



# The Snorkel Exhaust

## SMOKY MOUNTAIN BASE, TN



**UNITED STATES SUBMARINE SERVICE VETERANS, INC.**  
**The USSVI Submariners Purpose and Creed:**  
 "To honor those who serve, past, present and future."

To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds, and supreme sacrifice be a constant source of motivation toward greater accomplishments.  
 We pledge loyalty and patriotism to the  
**United States of America and its Constitution.**



**OUR ORGANIZATION**

**OUR FOUNDERS**

**OUR BROTHERHOOD**



**Our Mission**  
 The organization will engage in various projects 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 lifestyles we enjoy today.

### SNORKEL EXHAUST INDEX

#### JANUARY 2026

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**Scheduled Meetings**  
 Base meetings are scheduled on the **3<sup>rd</sup>** **Thursday** of each month at:  
**MIMI'S CAFÉ,**  
**10945 PARKSIDE DRIVE**  
**KNOXVILLE, TENNESSEE**  
**Dinner & Social Hour @ 1800**  
**Meeting @ 1900**  
 (Guests are Invited)



**Follow us on Facebook at:**  
 Smoky-Mountain-Submarine-Veterans-273222054302

# SMOKY MOUNTAIN BASE OFFICERS



**BASE COMMANDER**  
**Marlin E. Helms, Jr.**  
 Holland Club Chairman



**MM1(SS) USS Spadefish SSN-668 '74**



**BASE VICE COMMANDER**  
**Robert (Bob) Childs**



**MMC(SS) USS Nautilus SSN-571 '67**



**BASE SECRETARY**  
**Ernie Ball**



**MMC(SS) USS LaFayette (SSBN-616) '75**



**BASE TREASURER**  
**Jim Rock**



**MM1(SS) USS Andrew Jackson SSBN-619 '76**

## Smoky Mountain Base Committee Chairmen



**BASE CHIEF OF THE BOAT**  
**Terry McBride**



**MMC(SS) USS Woodrow Wilson (SSBN-624) '93**



**BASE PROGRAMS**  
**Andy Armbrust**



**MM1(SS) USS Hammerhead (SSN-663) '75**

**BASE STOREKEEPER**



**MEMBERSHIP / RECRUITER**  
**Marlin E. Helms, Jr.**



**MM1(SS) USS Spadefish SSN-668 '74**



**WEBMASTER**  
**Marlin E. Helms, Jr.**



**MM1(SS) USS Spadefish SSN-668 '74**



**BASE NEWSLETTER**  
**Max Gildner**



**ET1(SS) USS Tullibee (SSN-597) '71**



**BASE PHOTOGRAPHER**  
**Bruce Eitzroth**  
 Associate Member

**ET1(SU) USS Sculpin (SSN-590)**



**BASE CHAPLIN**  
**David Pope, EAWS**  
 Associate Member

**OMSUBGRU-9, FP DET. 2**



**SMOKY MOUNTAIN BASE, USSVI**  
Meetings, Greetings, Gatherings & Calendar

**JANUARY - 2026**

# Calendar of Upcoming Events

**Scheduled Meetings:**  
Base meetings are on the 3rd Thursday of each month at **MIMI'S CAFÉ, 10945 PARKSIDE DRIVE** located in **Turkey Creek, Knoxville, TN**



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<http://www.facebook.com/pages/Smoky-Mountain-Submarine-Veterans/273222054302>

02/12 — Lincoln's Birthday      02/14 — Valentine's Day      02/16 — Washington's Birthday  
02/18 — Ash Wednesday      02/19 — SMB Meeting

FEBRUARY 2026						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	<b>12</b>	13	<b>14</b>
15	<b>16</b>	17	<b>18</b>	<b>19</b>	20	21
22	23	24	25	26	27	28



## VETERANS ASSISTANCE & RESOURCES



### Operation Vet Rescue

Rescuing & Rebuilding Lives of Homeless Veterans



(865) 284-3188

info@ovrtn.org

P.O. Box 23, Greenback, N 37742

VA Regional Office Benefits Assistance on every 4th Friday at 1557 Downtown West Blvd. Units 20-21 Knoxville, TN 0900-1400 Hours

East TN Military Assistance Council Calendar of Events web site: [www.etmac.org/calendar](http://www.etmac.org/calendar)

### U.S. Military Veterans Discounts

#### Tennessee State Discounted Fees and Taxes

- \$10 one-time fee for hunting and fishing license for eligible disabled veterans.
- Distinctive motorcycle and vehicle license plates; no fee for currently enlisted personnel.
- Exemption from motor vehicle privilege tax for eligible permanently and totally disabled veteran or former POW.
- Reduced fee state park lodging, camping, and golf.
- Veterans Designation on drivers license.



