



# The Snorkel Exhaust

## SMOKY MOUNTAIN BASE, TN USSVI



**“To honor those who serve, past, present and future.”  
“The USSVI Submariners 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. 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 & February 2021

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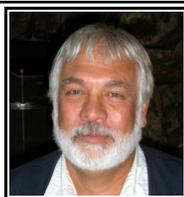


**Scheduled Meetings**  
Monthly meetings are currently scheduled for the 3<sup>rd</sup> Thursday of each month via:  
**ZOOM,**  
**Meeting @ 1900**



**FOLLOW US ON FACEBOOK AT:**  
**Smoky-Mountain-Submarine-Veterans-273222054302**

# SMOKY MOUNTAIN BASE OFFICERS



**BASE COMMANDER**  
**Marlin E. Helms, Jr.**  
**HOLLAND CLUB CHAIR**



Qualified MM1(SS)  
**USS SPADEFISH (SSN-668)**  
 Qualified MM1(SS)  
**USS HAMMERHEAD (SSN-663)**



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



Qualified MMC (SS)  
**USS Nautilus (SSN 571)**  
 November 1967  
**USS Theodore Roosevelt**  
 (SSBN 600 - Blue Crew) July 1970



**BASE SECRETARY**  
**Martin Wesley**



Qualified QM2(SS)  
**USS CUBERA (SS-347)**  
 in 1968



**WEBSITE MASTER**  
**Stuart McGlassen**



Qualified ET2 (SS) 1988  
**USS TENNESSEE (SSBN-734)**



**CHIEF OF THE BOAT**  
**Terry McBride, EMC(SS) (Ret.)**



Qualified EM3(SS)  
**USS WOODROW WILSON (SSBN-624)**  
 Qualified EM1(SS)  
**USS MARYLAND (SSBN-738)**



**BASE CHAPLIN**  
**David Pope, EAWS**  
**USS T. Roosevelt (CVN-71)**  
**COMSUBGRU-9, FP DET. 2**

David is an Associate  
 Member of Smoky Mountain  
 Submarine Base



**SMB STOREKEEPER**  
**Dick Mitchell**



Qualified ET1(SS)  
**USS Conger (SS/AGSS-477)**



**BASE TREASURER**  
**JIM ROCK**



Qualified MM1(SS)  
**USS Andrew Jackson (SSBN 619)**



**PROGRAM CHAIRMAN**  
**Andy Armbrust**



Qualified MM1(SS)  
**USS HAMMERHEAD (SSN-663)**  
 in 1975



**NEWSLETTER EDITOR &  
 BASE PHOTOGRAPHER**  
**Bruce Eltzroth ET1(SU)**  
**USS SCULPIN (SSN-590)**

Bruce is an Associate  
 Member of Smoky Mountain  
 Submarine Base.





**SMOKY MOUNTAIN BASE, USSVI**  
Meetings, Greetings, Gatherings & Other Stuff

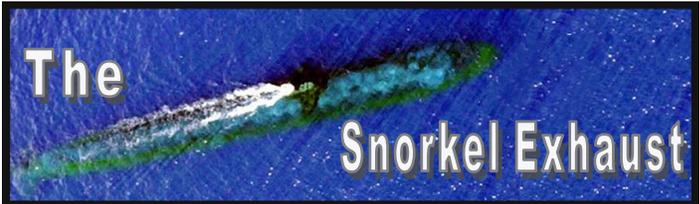
**JANUARY & FEBRUARY - 2021**

**Scheduled Meetings**  
MONTHLY MEETINGS ARE CURRENTLY SCHEDULED FOR THE **3<sup>RD</sup> THURSDAY** OF EACH MONTH VIA ZOOM



*Meetings and Happenings*

Due to the closure of the Golden Corral, your Smoky Mountain Submarine Base has found a new location to hold our monthly meetings, in the Knoxville area. The Carolina Ale House on Kingston Pike in Knoxville has been chosen to hold our meetings until further notice.



