidential Unit Citations. During a daring night surface attack, Tang was lost to a circular run by one of her own torpedoes. Nine of the crew were taken prisoner, including CDR. O'Kane and five who had gained the surface from her final resting place 180 feet below. All survived the war, and CDR O'Kane was awarded the Congressional Medal of Honor.



USS O-5 (SS-66)

Lost on October 29, 1923 with the loss of 3 men when rammed and sunk by SS Ababarez off the Panama Canal. Torpedoman's Mate 2d



Class (SS) Henry Berault received the Congressional Medal of Honor for his heroic actions.

USS Albacore (SS-218)

Lost on November 7, 1944 with the loss of 85 men when she was sunk off northern Hokkaido. Winner of two Presidential Unit Citations, Albacore was on her 11th war patrol and struck a mine while running submerged near a Japanese patrol craft that had detected her.



USS Growler (SS-215)

Lost on November 8, 1944 with the loss of 86 men when she was sunk in the South China Sea. Winner of two Navy Unit Commendations, Growler was on her 11th war patrol, and was lost while attacking a convoy as a result of a depth charge attack.



USS Corvina (SS-226)

Lost on November 16, 1943 with the loss of 82 men on her 1st war patrol when she was sunk just south of Truk. Corvina was lost to the torpedoes from a Japanese submarine.



USS Scamp (SS-277)

Lost on November 16, 1944 with the loss of 83 men near Tokyo Bay on her 8th war patrol. She may have been damaged by a mine and was trailing oil, which helped Japanese coast defense vessels locate her and destroy her with depth charges.



USS Sculpin (SS-191)

Lost on November 19, 1943 with the loss of 43 men near Truk on her 9th war patrol. Severely damaged by depth charges after attacking an enemy convoy, Sculpin continued to fight on the surface. When the captain was killed, the crew abandoned ship and scuttled Sculpin. 41 men were taken prisoner; only 21 survived the war. Among those not abandoning ship was CAPT Cromwell,



aboard as a potential wolf pack commander, he rode the Sculpin down, and fearing that vital information in his possession might be compromised under torture. For this, CAPT Cromwell was posthumously awarded the Congressional Medal of Honor.

USS Capelin (SS-289)

Lost on or in the days prior to December 3, 1943 with the loss of 76 men on her 2nd war patrol, but her exact location in the Celebes Sea and cause of loss remain a mystery. She may have been lost to mines or an operational casualty.



USS Sealion (SS-195)

Lost on December 10, 1941 with the loss of 4 men. To prevent her from falling into enemy hands, she was scuttled in Manila Bay after incurring severe bomb damage during the initial Japanese attack.



USS F-1 / Carp (SS-20)

Lost on December 17, 1917 with the loss of 19 men when it was sunk after collision with the USS F-3 (Pickerell) (SS-22) off San Clemente, CA. 5 men survived the collision.



USS S-4 (SS-109)

Lost on December 17, 1927 with the loss of 40 men when it was sunk after being rammed by USCG Paulding off Cape Cod near Provincetown, MA. Salvaged in 1928 and recommissioned.



GOD BLESS all Sailors and Service Personnel that are away from their loved ones this Holiday Season. Many of us were away for Thanksgiving, Christmas, and New Years and know exactly what they are feeling. Please Pray for them and their families. Thank them for keeping us safe.



The "POD" from the Engineeroom Upper Level

It was the 18-24 watch. I was the ERS and "Vinnie" was my ERUL watch. We were many 3 knots holes in the Med and BS'ing about various things we missed back home with about 9-weeks left on our patrol.

I was sitting on the bench locker in front of the Bromide and Vinnie was sitting on the step under the Machinery-two hatch, when this forward NUB stuck his head in and said Requested permission to enter Maneuvering." Vinnie looked at me and smiled; "Sure come on in".

The NUB looked around as we laughed; "This isn't the place I thought is it?, he asked.

I said "No, this is the Engineeroom, not Maneuvering".