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Shelly Saxton

CEO/Owner

[SubmarineCoins@gmail.com](mailto:SubmarineCoins@gmail.com)



In Service to America

The Vietnam Veterans of America, Chapter 1078 meets at **The Redemption Church** located at **3550 Pleasant Ridge Road, Knoxville, TN** on the **2nd Tuesday** of



The Honor and Remember Flag has been designated as the official TN state symbol of remembrance to honor fallen military service members for their service.

For information on obtaining one refer to:  
<http://www.honorandremember.org/the-flag/flag-presentation>.

# VETERAN'S HOTLINE

## 988#1

## OR

## (844) 647-1354

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**757-318-0138 B4 8pm**





## Base Commander's Report Marlin E. Helms, Jr. - MM1(SS)



It's a new year and time to start collecting names of nominees for our election of officers in May. We need a nominating committee to collect names of nominees and present the slate of nominees in April. Nominations will be open until just before elections in May. The position of storekeeper is currently open, we need a volunteer to fill this position.



## BASE VICE-COMMANDER'S REPORT Robert (Bob) Childs, EMC(SS)



No report submitted.



## SMB Treasurer's Report - Jim Rock MM1(SS)



On **January 15th**, we had a balance of **\$3,569.28**



## Program Chairman's Report - Andy Armbrust MM1(SS)



No picnic is currently scheduled. I intend to plan a picnic for the spring of 2026 subject to the Yacht Club availability.



## Newsletter Editor's Report Max Gildner ET1(SS) & Bruce Eltzroth ET1(SU)



Please let us know if there are any suggestions for improvements to the newsletter form or contents. Photos of base activities are always appreciated.



## Storekeepers Report Position Currently Vacant



### We currently have the following items on hand for sale:

The 2026 USSVI Calendars have arrived.. Cost \$8.00 at the meeting, but if mailed postage will be added. Baseball caps w/SMB patch (White or Blue) - \$14.00. Straw Hat w/SMB patch - \$12.00. SMB Iron on Patches - \$7.00. SMB Logo Magnetic Car Plates - \$12.00. SMB Window Stickers - \$3.00. Smoky Mountain Base battery quartz wall Clocks - \$15.00. The "Nuke, I am your father" coins are here.—\$20.00.

Remember, all purchases go to support your Smoky Mountain Base



## USSVI SMOKY MOUNTAIN BASE MEETING MINUTES



**Date: January 15, 2026**

Presiding: Marlin Helms Base Commander

Meeting called to Order at 1900 hours

The Base Vice-Commander presented the Invocation.

The Base Commander led the group in the Pledge of Allegiance and Treasurer read the USSVI Creed.

COB and Bob Childs led the Tolling of the Boats.

COB hosted member/guest introductions.

Number of Attendees: 11 members, 9 guest/wife's

Base Secretary. Minutes read

Base Treasurer reported - \$3569.28 in the account.

Correspondence/Discussion - None

Committees -

- Newsletter – Man Gildner- need inputs
- Library – Marlin Helms - nothing new
- Storekeeper – need a storekeeper
- Membership – stable
- Scouting – Marlin Helms- still no contact
- Media Manager – Marlin Helms- Website has downloads
- Social Committee - Andy Armbrust – nothing new

Old business –

None

New Business –

Need Nominating Committee for elections

plan on going to Smokies game this year

Greg McKinley needing help

**Good of the Order**

- 50/50 - \$50.00

Next Meeting: 1900 hrs. Thursday, Feb 19, 2026, at **MiMi's Café, 10945 Parkside Dr., Knoxville, TN 37934.**

Meeting Adjourned at 1930 hrs. Boat surfaced.