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

**New Members:**  
**No New Members this Issue**

January 18 - Martin Luther King Day  
January 21 - SMB Zoom Meeting (1800 Hrs)  
January 25 - Jan/Feb Newsletter Deadline & New Years Day

February 2 - Ground Hog Day  
February 12 - Lunar New Year  
February 14 - Valentines Day  
February 15 - Presidents Day  
February 16 - Mardi Gras  
February 17 - Ash Wednesday  
February 18 - SMB Meeting (1800 Hrs)

January 2021						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

February 2021						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						



LOCAL HAPPENINGS



Base Librarian  
Ed Sandifer  
ENSIGN (SS)   
SMB Library Books,  
DVD's and Magazines

Ed has agreed to send several items to our monthly meetings.



VETERANS  
INFORMATION FOR  
SMOKY MOUNTAIN  
BASE MEMBERS



The Vietnam Veterans of America, Chapter 1078, meets at The Fellowship Church located at 3550 Pleasant Ridge Road, in Knoxville, TN on the 2nd Tuesday of every month at 6PM (1800 Hrs.)

A LITTLE HUMOR - "DAFFYNITIONS"

**AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago pneumatic impact wrench that grips rusty bolts last over-tightened 58 years ago by someone at ERCO, and neatly rounds off their heads.

**CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER:** A large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted airplane part you were drying.

**DAMMIT TOOL:** Any handy tool that you grab and throw across the garage while yelling "DAMMIT" at the top of your lungs. It is also the next tool that you will need.

**ELECTRIC HAND DRILL:** Normally used for spinning pop rivets in their holes until you die of old age.

**E-Z OUT BOLT AND STUD EXTRACTOR:** A tool ten times harder than any known drill bit that snaps off in bolt holes you couldn't use anyway.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object we are trying to hit.

**HOSE CUTTER:** A tool used to cut hoses too short.

**PHILLIPS SCREWDRIVER:** Though in the past it was frequently used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; these days it is mostly used, as the name implies, to strip out Phillips screw heads.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50¢ part.

**EXPLETIVE:** A balm, usually applied verbally in hindsight, which somehow eases those pains and indignities following our every deficiency in foresight.

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Shelly Saxton  
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**BASE COMMANDERS REPORT  
MARLIN E. HELMS, JR. MM1 (SS)**



Shipmates; we may have a permanent meeting location depending on our experience using it starting this month on the 18th. I have spoken to the general manager at the Carolina Ale House about our monthly meeting there. He agreed to everything I requested to isolate the area we would use. The area on the patio is enclosed on three sides and has a couple of half walls on the open end. We can further isolate the area by placing the banner across the opening. The only concern he had is that we did not obstruct emergency exits.

The Secret City Festival is still moving forward, and I expect that we will not be the only ones in the park this year.

The SCFs slogan is "bigger and better than ever" but the web site is still very sketchy on details. We will be manning our booth Friday and Saturday the 4th and 5th of June and performing the Tolling of the Boats on Saturday.

Fraternally,

Marlin Helms, Smoky Mountain Submarine Veterans Base Commander



**NEWSLETTER EDITOR'S REPORT—BRUCE ELTZROTH - ET1 (SU)**



Our [January](#) 2021 meeting was held as a "ZOOM" meeting again due to COVID-19. There were 8 attendees, which was a little lower than the previous "ZOOM" meetings. I did not attend due to an emergent dental issue. Page 12 of this issue features the recent Chattanooga Base Monthly meeting that was held in person. Page 12 also has an OP-Ed that I wrote concerning the USSVI's tolling of the boats ceremony and our creed. Page 13 features a look at decommissioning of several USN Submarines. It also has a "Looking Back" story – at the first MOH issued to a submariner, courtesy of the [Undersea Museum](#). Again we have a shortened this newsletter due to COVID-19.



**PROGRAM CHAIRMAN'S REPORT - ANDY ARMBRUST MM1 (SS)**



Andy Armbrust, Picnic Committee Chairman - (865) 300-3934 - Nothing to report this issue except that there will be a spring picnic in the future and he could use some suggestions on the location of it.