"I thought Maneuvering was in the Engineeroom Upper Level.", he said.

"No, upper level is up there.", Vinnie said point at the ladder to go above the Bromide.

I just smiled as the NUB climbed to the top. When he reached the top, Vinnie hit the alarm test for the Bromide which happened to be right at the top of the ladder. This kid flew down the ladder, not sure if he even used the rungs.

After the NUB calmed down and we stopped laughing, Vinnie and I gave him a tour of the Engineering spaces. I remember he asked good questions. He was not ready for a "sig", but we gave him some good references.

The NUB, and I don't remember his name, probably screwed with other NUBs at some point. We all were NUBs at on time and were pranked, and we went on to prank others. It was a right of passage. At Proto-type, if one of my students was doing well and I felt that he could handle the watch, I would mess with him a little.

Life was good in the ERUL. - Moe(SS)

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WE are short this quarter. Your help is needed. You all have stories to tell.
Don't be shy.



Other BS scattered about like "the first angles and dangles after a refit."

SAY AGAIN - Next Deadline is 2 February 2024. I'll need someone to volunteer their Bio for the February issue,





Commander— E. Dale “Moe” Moses

In August Colleen and I made a trip to the USSVI National Convention in Tucson. We had a great time with fellow submariners and exploring the area on our own.

I want thank all who have contributed to the Base Newsletter over the past year. For the 3rd year in a row we have won the NLOY for our Class IV, that is, less than 32 members. Goals for next year? Get over that 32 member mark and win NLOY for Class III; or better yet Overall NLOY. How? With more help from you. I just put it all together in a presentable format. I sort of know what they want since I was a judge for a couple of years. WE CAN DO IT!

Also congratulations to Dennis Mosebey, our COB, for his receiving of the Silver Anchor Award. Dennis will bring his plaque to the February meeting for an “official” presentation; and I know he will have his new patch on his vest. Bravo Zulu Dennis, you inspire all of us, thank you for being a dedicated member.

Our Sister Base, Dorado, won a Golden Anchor Award for their Base. BZ to Dorado Base.

Take a look at the USSVI Awards Manual. Any member in good standing can nominate their Base or any USSVI member in good standing for any of the awards. A new 2024 manual will be available in early 2024. Usually just date deadline changes. Take a look.

Yours truly was again sworn-in as your District Command along with many other DCs.

My honor to serve the USSVI Bases of KS, MO, AR, and OK. This is great for the Sculpin Base too as I come-up with new ideas and share ideas with all the CD1 Bases.

Take a look at the list of ideas later in this issue to start writing your “sea-story”. This is great list but together by Tad Laurence.

I also want to thank member Bud Huber. Bud donated some ship’s plaques which were donated to the USSVI Charitable Fund. Bud also donated some candy for the upcoming parades. I ran into Bud in Sam’s Club and gave him some info about our Base, we were both wearing Dolphins on our caps. Bud was only in our area a short time and has now returned to AZ. Bud said he will remain a member of Sculpin Base, but I also told him to checkout the Base in the Phoenix area. Bud liked being with you, our Base members. This is always an attraction among us, come to a meeting, parade, etc. and find that “pull”. Besides, we need your input . - Moe(SS)

**The “Sculpin Base POD” is the
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Sculpin Base - United States Submarine Veterans.

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Your Sea Stories and
Input are always
WELCOME!!

Next Deadline is 2 February 2024



Base Secretary/ Treasurer/Membership/ Storekeeper Bret Cortright



There's been very little activity over this past quarter. I will be sending out the quarterly Treasurer's Report and the minutes of our last meeting even though we will not be having a formal meeting in November.

In lieu of the meeting, we'll be participating in the Veteran's Day Parade in Emporia. Hope to see you all there.

As with the Secretary, there's been minimal activity, only payment from one member for a plaque. Quarterly report will be coming soon.

We have not added any new members this quarter.