Ernie Ball, Secretary



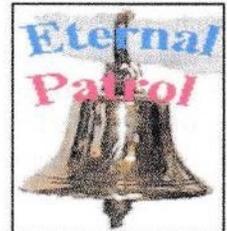
# Lost Boats of January



## USS Scorpion (SS-278) - January 5, 1944

77 Men Lost

### SS-278 Battle Stars



The USS *Scorpion* (SS-278) was a Gato-class World War II era submarine. The namesake of the USS *Scorpion* is an order of arachnids having an elongated body and a narrow segmented tail bearing a venomous sting at the tip. On December 29, 1943, the *Scorpion*, captained by Commander Maximilian G. Schmidt, departed Pearl Harbor for her fourth and final war patrol. On January 3, 1944, she fueled at Midway Island and then headed for her assigned patrol area in the Yellow Sea and the northern East China Sea. On the afternoon of January 4, 1944, she reported that one crewman had sustained a simple fracture of the upper arm and requested a rendezvous with the USS *Herring* (SS-233), which was then in her vicinity and en route back to Pearl Harbor from her sixth war patrol. On January 5, 1944, the *Scorpion* attempted to transfer the injured crewman to the *Herring* for return to Midway, however heavy seas made it impossible to do so. The *Scorpion* reported the situation "Under control" before midnight and the *Herring* sailed for Midway. The *Scorpion* was not seen or heard from again. When no report was received from her by February 24, 1944, she was ordered to make a radio transmission acknowledging receipt of the dispatch. No acknowledgement was received. The *Scorpion* was presumed lost on March 6, 1944. The Navy Department issued the following press release regarding the *Scorpion's* loss: Navy Department Communiqué 513, March 22, 1944 - The submarine USS *Scorpion* is overdue from patrol and must be presumed to be lost. The next of kin of casualties of the *Scorpion* have been so notified.

**Loss Possibilities:** 1. The *Scorpion* probably struck a mine and sank sometime between January 5 to February 24, 1944, in the northern East China Sea or in the Yellow Sea. In August 1943, the Japanese had planted two hundred mines across the shallow mouth of the Yellow Sea. The location of the minefield was not known in the time period the *Scorpion* might have passed through it. 2. On February 26, 1944, the USS *Steelhead* (SS-280) and the *Scorpion* were each warned they were in close proximity to one another and that an enemy submarine might also be in the vicinity. However, it was later learned that the suspect submarine, *I-174*, was not in their area at the time of the warning. Therefore, the possibility of loss due to an unreported attack by a Japanese submarine is considered very unlikely.

Postwar examination of Japanese records did not provide any clues as to the *Scorpion's* fate and no conclusive explanation for the cause of her loss has ever been established. The reason for her loss remains a mystery. A list of the men lost with the *Scorpion* is maintained at <http://www.oneternalpatrol.com/uss-scorpion-278.htm>. The *Scorpion* earned three battle stars for her World War II service. She was scored by JANAC with sinking 18,316 tons of Japanese shipping in four vessels. Her Alden-McDonald score is six vessels sunk for 18,567 tons and eight vessels damaged for 18,656 tons. The SORG score for the *Scorpion* is twelve vessels sunk for 26,400 tons and five vessels damaged for 30,000 tons.

## USS Argonaut (SS-166) - January 10, 1943

102 Men Lost

### SS-166 Battle Stars



The USS *Argonaut* (SS-166) was a V-4 (Argonaut)-class World War II era submarine. The namesake of the USS *Argonaut* is a relative of the octopus - sometimes called the paper nautilus - which propels itself, underwater by expelling a jet of water. The name Argonaut may also have been inspired by the submarine of that name built in 1897 by Simon Lake which was the first submarine to navigate extensively in the open sea. Ultimately, the name is derived from the band of fifty heroes in Greek legend who sailed with Jason in the ship Argo to retrieve the Golden Fleece. The radio call sign of the USS *Argonaut* was NAN-ITEM-CHARLIE-TARE. At the end of 1942, the *Argonaut's* base of operations was changed from Pearl Harbor to Brisbane, where she would help carry out the many special Spyron missions General MacArthur tasked submarines with in the south Pacific area. The *Argonaut* was the fleet's largest submarine. She had originally been built primarily for mine laying. In September 1942 she had been converted into a troop transport capable of accommodating 120 men, and her hull classification symbol was changed from SM-1 (Submarine Minelayer) to APS-1 (Transport Submarine). Her new role as a Spyron transport suited her well. The USS *Tang's* captain, Commander Richard H. O'Kane, who served four years aboard the *Argonaut*, said of her fighting capacity, "If a fleet boat were stripped of one battery, two engines, six torpedo tubes, and could use no more than 15 degrees of rudder, she would still have greater torpedo attack and evasion ability than *Argonaut*."