**STOREKEEPERS REPORT - DICK MITCHELL ET1 (SS)**



We currently have the following items on hand for sale:

2020 USSVI Calendars are now available, you can pick them up at the next meeting. Cost \$8.00 at the meeting, but if mailed \$9.00 to cover postage. Makes a nice Christmas present. 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. **Remember all purchases support YOUR BASE.**

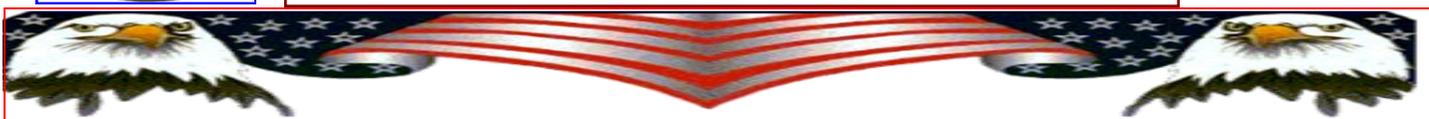


**SMB TREASURERS REPORT - JIM ROCK MM1 (SS)**

**Treasurers Report: Jim Rock**

On **Jan. 7th, 2021**, our bank balance was **\$1,634.55**.

As of **Jan. 21st, 2021**, we had a balance of **\$1,283.33**





**SMB Meeting Agenda - Marlin Helms**



**Smoky Mountain Base of USSVI, Inc.**

**Meeting Agenda**

**Date:** January 21, 2021

**Time/Location:** 1900 hrs, Via Zoom

**Members and guests please log in.**

**Call to Order**

**Invocation & Pledge of Allegiance**

**Marlin Helms to read the Creed:**



**USSVI 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. To pledge loyalty and patriotism to the United States of America and it's constitution. In addition to perpetuating the memory of departed shipmates, we shall provide a way for all Submariners to gather for mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. We support 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 sacrifices. 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."

**"Tolling of the Bell" - January:**

- USS Scorpion (SS-278) - January 5, 1944 - 77 Men Lost
- USS Argonaut (SS-166) - January 10, 1943 - 102 Men Lost
- USS Swordfish (SS-193) - January 12, 1945 - 89 Men Lost
- USS S-36, (SS-141) - January 20, 1942 - No Men Lost
- USS S-26, (SS-131) - January 24, 1942 - 46 Men Lost

**"Tolling of the Bell" - February:**

- USS Barbel (SS-316) - February 4, 1945 - 81 Men Lost
- USS Shark I (SS-174) - February 11, 1942 - 59 Men Lost
- USS Amberjack (SS-219) - February 16, 1943 - 72 Men Lost
- USS Grayback (USS-208) - February 26, 1944 - 50 Men Lost
- USS Trout (SS-202) - February 29, 1944 - 80 Men Lost

**Member Introductions:** Member introductions (new and previous) for new members and guests.

**Secretary's Report and Meeting Minutes**

**Treasurer's Report – Jim Rock**

**Correspondence –**

- Committee Reports –**
- Newsletter – Bruce Eltzroth
- Library - Ed Standifer
- Storekeeper – Dick Mitchell
- Membership – Marlin Helms
- Social Committees – Andy Armbrust
- Web Site – Stuart McGlasson



**Old Business –** We need a nominating committee for the 2021 Base officers for the election in May

**Other – New Business/Good of the Order -** None at this time

**Next Meeting:** 1900 hrs, Thursday, February 18, 2021. Carolina Ale House and/or Via Zoom

**Motion to adjourn -** Approved.





# Lost Boats of January



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

### SS-278 Battle Stars



### 77 Men Lost

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 SCORPION (SS-278)

USS Scorpion was lost on January 5, 1944, with the loss of 77 officers and men in the East China Sea, on her 4th war patrol.



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

### SS-166 Battle Stars



### 102 Men Lost

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 sea-plane 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.