Membership renewals will be sent out in the upcoming month. Membership status expires on the 31st of December for both the National and Base levels. Once you receive your specific membership status letter, please submit any dues to me with checks made out to SCULPIN BASE and I will then submit to National.

Storekeeper Items:

Sculpin Base Caps.....\$20.00

Sculpin Base Patch.....\$5.00

USSVI 2023 calendars.....\$8.00

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

P.S. We have some I-335 Submarine Memorial Hwy patches provided by our Sister Base, Topeka-Jefferson City. Just come to a parade/meeting.

Vice Commander Ross Thomas

Ladies and gentlemen, I thought that I would introduce myself in this newsletter as I was not there when I was selected to fill the vacant position of VC until the next election. My name is Ross Thomas. I was a Sonar Technician 2nd Class aboard the USS ANDREW JACKSON SSBN 619 Gold. I qualified in October of 1984. Before the AJ, I was stationed on the USS HUNLEY AS 31 where I worked on many different boats.

I got out in 1987 after doing my 6 years. Unlike many of you I did not ride any other boats and did not retire from the Navy. I met my wife ,Heather, after leaving the Hunley in January 1984and we have been married for 38 years. Heather is an Associate member of Sculpin Base

After the Navy, I went to DeVry Institute of Technology and got a BS Degree in Electronic Engineering Technology in 1991. After school, I was employed at AT&T in Chicago was there for a short while and then transferred to the KC Office where I worked for the next 29 years. I was a System Tester for VOIP and retired in 2020.

I had seen USSVI information many times but AT&T kept me busy so I did not do anything about it. I meet Moe at American Legion Leadership College where we shared a dorm room. He and I talked about the USSVI and the Sculpin Base, in which I joined both and am glad to be a part of this organization and look forward to learning in my new role.

My contact info is as follows:

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Thanks for your support, I look forward to serving you. - Ross Thomas



Chief of the Boat Dennis Mosebey



Dale is always asking for sea stories, but since I am a spray ponder I will have to tell you some spray ponder stories over the next several quarters. Yes we civilians do have our version of the no shitter.

The Short Watch Relief

My roommate and I were Shift Supervisors on different crews at S1W. He informed me that he needed to be back in Idaho Falls early one morning and would I adjust my watch relief of him to account for this. I assured him no problem.

Well as luck would have it, I overslept. So I hopped in my Firebird Formula and started tooling for the site. About halfway there I saw a car in the distance coming in the other lane but I was late. I needed to get there. As we approached one another I said, "oh no, it was an Idaho trooper on patrol." Since I was doing 80 or so well he pulled me over. I of course got a ticket.

Well, I arrived at site and as I entered gatehouse where we picked up and dropped off badges and thermoluminescent dosimeters he was coming through and dropping his off as I picked mine up.

He said, "I had it, you got it." I said "I relieve you" and went on to the Control Balcony to read the logs and take over what was left of his shift and my own which would soon be starting.

And thus the shortest watch relief of a Shift Supervisor, at least, that we knew of in our time there occurred. No he did not offer to help pay my ticket.

Next month another one.

Dennis

Lt. Fisher was a great leader.

It was after my time on the boat, I was a "sea-returnee" at the S3G prototype teach "baby nukes". I was the Section M-Div LPO in charge of 14 staff and about 20 senior class and about the same number of junior class students. I think most of my senior class students were qualified.

We were coming out of a mini-shutdown that involved a bunch of M-Div maintenance including hydros on sections of piping. It was the mid-watch or the tail-end of the mid-watch and the dayshift was just about ready to arrive and do a plant start-up.

I was in the M-Div shop ass-deep in paperwork and the shop was a mess. I had all the staff and qualified students finishing up work in-hull. We were busting-ass trying to get the jobs completed prior to turn-over.

At about 0700, (end of shift clean-up time) the Plant Manager walked in to my shop. He was the head GE dude for S3G; all decked out in a suit and tie. I greeted him and continued with my paperwork trying to cover my guy's asses.