On November 24, 1942, the *Argonaut*, captained by Lieutenant Commander John R. Pierce, sailed from Pearl Harbor for her transfer to Task Force 42 at Brisbane. On December 9, 1942, she topped off at the Allied military supply and support base, naval harbor, and airfield on Espiritu Santo in the New Hebrides archipelago. From there the Task Force 42 commander, Captain James Fife, ordered the *Argonaut* to patrol the southern approaches to Rabaul and be on the lookout for a Japanese convoy consisting of five freighters escorted by destroyers moving north from Lae to Rabaul. On January 10, 1943, the *Argonaut* spotted the convoy southeast of New Britain. A Japanese seaplane detected the submerged submarine and dropped two anti-submarine bombs. The IJN destroyer *Minekaze* then moved in and dropped depth charges. Soon the bow of the submarine broke the surface in what seemed to be a vain attempt to surface. The *Minekaze* and the IJN destroyer *Isokaze* pounded the injured submarine with battery fire relentlessly. The *Argonaut* slipped below the waves, never to be seen again, at 5° 40'S, 152° 02'E. By pure coincidence, a U. S. Army aircraft, returning to its base with empty bomb racks, was flying overhead and witnessed these events.



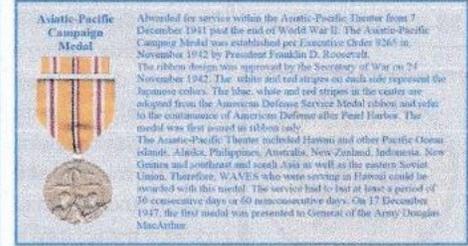
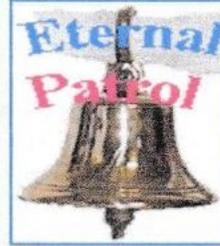
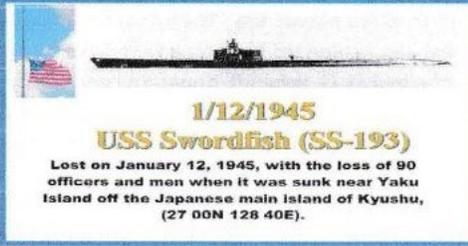
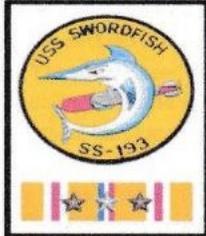
# Lost Boats of January



## USS Swordfish (SS-193) - January 12, 1945

SS-193 Battle Stars

89 Men Lost



The **USS Swordfish (SS-193)** was a Sargo-class World War II era submarine. The namesake of the *USS Swordfish* is a large fish with a long, sword-like beak and a high dorsal fin. The radio call sign of the *USS Swordfish* was NAN-UNCLE-DOG-GEORGE. On December 22, 1944, the *Swordfish*, captained by Commander Keats E. Montross, departed Pearl Harbor for her thirteenth and final war patrol. She had received orders to patrol in an area off the Ryukyu Islands. She had also been outfitted with special equipment for a photo reconnaissance mission at Okinawa. After stopping at Midway Island to top off her fuel, she headed west for the big Japanese stronghold in the Nansei Shoto chain. On January 3, 1945, she acknowledged receipt of new orders to proceed to and to patrol near the approximate geographic position  $30^{\circ}-00'N$ ,  $132^{\circ}-00'E$  until further notice. The reason for this move was to keep her out of harms way during a planned January carrier strike on the Ryukyus. Her acknowledgement of this order was the last communication ever received from the *Swordfish*. On January 9, 1945, she was ordered to proceed to the Nansei Shoto Archipelago to perform her special mission. Upon completion of the photographic and observation mission, she was told to proceed to the submarine base at Saipan, unless she was unable to communicate by radio, in which case she was supposed to return to Midway. When the *Swordfish* failed to appear at Saipan or Midway, and silence was the only response to radio messages sent to her, it became obvious she was lost. On February 15, 1945, she was reported as presumed lost due to unknown causes. The public announcement was made on May 4, 1945. Navy Department Communiqué No. 595, May 4, 1945: The submarine *USS Swordfish* is overdue from patrol and presumed lost. Next of kin of officers and crew have been informed.