1/10/1943

USS Argonaut (SS-166)

Lost 10 January 1943 with the loss of 84 officers and men when it was sunk off Rabaul near 05 155N 153 50E; (Another location given as 5 40S 152 02E)



# Lost Boats of January



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

## 89 Men Lost



SS-193 Battle Stars



1/12/1945  
**USS Swordfish (SS-193)**  
 Lost on January 12, 1945, with the loss of 90 officers and men when it was sunk near Yaku Island off the Japanese main island of Kyushu, (27 00N 128 40E).

**Asiatic-Pacific Campaign Medal**



Awarded for service within the Asiatic-Pacific Theater from 7 December 1941 past the end of World War II. The Asiatic-Pacific Campaign Medal was established per Executive Order 9265 in November 1942 by President Franklin D. Roosevelt. The ribbon design was approved by the Secretary of War on 24 November 1942. The white and red stripes on each side represent the Japanese colors. The blue, white and red stripes in the center are adopted from the American Defense Service Medal ribbon and refer to the continuance of American Defense after Pearl Harbor. The medal was first issued as ribbon only. The Asiatic-Pacific Theater included Hawaii and other Pacific Ocean islands, Alaska, Philippines, Australia, New Zealand, Indonesia, New Guinea and southeast and south Asia as well as the eastern Soviet Union. Therefore, WAVES who were serving in Hawaii could be awarded with this medal. The service had to last at least a period of 30 consecutive days or 60 nonconsecutive days. On 17 December 1947, the first medal was presented to General of the Army Douglas MacArthur.

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°-00'N, 132°-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°-25'N, 141°-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

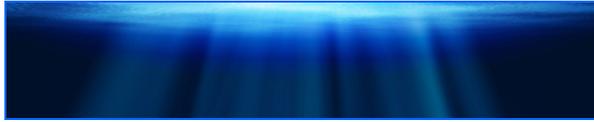


## USS S-36 (SS-141) - January 20, 1942



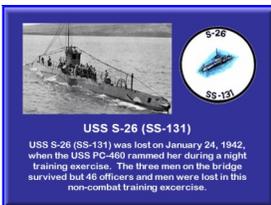
SS-141 - 1 Battle Star

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 PBV Catalina was dispatched to survey S-36's condition. By radio McKnight told the PBV crew that with assistance he felt he could salvage S-36. The PBV therefore raced to Makassar City and requested assistance from the Dutch authorities, who promptly dispatched the Dutch launch *Attila*. 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.

## 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 sinking any enemy vessels.



# Lost Boats of February



## USS Barbel (SS-316) - February 4, 1945



SS-316 Battle Stars

81 Men Lost



Lost on February 4, 1945, on her 4th war patrol. Based on Japanese records, she was bombed near the southern entrance to the Palawan Passage. The day before, she reported that she had survived 3 depth charge attacks. 10 officers and 71 enlisted personnel (a total of 81 men) were lost after Barbel sent a message reporting that she had been attacked three times by enemy aircraft dropping depth charges and would transmit further information on the following night. Barbel was never heard from again.

## USS Shark I (SS-174) - February 11, 1942

SS-174 Battle Star

59 Men Lost



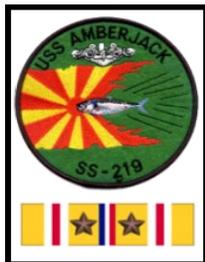
On February 2, 1942, the **SHARK** reported to her base at Surabaya that she had been depth-charged ten miles off Tifore Island and had failed to sink a Japanese ship during a torpedo attack. Five days later, she reported chasing an empty cargo ship headed northwest. On February 8, the **SHARK** was ordered to proceed to Makassar Strait via the north coast of Celebes. Thereafter, the **SHARK** was never heard from again. On March 7, 1942, she was reported as presumed lost due to unknown causes. The official announcement of the **SHARK'S** loss was made on March 18, 1942.