He looked around at all the tools, gasket material, fittings, hydro pump parts, etc.; and said, "Don't you think your shop is a little messy?"

I was dead-tired and spent and I replied, "Well Sir, you can have your plant ready to start in 45 minutes or you can have my shop clean, which would you prefer?" I continued working and he turned and exited my shop.

About 3 minutes later, in walked my section LEOOW, Lt. Fisher. He said, "Moses, you can't talk to the PM that way."

I said, "Yes sir", and then the LT and some E-Div students he "recruited" commenced to clean up the shop while the LT instructed me to complete my paperwork. - Moe(SS)





Welcome New Members

None this quarter,
but you never
know where you
find them. Wear
a Dolphin cap and they will come to
you!

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.

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

**Not sure of the location
as of yet. Look in the
February issue of the
POD.**

**No November meeting,
but come and join us at
the Veterans Day Parade
in Emporia. Perhaps
lunch together after?**

**Spouses - Welcome
and Encouraged**

I stood many midwatches in Sonar. It is boring especially in the winter up north. Have you ever played Trivial pursuit, with the weeps, but you had to ask and answer the questions using Morris code?

Made for a good way to break the Boredom. -Ross Thomas

HELP WANTED

Wanted - Qualified in Submarine personnel. Must be able to document happening in your Naval career using simple typing skills. Some stretching of the facts to make output sound like a "no-shitter" is allowed. Names can be changed to protect the guilty and to avoid any NCIS inquiries.

Please send your "essays" to donutdad53@gmail.com. Look for "hiring results" in the next 3rd year-running award winning "Sculpin Base P.O.D."



Bud Going "Wet" and Then Going "Dry" Due to Submarine Service

I was a diesel boat submariner, having served on several different boats during the late 60s and into the late 70s. As a teenager I learned from my parents about drinking alcoholic beverages responsibly. After graduating from college (University of Texas, 1968) and commissioning, I went to sub school in Groton. My first major deployment was aboard USS Sea Poacher out of Key West. We did a deployment to Guantanamo Bay Cuba (Gitmo). There were some incidents while deployed to Gitmo that caused me to start drinking less responsibly. The first time I ever drew a gun with intent to kill happened while being the duty officer while Sea Poacher was docked at Gitmo. Two Cubans approached our boat in a small dinghy around midnight. I was called topside. I ordered the below deck watch to call the USMC security detachment, and then monitored the situation. As the dinghy got fairly close, I made it as clear as possible that they were not going to board our boat. At about 40 to 50 feet, I drew my handgun, as did the topside watch. (I was quite proficient with handguns and rifles, being born and raised in Texas.) At about 20 feet distance from the starboard bow the USMC security detachment arrived and took over. The two Cubans did not even cross over the boat, because the security detachment got them to the dock immediately just forward of the bow. From that incident I started drinking "rum goodies" at the O-Club because I realized how close I came to firing with intent to kill. As I recall the rum goodies cost 25 cents. They were good, and I got hooked.

After that deployment and then being transferred to a West Coast boat (USS Pomfret), I

continued to drink a lot while ashore - not getting blotto, but more than I should have had. Then my first WestPac deployment began, which included time immediately offshore Vietnam being involved with SEAL Team Detachment operations. (That is another story.) It was also during that deployment that I qualified for my dolphins. The next port of call after completing all of my submarine qualification requirements was Busan, South Korea. The captain arranged for the division commander to fly from Pearl Harbor to Busan for my ceremony. On the appointed morning after roll call topside, I was formally presented with my gold dolphins. Then late that afternoon after normal work was completed was a more social ceremony in the O-Club, and of course, the "drinking of the dolphins". Being submariners there was a bit more "informality" in terms of mixing of officers and enlisted. Thus, there were several enlisted also participating in my social ceremony at the O-Club that evening. Then came the "drinking of the dolphins". It was a huge glass of nearly pure and mixed alcoholic drinks that my dolphins were dropped into. I did "drink my dolphins", but the fairly immediate result was that I began to pass out, and also started having problems breathing. I got wrapped up in the events and made many stupid decisions that evening.