**Loss Possibilities:** 1. The *Swordfish* was probably sunk by depth charges, on January 5, 1945, at the approximate geographic position  $29^{\circ}-25'N$ ,  $141^{\circ}-07'E$ , which is southeast of Tori-shima island, an uninhabited volcanic island at the south end of the Izu Islands. On that date, near that location, at about 1705 hours, the 572-ton Japanese Army cargo vessel *Shoto Maru* was hit in the bow by a torpedo and sank at about 1906 hours. John D. Alden attributes this attack and the sinking to the *Swordfish*. The Japanese coastal defense vessel *CD-4* conducted a counterattack with depth charges and reported that oil continued to rise to the surface for the next thirty hours. 2. The *Swordfish* possibly sank sometime after January 9, 1945, as a result of hitting a mine. During the first half of 1944, the Japanese had laid four minefields in the Okinawa area. On January 9, 1945, the *Swordfish* had been ordered to proceed to this area to complete a photographic reconnaissance assignment. This mission may have taken her into one of the minefields laid in 1944 or into freshly laid inshore minefields, planted to defend Okinawa beach approaches. 3. On January 12, 1945, the *USS Kete (SS-369)*, while on station in the Okinawa area, reported a possible contact with a nearby submersible. The *Kete* was unable to positively identify the contact, but the *Swordfish* was expected to be in the vicinity at that time. About four hours later, the *Kete* heard the sound of a heavy barrage of depth charges. Japanese records reviewed after the war did not record the event heard by the *Kete*. But such a heavy barrage could have been aimed at the *Swordfish*. The bottom line is no one knows for certain what happened to the *Swordfish* or when it was lost. This long serving submarine and her valiant crew went down together leaving a significant record of accomplishments in their wake. A list of the men lost with the *Swordfish* is maintained at <http://www.oneternalpatrol.com/uss-swordfish-193.htm>.

The *Swordfish* was scored by JANAC with sinking 47,928 tons of enemy shipping in twelve vessels. Her Alden-McDonald score is sixteen vessels sunk for 55,641 tons and four vessels damaged for 26,150 tons. Her SORG score is seventeen vessels sunk for 101,400 tons and nine vessels damaged for 61,900 tons. The *Swordfish* earned eight battle stars for her World War II service in her distinguished thirteen-patrol career. She sank the *Atsutasan Maru*, the first Japanese ship sunk by a U. S. submarine in the Pacific war.

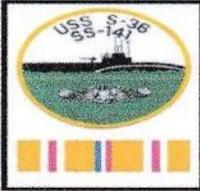


# Lost Boats of January



## USS S-36 (SS-141) - January 20, 1942

SS-141 - 1 Battle Star



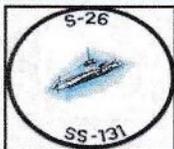
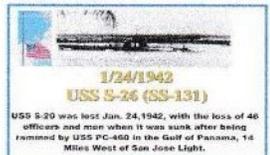
No Men Lost



USS S-36 (SS-141) was a S-1 class World War II era submarine. On December 30, 1941, the S-36, captained by Lieutenant John R. McKnight, Jr., departed Mariveles harbor for her second and final war patrol. Her orders were to patrol in Philippine waters before heading south to join the Allied forces gathering in the East Indies. On January 1, 1942, she sighted a small transport moored to the seawall at Calapan Harbor, Mindoro Island, fired one torpedo, and sank it. (The sinking of this vessel could not be verified in Japanese records, thus S-36 was never given credit for the kill.) In the days following this attack, S-36 moved southward and began to experience equipment failures that had a negative impact on the submarine's performance. On January 15, 1942, she spotted a Japanese destroyer in the Sulu Sea. Lieutenant McKnight ordered a crash dive, but due to equipment problems, her dive was delayed and the destroyer spotted her. The enemy destroyer dropped seven depth charges which exploded off both quarters of the S-boat. The explosions caused the loss of power control over the bow planes, gyro compass failure, blown fuses on the starboard lighting circuit, and broken lights in the motor room. When she reached 150 feet, her gyro compass was again working and she began turning slowly to starboard. The destroyer was kept astern. After several hours, she heard the last efforts of the destroyer to locate her. She surfaced, cleared the area and began making repairs. On January 17, 1942, she received orders to proceed to Surabaya, Java. She headed for Makassar Strait. The currents in the Makassar Strait are very strong and difficult to predict, making navigation hazardous. In addition, McKnight's charts were imprecise and incomplete. Just before dawn on January 20, 1942, S-36 ran hard aground on Taka Bakang Reef in the Makassar Strait. The hard hit on the reef holed S-36's hull, flooding the forward battery. McKnight broke radio silence and sent out a plain language call for help to all friendly men-of-war. The message was received by USS *Sargo* (SS-188) as she was nearing Surabaya. Her captain, Lieutenant Commander Tyrell D. Jacobs, tried unsuccessfully to relay the message to ComSubsAsiatic for five hours. The *Sargo* then headed for the Makassar Strait to help S-36. *Sargo* remained surfaced, relaying distress messages to friendly aircraft and surface ships. After Captain John Wilkes acknowledged receipt of the message, *Sargo* was recalled and a PBY Catalina was dispatched to survey S-36's condition. By radio McKnight told the PBY crew that with assistance he felt he could salvage S-36. The PBY therefore raced to Makassar City and requested assistance from the Dutch authorities, who promptly dispatched the Dutch launch *Attla*. The launch reached S-36 on January 21 and embarked two officers and twenty-eight men. The remaining crew stayed with S-36 in the hope she could be hauled clear of the reef. But conditions continued to worsen. All efforts to save the submarine were fruitless. McKnight decided to abandon her. The remaining crew rigged S-36 to flood and transferred to the Dutch ship *SS Siberote*, which took them to Makassar City. All hands reached Surabaya, Java on February 25, 1942, and were reassigned to other duties. S-36 earned one battle star for her World War II service. She was not credited by JANAC or John D. Alden with sinking any enemy vessels. Her SORG score is one vessel sunk for 5,000 tons.