Japanese records reviewed after the war documented numerous attacks on unidentified submarines in the **SHARK'S** area at plausible times. On February 11, 1942, the Japanese depth-charged a submarine east of Manado, northern Celebes. On February 17, they attacked an unidentified submarine off Kendari. On February 21, an enemy sub chaser rammed a U. S. submarine in Manipa Strait (this report could not be confirmed). Based on the fact that on February 8 the **SHARK** had been sent to the area near Manado, she could have been the submarine the Japanese depth charged. Another report described an attack 120 miles east of Manado on February 11, 1942, at 0137 hours, by the IJN destroyer *Yamakaze*, which sank a surfaced submarine with deck gun fire.

## USS Amberjack (SS-219) - February 16, 1943

SS-219 Battle Stars

72 Men Lost



Lost on February 16, 1943, on her 3rd war patrol off Rabaul. She was attacked by a Japanese patrol plane, a torpedo boat and then depth charged by a subchaser. She reported having being forced down on the 13th by two destroyers, and that she had recovered an enemy aviator from the water and taken him prisoner. All further messages to the Amberjack remained unanswered. This engagement resulted in the loss of 6 officers and 54 enlisted men. One (or more) men were killed on the previous patrol. Japanese aircraft were very much aware of the **BARBEL'S** presence. In her February 3rd message she stated she had been attacked by aircraft with depth charges three times. She was never heard from again after sending that message.

Japanese records made available after the war indicated a submarine was bombed and sunk on February 4, 1945, in the South China Sea at 7° 49' 5.000" N, 116° 47' 5.000" E. This position is off Balabac Island, about midway between Borneo and southwest Palawan, where the **BARBEL** was patrolling. The Japanese claimed one hit near the bridge with one of the two 250-kilo bombs dropped.



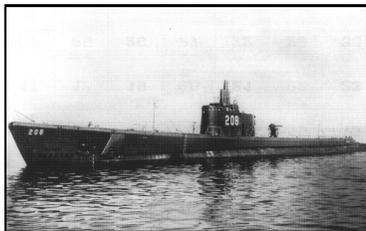
# Lost Boats of February



## USS Grayback (SS-208) - February 26, 1944

SS-208 Battle Stars

80 Men Lost



Lost on February 26, 1944, on her 10th war patrol. The Grayback appears to have been caught on the surface in the East China Sea by a Japanese carrier plane whose bombs made a direct hit resulting in the loss of 80 men. During this patrol, she sank 4 ships totaling 21,594 tons which resulted in a tie for 11th on the number of ships sunk. Japanese records reviewed after the war indicated that on February 27, 1944, the **GRAYBACK** torpedoed and sank the 4,905-ton cargo vessel *Ceylon Maru* at 31-35N, 127-47E. Sometime after this attack, the **GRAYBACK** was spotted surfaced by Nakajima B5N2 "Kates" of the Okinawa Naval Air Group. A direct hit was made on the submarine with a 250-kilo type bomb. The **GRAYBACK** exploded and sank immediately at 25-47N, 128-45E. Several Japanese antisubmarine vessels were summoned to the location and dropped depth charges over the spot where air bubbles were rising to the surface. Soon a lake of oil covered the surface measuring 100 meters wide and 250 meters long. If the **GRAYBACK** received ComSubPac's last message and headed home immediately, she would have been at the approximate position reported in the Japanese attack.