Fortunately for me, MM3 Brezina, who was one of the enlisted participating with the wardroom at that ceremony, saw what was happening to me. He caught me as I was falling down. Brezina dragged me out of the O-Club and helped get me responsive enough to upchuck a lot of the alcohol out of my stomach. There were others who were assisting Brezina, but he was doing a good job by himself. I got back to the boat and slept off the effects of the evening. To my way of thinking Brezina saved my life. (continued on next page)



Zoom ahead now about month later. On the return transit from WestPac back to San Diego, the boat stopped over in Pearl Harbor. I remember it was a Friday afternoon arrival in Pearl Harbor. As an unmarried member of the wardroom, I of course had the duty that first night. Most of the crew went ashore. About 1:00AM on that Saturday morning I received a telephone call from Tripler Army Medical Center to the effect that Brezina's military records needed to be transferred immediately to them. Apparently, the captain, the XO, the COB, Brezina and a few others had been bar hopping, and upon exiting their last bar before returning to base and settling down for the evening there was a drunk driver that hit Brezina as they were walking on the sidewalk to get to their vehicles. Brezina had been seriously injured. No one else was injured. I arranged for an immediate duty station change as instructed and got all of his records to the hospital within a short amount of time. Then about 7:30 AM that morning just prior to a change of duty I was informed that Brezina had passed away. I remember crying uncontrollably. Brezina had saved my life in Busan from an alcoholic beverage incident, only to die from a drunk driver a short time later with no wrongdoing on his part.

Brezina's body was shipped to San Diego. When we got back to San Diego there was the funeral. It was and remains the saddest funeral I have ever attended. The bottom line is that because of this incident I went cold turkey and remain a non-drinker to this very day.

May MM3 Brezina rest in peace for eternity.
- Former LCDR Elbert (Bud) Huber, USN



Topical Ideas for Inputs to the Sculpin Base Newsletter - by "Tad" Laurence

Editor's Note: I asked not too long ago for ideas for our Award-winning Sculpin Base POD newsletter. Tad sent me this list; it's long but each one of us has a story to tell. If you never tell it, it's lost forever.

1. The skill that I learned in the Navy that I use the most often is ...
2. On my boat the most difficult practical factor to learn was ...
3. My favorite family-gram was ...
4. I once heard about an infamous family-gram that said ...
5. My favorite person on my boat was _____ because he ...
6. These are the events that happened on my first day aboard the USS _____.
7. I remember the day I earned (or was awarded) my dolphins because ...
8. The ribbon (or medal) that I was awarded that means the most to me is the ...
9. Our boat celebrated a "Halfway Night" when the patrol was half over, and this happened ...
10. I think the most dangerous (UNCLASSIFIED) moment of my submarine service was when this happened ...
11. I remember my first walk on the North Pole because ...
12. My favorite memory of return to home port was ...
13. It was sometimes difficult to get my shore legs back after a long deployment because ...
14. The most gratifying part of being a qualified submariner is ...
15. On my boat one of the toughest jobs was the guy who had to ...
16. The worst place to sleep or worst rack on my boat was ...
17. The tightest place I ever had to squeeze into was _____ and I was there to ...
18. Maintaining physical fitness was difficult on a



boat and I was able to stay fit by doing ...

19. When I was in the shipyard my most memorable moment came when ...

20. I once met a shipmate from a previous boat and we both remembered ...

21. The best experience I ever had in my Rate or in my boat division was when ...

22. My most difficult moment at sea (or ashore) in submarine service was when ...

23. I had a Sea Daddy who was really great, and he taught me this ...

24. The kindest thing done for me when I was still going to sea regularly was when ...

25. My family had this reaction when I announced I was going to join the Navy ...

26. In Boot Camp my most vivid recollection is seeing ...

27. I remember Submarine School in Groton because we all had too ...

28. In Nuclear Power School (or other school) the toughest subject for me was ...

29. At my nuclear power prototype it was very hard to get past this qualification requirement ...

30. High School (or college) prepared me for my Navy time by teaching me ...

31. The food on my boat was memorable because it was so ...

32. Our boat ran drills and I specifically remember the time when this happened during a drill ...

33. I had the good fortune to go to sea and there I saw (the green flash, an octopus, flying fish, a ship adrift, a sea turtle, sharks, a sea snake, a polar bear, a seal, the moon sparkling over the sea, Orion's belt, etc.) ...