## USS S-26 (SS-131) - January 24, 1942

46 Men Lost



**USS S-26 (SS-131) was a S-1 class World War II era submarine.**

After the Japanese attack on Pearl Harbor on December 7, 1941, Captain Thomas J. Doyle, the commanding officer of the *Coco Solo* submarine base, on the Atlantic Ocean (northwest) side of the Panama Canal Zone, near Colón, Panama, was presented with a dual problem. In addition to the threat of German U-boat activity in the waters off Panama, on the Canal's eastern side, American submarines would also have to guard against a potential Japanese attack on the Canal's Pacific end. Accordingly, Captain Doyle ordered his submarines to patrol off the Pacific entrance of the Canal. A patrol line was established extending 800 miles from the Balboa district on the Canal's western end. American submarines made patrols from Balboa throughout the first year of the war without encountering any enemy vessels. However, it was in this area that the U. S. Submarine Force experienced its first operational loss of World War II. On January 24, 1942, the S-26, captained by Lieutenant Commander Earl C. Hawk, was sailing surfaced from Balboa to her patrol station in company with S-21, S-29, S-44, and escort vessel PC-460. At around 2210 hours, PC-460 flashed a visual message to the submarines advising them she was leaving the formation and that they should proceed to their assignments as ordered. Only S-21 received this message. A short while thereafter, PC-460 collided in the dark with S-26, ramming her starboard side near the after torpedo room. The S-boat sank within seconds in 300 feet of water. Three men who were on the bridge survived. Forty-six men went down with her. All rescue attempts were unsuccessful. Her hulk was not salvaged. A list of the personnel lost with S-26 is maintained at <http://www.oneternalpatrol.com/uss-s-26-131.htm>. S-26 is not credited with



## Knox County Homeless Veterans Programs

### By Tammy Cheek



The following article is reprinted with permission from the January 14th, 2026 edition of the [farragutpress](#).

An estimated 140 veterans in Knox County are facing homelessness and cold temperatures this winter, but local programs are stepping in to help.

**Operation Vet Rescue**, founded in 2024, provides emergency assistance, outreach and access to critical resources for at-risk veterans, said Janet Trust, the organization’s operation director. Based in Greenback, the non-profit serves veterans across East Tennessee through community partnerships. “Our winter warming station ensures no veteran is left exposed to life-threatening cold,” Trust said. “We provide a safe, heated space, cold-weather gear, hot beverages, light food, hygiene items and referrals for housing, medical care, mental health services and veteran benefits — all at no cost.”

The warming station, **located at 519 Williams St. in Knoxville**, operates during extreme cold and accepts walk-ins or referrals from partner agencies, first responders and veteran organizations. Proof of service is required, and basic behavioral expectations ensure a safe environment.

Trust said the station recently reopened thanks to a donation from **CareCuts of Knoxville** after a temporary shutdown. “**Operation Frozen Veterans** is officially back up and running,” she said.

For more information about Operation Vet Rescue and the warming station, visit their website at [ovrtn.org](#).

Another outlet for veterans is the upcoming **Operation Hero’s Hill**, an initiative of Knox County Mayor Glenn Jacobs. The project is dedicated to ending veteran homelessness by providing safe, stable and dignified housing for veterans. The project will build up to 20 tiny homes and a community center with construction led by Career and Technical Education students under the guidance of trade experts. “All building supplies were donated by D.R. Horton, and KCS teachers and administrators support the project,” Jacobs said. “This initiative not only provides housing but also hands-on construction training for students.”