34. The worst weather I ever encountered at sea was the time ...

35. Once, while on watch in Maneuvering underway, this is what happened ...

36. I remember when a Sailor missed ship's movement and the result was ...

37. The toughest question on my written quali-

fication examination was one about ...

38. The toughest question on my advancement exam was ...

39. I received a re-enlistment bonus, and I used the money to ...

40. My best shore duty assignment was when I was the ...

41. The best liberty (or worst) experience for me was when we pulled into ...

42. The worst haircut I ever received on the boat happened when ...

43. I think the scariest place to be on the boat is the ...

44. I think the happiest place for me on the boat was when I was in ...

45. I made these modifications to my rack to make it personal and enjoyable ...

46. I remember how the ship's movies were shown and this is what I thought of that ...

47. On a boomer most problems are caused by "the other crew." Here is what they did to us ...

48. I once saw this prank carried out to perfection on my boat ...

49. At halfway night we auctioned off the officers to raise Morale, Welfare and Recreation funds and the funniest thing I saw an officer doing was ...

50. Our halfway night celebrations included an interesting activity called ...

51. Once we had the duty of operating as a target submarine for a group of surface ships (or P3 aircraft) and during the exercise this happened ...

52. The funniest thing I ever saw in the control room was when ...

53. While in a shore-based trainer (dive trainer or attack trainer or others) I once saw this happen ...

54. Our boat once had Marines onboard for a joint mission and this happened ...

55. My CO allowed swim call and a steel beach at sea and during the swimming we were ...

56. I recall my very first day on the USS _____ and this is how it went ...

57. My first impression of the (CO, XO, boss, Chief, LPO, Sea Daddy, etc.) was ...



58. We once were assigned Midshipmen OPS and had to bring aboard college kids, and this happened ...
59. Local news and news reporters were frequent riders on my boat, and we used to tell them ...
60. When the Squadron sent us riders, we used to do this to make them feel welcome ...
61. My worst/best memory of Tactical Readiness Exams (TRE) or Operational Reactor Safeguards Exams (ORSE) was when ...
62. Once a shipyard worker on my boat tried to mistakenly ...
63. The most difficult (UNCLASSIFIED) problem I ever had to solve on my boat was ...
64. The first qualification I completed on my boat was ... (and I was no longer a NUB).
65. I remember my first watches as a qualified (COW, DOOW, OOD, EOOW, etc.) because I ...
66. The most severe medical emergency I saw at sea was when a Sailor ...
67. I once heard about a family-gram that was totally mystifying. It read ...
68. Once, while I was away at sea, this happened to my family ashore ...
69. The best Christmas celebration I remember at sea was ...
70. I remember the longest watch of my life. We were ...
71. Once I was surfaced at the North Pole when ...
72. I only made this mistake one time in my entire submarine service but I never heard the end of it ...
73. I knew one Sailor who earned his brown dolphins because he ...
74. I remember the day we had to go to the flooding trainer and ...
75. I remember the firefighting trainer because ...
76. My favorite part of the damage control training was ...

77. The food on my boat was poor (or great) because ...
78. I can remember the time a working party was called, and we were all loading #10 cans down the hatches and stacking them in the passageways when ...
79. At the beginning of deployment the passageways were so full of stored food and equipment that we had to crawl rather than walk upright and I ...
80. Pre-deployment preparations were tough for me because ...
81. All things considered my favorite shore school was when I went to ...
82. The best "School of the Boat" lesson that I remember was ...
83. On the boat I was once asked to ...
84. The time I felt the proudest of my submarine service was when ...
85. I actually saw this happen with my own eyes ...
86. My XO once told me ...
87. One of my old shipmates later became famous for (TV show, movie star, Director of Naval Reactors, elected politician, etc.) ...
88. One day a VIP visited our boat and ...
89. I remember the Blue Nose ceremony. It went like this for me ...
90. I remember the Shellback ceremony. The worst part was when ...

Thanks Tad, great list. Come on, guys, this is your newsletter; share some of your experiences with your Base. Winter is coming, don't just sit in that recliner and watch those re-runs. Write it down!! (or type it up!!)



More Flag Facts

A History of the American Flag's Nicknames--from Stars and Stripes to Old Glory

The American flag has changed substantially since it debuted in 1775. The Grand Union Flag was replaced by the contemporary American flag in 1777, and during the following two and a half centuries, 37 new states joined the Union; in turn, 37 new stars joined the flag. What's more is that these states and stars accompanied a number of diverse and exciting changes, both in America and the world--changes that eclipsed those brought forth by each of these preceding centuries.

With all this in mind, it should make sense that as America and the American flag have changed, so too has its design and nicknames.

To provide historical insight and chart the evolution of the American flag, the following text describes the names it's received through the centuries--and how these names came to be.

Stars and Stripes--Circa 1780

Stars and Stripes was adopted as a nickname for the American flag shortly after the Declaration of Independence's signing, but the precise date is unclear. Similarly, the name's creator has been a matter of some debate among historians; the title is generally credited to Marquis de Lafayette, a native of France who rallied behind the American battle for democracy.

Lafayette, sailing on a ship he'd bought with his personal funds, arrived in America in 1777, intending to fight alongside American troops. He was ultimately recognized for his valuable services and commitment to defeating the British;

he also became a close friend of several Founding Fathers, especially George Washington, who he (Lafayette) named his son after.

Lafayette noted that the alternating stripes of the American flag were perhaps their greatest quality, in terms of departing from other flag designs and signifying danger to British troops. He affectionately referred to the flag itself as "stars and stripes." The name caught on and was widely adopted by citizens across the country.

The Star-Spangled Banner/Great Garrison Flag--1814

The Star-Spangled Banner emerged as a synonym for the American flag during the War of 1812. (At the time, the American flag consisted of 15 stripes and 15 stars, though in later variations, the former would revert back to 13, in honor of the 13 original colonies, while the latter would increase relative to the number of states in the Union.)

So that the rise of the Star-Spangled Banner can be adequately described, a bit of background is in order. The British stormed America in 1812, committed to regaining control of their former colony. These well-trained and well-equipped troops inflicted considerable damage on the unprepared nation, going as far as burning down the White House.

(Thankfully, Dolly Madison was brave and thoughtful enough to preserve a copy of the Declaration of Independence and a portrait of George Washington, even as British troops were just miles away.)

In 1814, Francis Scott Key was imprisoned on a British warship when 5,000 enemy troops, arriving on 19 ships, attempted to capture Baltimore and its most valuable defensive posi-



tion, Fort McHenry. (Key, being quite far from Fort McHenry, watched the battle unfold from a distance.) After conducting a general assault on September 12th, the British channeled their attacks on Fort McHenry; for 25 consecutive hours, rain and shells fell upon the base. But on the morning of September 14th, Key awoke and found that the rain--and the shelling--had ceased, and that the American flag was still raised over Fort McHenry.

The remarkable U.S. victory, in the face of immensely tall odds, inspired Key to craft a poem, "Defence of Fort M'Henry," which recounted the scene. Nearly a century later, during Herbert Hoover's administration, "The Star-Spangled Banner" was officially adopted as the national anthem. The Star-Spangled Banner has survived through the ages and is currently on display at the National Museum of American History.