The community center will include a computer lab, laundry, flexible meeting space and furnishings, turning the homes into livable residences. Donations fund construction, transportation and essential furnishings.

“No veteran should be without a place to call home in the country they swore to defend,” Jacobs said. “Every contribution helps us honor their service with the comfort and dignity they deserve.”





## John P. Holland

### The Father of the U.S. Naval Submarine Service

Most submariners recognize John Philip Holland as being the Father of the US Submarine Service. He was born in 1841 in Liscannor, Ireland. His father, John Sr., was a member of the Royal Coast Guard Service, so he grew up in a naval family with a love of the sea. He became a mathematics teacher as a profession, but his real interest was marine design. Due to ill health, he immigrated to Boston, Massachusetts in 1873. There, he slipped and fell on an icy street and broke his leg. During his recuperation he developed his initial design for a submarine vessel

In 1875, he submitted his submarine designs for consideration by the US Navy, but was turned down as “Unworkable”. Holland continued to work on his designs funded by an Irish revolutionary group. He demonstrated the Holland 1 prototype in 1878, but it was not accepted by the US Navy.

He continued to improve his designs and worked on several experimental boats that were also not accepted by the US Navy. In 1896 he founded the Holland Torpedo Boat Company with private funding and launched his Holland 4 on 17 May of 1897. This was the first submarine to have the power to run submerged for any considerable distance and the first to combine electric motors for submerged travel with gasoline engines for use on the surface. The boat was purchased by the US Navy on 11 April 1900 after rigorous tests and commissioned the USS Holland on 12 October 1900.

Seven additional boats of the type were ordered by the US Navy. Five were built at the Crescent Shipyard in Elizabeth, New Jersey and two were built by the Union Iron Works in San Francisco, California.

The Royal Navy was cautious in its approach to submarines. They considered them to be “underhanded, unfair, and damned un-British”. However, following Holland’s success, they placed an order for five boats to be built under design license in the Vickers Maxim shipyard. They were built in secret in a building marked “Yacht Shed”. Larger components that needed to be fabricated in the yard were marked for “Pontoon No. 1”.

The Imperial Japanese Navy’s first five submarines were a modified version of the Holland design that were at least ten feet longer at about 63 feet and were from the Fore River Ship and Engine Company of Quincy, Massachusetts.

John Philip Holland died on 12 August 1914. Fifty-six of his seventy-three years were devoted to the design of submarines. A memorial to John P. Holland stands in Paterson, New Jersey that was unveiled on 14 June 2014. The ceremony was attended by representatives of the US, British, and Japanese governments in tribute to his contribution to submarine development. The British HMS Holland 1 submarine, the closest example of the USS Holland design, is available for visitation at the Royal Navy Submarine Museum in Gosport, England.





# SIMON LAKE

## THE OTHER SUBMARINE INNOVATOR



Simon Lake was born in Pleasantville, NJ on September 4, 1866. He was a Quaker American mechanical engineer and naval architect with a strong interest in undersea travel inspired by Jules Vern's *20,000 Leagues Under the Sea*.

He built his first submarine in 1894 in response to a 1893 request from the US Navy for a submarine torpedo boat. *Argonaut Junior* was a 14 foot wooden prototype with wheels and a bottom airlock door. It did successfully deploy in Sandy Hook Bay and retrieve objects from the bay floor.

In 1895 he formed the Lake Submarine Co. of New Jersey. His second submarine was *Argonaut 1* built in 1897. She was 36 feet long, cigar shaped and built of steel. It also had a bottom airlock and wheels. It was powered by a snorkel breathing gasoline engine and propeller, had pumps for air and water handling, a dynamo and a searchlight. In 1898 it made an open ocean trip from Norfolk, VA to Sandy Hook, NJ. becoming the first submarine to operate in the open sea. Based on lessons learned from the voyage, *Argonaut 1* was rebuilt into *Argonaut 2* that was lengthened to 60 feet with external fuel tanks.

In 1901 he formed the Lake Torpedo Boat Co. at Bridgeport, CT. His third submarine *Protector* was built in 1902. It was 65 feet in length and had two pairs of diving plains to give a level dive, a diver's airlock, wheels, and Lake's patented omni-scope – a sort of periscope. After the Navy turned down this boat, Lake sold it to the Imperial Russian Navy in 1904. He then spent the next seven years in Europe designing submarines for the Austrian, German, and Russian navies based on the *Protector* design.

He returned to the United States in 1912 and designed the four USS G Class submarines. Each were quite a bit different in design, but still considered one class. USS G-1 set a depth record of 256 feet in November, 1912. G-1, -2, and -4 had gasoline engines (the last to be built with gas engines). G-3 had the first diesel engines.

In total, the Lake Torpedo Boat Co. built 26 submarines for the US Navy during and after WW1. In 1922, international treaties limited the size of their navies. This forced the Lake Torpedo Boat Co. to close in the mid-1920s. Lake continued to design marine salvage equipment. Simon Lake died on June 23, 1945.



Simon Lake



USS Seal / G-1 (SS-19 1/2)



# USSVI APPLICATION FOR MEMBERSHIP

Regular  Life  Associate

**OUR CREED:** "To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America & its Constitution."

With my signature below I affirm that I subscribe to the Creed of the United States Submarine Veterans, Inc., and agree to abide by the Constitution, all Bylaws, Regulations and Procedures governing the U.S. Submarine Veterans, Inc., so long as they do not conflict with my military or civil obligations. I will furnish proof of my eligibility for Regular membership, including my discharge under honorable conditions, and proof of my U.S. Navy (SS) Designation, if required by the Base or the national Membership Chairman. If I am not discharged, the discharge requirement is waived. If I am not U.S.N. submarine qualified, I am applying as an Associate member and my sponsor is indicated below.

- I certify that I was designated qualified in USN Submarines aboard \_\_\_\_\_ in \_\_\_\_\_ (Year)  
(Honorary designations regardless of source do not apply under any circumstances.)
- I certify that I received a discharge under Honorable Conditions (if not currently in military service) in \_\_\_\_\_ (Year)

Name: (Print /Type) \_\_\_\_\_ Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ - \_\_\_\_\_ Tel: (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Your E-Mail Address \_\_\_\_\_ Base/Chapter Desired: Smoky Mountain Base

Nat'l Member Dues year runs from Jan 1<sup>st</sup> thru Dec 31<sup>st</sup>. Please indicate your term preference: \_\_\_\_\_

Nat'l Dues: 5 Year term: \$ 140.00; 3 Year term: \$ 85.00; 1 year term (Jan thru Sep) \$ 30.00;

(Oct thru Dec adds the next year): \$ 35.00

National Life: 76+ yrs = \$120.00; 66 thru 75 yrs = \$240; 56 thru 65 yrs = \$ 360.00; 46 thru 55 = \$500.00; Thru 45 yrs = \$ 600.00

Smoky Mountain Base dues are \$ 15.00 (\$ 10.00 after Aug. 1<sup>st</sup>)

How did you find USSVI?  Friend,  Boat Assn,  Local Event/News,  Internet,  Other ( \_\_\_\_\_ )

Who is your sponsoring USSVI Regular Member?: (Mandatory for Assoc Members.) \_\_\_\_\_

Associate Applicant is:  Veteran  Spouse of Veteran  Other (specify) \_\_\_\_\_

## YOUR U.S. NAVY BIOGRAPHICAL DATA

Date Of Birth (MM/DD/YY) -- \_\_\_ / \_\_\_ / \_\_\_ If other military service, What Branch? \_\_\_\_\_

Highest Rate & Rank Attained: \_\_\_\_\_ Mil Retired (Y/N): \_\_\_\_\_ On Active Duty? (Y/N): \_\_\_\_\_

YR entered Mil Service: \_\_\_\_\_ YR left Mil Service \_\_\_\_\_ (Active/Inactive reserve time also counts.)

- Check if your Military Service falls within any of these time periods: Dec 7, 1941, thru Dec 31, 1946; June 27, 1950, thru Jan 31, 1955; Aug 5, 1964, thru May 7, 1975; and from August 2, 1990 to date.
- Check if you have been awarded an Expeditionary Medal.

**Submarines and ships served aboard as ship's company** (Use back if you need more space.)

1. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

2. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

3. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

4. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

5. \_\_\_\_\_ Hull# \_\_\_\_\_ Rank/Rate \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

Next of Kin: Name: \_\_\_\_\_ Relationship: \_\_\_\_\_ (Spouse, Partner, Son, Daughter, Parent, Other)

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Tel: \_\_\_\_\_

(Leave this address line blank if the same as your home address)

home address.

Upon completion, please deliver to: Marlin Helms at the monthly meeting (on the third Thursday of each month) or, Applicants on active duty are requested to provide a permanent mail to:

Marlin Helms Smoky Mountain Base Commander, 732 Old Hen Valley Road Oliver Springs TN 37840 (865) 387-5625