Old Glory--1831

The story of how Old Glory became a name for the American flag is a simple one, and to be sure, that's a big part of its appeal.

In 1831, William Driver, a Salem-based ship captain, was preparing to embark his boat, the Charles Doggett, on yet another voyage. Before Driver departed, his friends gifted him a large, 24-starred American flag. The flag was installed and unfurled at the ship's front, and Driver's patriotism and love of his country prompted him to erupt, "Old Glory!" as it fluttered in the ocean breeze.

Driver believed that Old Glory protected him, his crew, and his ship from danger, and he may very well have been right. Despite the inherent risk associated with exploring the seas (especially in the 19th century), he recorded a long, successful, and safe career. Word of Old

Glory--the name and the flag--spread from the decks of the Charles Doggett and through America.

Driver retired to Tennessee and, during the Civil War, risked his life to protect Old Glory from the Confederate soldiers who wished to destroy it, going as far as sewing it into his bed. Today, Old Glory can be found on display at the National Museum of American History.

June 14, 1877 — Continental Congress adopts the following: *Resolved: that the flag of the United States be thirteen stripes, alternate red and white; that the union be thirteen stars, white in a blue field, representing a new constellation.* Stars represent **Delaware (December 7, 1787), Pennsylvania (December 12, 1787), New Jersey (December 18, 1787), Georgia (January 2, 1788), Connecticut (January 9, 1788), Massachusetts (February 6, 1788), Maryland (April 28, 1788), South Carolina (May 23, 1788), New Hampshire (June 21, 1788), Virginia (June 25, 1788), New York (July 26, 1788), North Carolina (November 21, 1789), and Rhode Island (May 29, 1790)**

Fun Fact - Do you realize that we are living in the longest period of time without a new State being added to our Nation and Flag? Our last State was added over 64 years with Hawaii. It's star was added July 4th 1960. Everyone knows Alaska and Hawaii were the 49th and 50th State. But what was the 48th State? It was added in February 14th, 1912 and the star was added on Independence Day the same year. The answer is Arizona.



GEDUNK from the Net

US Navy Nuclear Submarine Enters the Mediterranean Sea	Article
The Deadliest \$3 Billion Dollar Submarine in the World	Article
Voted America's Most Realistic Submarine Documentary Movie	Article
Missing Submarine found 83 years after it was torpedoed in WWII battle	Article
Thailand Cancels Chinese Submarine Deal -Unavailability of German Engines	Article
Navy to Commission Submarine Hyman G. Rickover	Article
U.S. Nuclear-Powered Submarine Visits Western Australia...	Article
Iran boasts new submarines, demands US leave Syria - analysis	Article
Second US submarine arrives in South Korea amid North Korea tensions	Article
Nazi-smuggling submarine found in Argentina causes international stir	Article
The US submarine force should be silent no more	Article
The last salute: 3 volleys - (Repeat, but Veterans Day is almost here)	Article
"Taps": The History of the Bugle Call - (Ditto)	Article
Master Chief's Tour of Arlington National Cemetery -(Worth repeating)	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; and so are you, or you would not be a USSVI member. We'd like very much for you to join in our meetings and assist us in what is stated in our Creed on Page one. If you haven't the Creed in a while, please take a few minutes to read and reflect. You did something only those who volunteer did. You may not feel like it, but you are a "special force". We, together with our "Brothers of the Phin", are heroes of the "Cold War". Let us educate our youth and those interested in Submarines, not only in our duties, but the duties of our fellow Veterans, and the greatness of these United States of America.

God Bless and have a great Veterans Day. You earned it.





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.



Rick Thompson , ET2(SS)



Richard Dale "Rick" Thompson, age 66, of New Bloomfield, Mo., passed away on Sunday, September 3, 2023. Rick qualified in submarines on the USS L Mendel Rivers (SSN-686) in 1978 and was a ET2(SS) when he left the Navy. Rick was a member of the Topeka-Jefferson City Base.

Please kept all of your Past Shipmates and their families in your Prayers.