## USS Trout (SS-202) - February 29, 1944

SS-202 Battle Stars

81 Men Lost



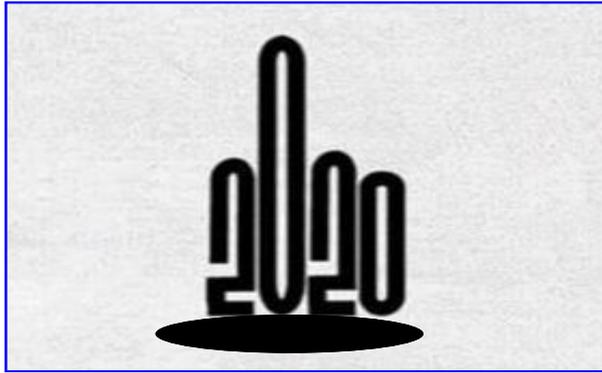
The **USS Trout (SS-202)**, under the command of **LCDR Frank W. Fenno, Jr.**, was patrolling off Midway Island when the war broke out on December 7, 1941. She returned to Pearl Harbor on December 20, 1941. This was considered her first "war patrol". She would make 10 more war patrols under 3 different skippers. Patrols 1-4 under **LCDR Fenno**, patrols 5-8 under the command of **LCDR Lawson "Red" Ramage** and patrols 9-11 under the command of **LCDR Albert H. Clark**. She was lost on or about February 29, 1944, southeast of Okinawa in the Philippine Sea with 81 men aboard. She carried out several notable special missions, including transporting over two tons of gold bullion out of Corregidor in February 1942. The **USS Trout (SS-202)** was awarded three Presidential Unit Citations, for her second, third, and fifth war patrols.

Patrol Data and Captains for the USS Trout (SS-202):

- 1- Patrolling Off Midway Island 07-Dec-41 to 20-Dec-41 **LCDR Frank W. Fenno, Jr.** returned to Pearl Harbor.
- 2-Transported ammo to Corregidor & embarked valuables to take to Pearl 12-Jan-42 to 03-Mar-42 **LCDR Frank W. Fenno, Jr.** returned to Pearl Harbor.
- 3-Off Honshu 24-Mar-42 to 17-May-42 **LCDR Frank W. Fenno, Jr.** returned to Pearl Harbor.
- 4- Off Midway 21-May-42 to 14-Jun-42 **LCDR Frank W. Fenno, Jr.** returned to Pearl Harbor.
- 5-Off Truk in Caroline Islands; ended at Brisbane 27-Aug-42 to 13-Oct-42 **LCDR Lawson P. Ramage.** returned to Pearl Harbor.
- 6- Solomon Islands 26-Oct-42 to 23-Nov-42 Departed Pearl Harbor returned to Brisbane.
- 7- South China Sea; ended at Fremantle 29-Dec-42 to 23-Feb-43 **LCDR Lawson P. Ramage.** Departed Brisbane returned to Fremantle.
- 8- Laid mines off Borneo 22-Mar-43 to 03-May-43 **LCDR Lawson P. Ramage.** Departed Fremantle returned to Fremantle.
- 9- Spyron missions in Philippines 27-May-43 to 20-Jul-43 **LCDR Albert H. Clark** Departed Fremantle returned to Fremantle.
- 10- Surigao & San Bernardino Straits; ended at Pearl for overhaul 12-Aug-43 to 04-Oct-43 Departed Fremantle returned to Fremantle.
- 11- Pearl / East China Sea.



U.S. Navy /  
Marine  
Presidential  
Unit Citation  
Ribbon



It was a very SPECIAL YEAR and it deserves a SPECIAL LOGO!



### Haddo Base Meeting 1/9/2021



I attended the January 2021 Haddo Base Subvets meeting in Cleveland, TN. The meeting took place at Old Fort Cafe where we all ate lunch and subsequently, the meeting was conducted. Only eight members of the Haddo Base were present, two with their spouses. After the pledge and the tolling of the boats for January, the meeting centered on the need to find a more permanent location for their meetings. The Haddo Base Commander Larry Bell indicated that the USSVI requires he "qualify" for that position in order to continue as Base Commander. As a result, he has relinquished that position. Pete Haskins indicated that he would take it over.

(Photos by Bruce Eltzroth)

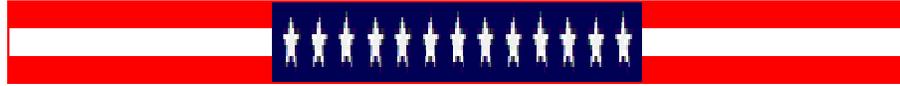


### OP-ED on Tolling of the Bell(s) By Bruce Eltzroth (SMB Newsletter Editor)



It is the opinion of the editor of this SMB Newsletter (The Snorkel) that there should be a distinct recognition of both the United States Submarines lost, as well as the Submariners lost in service of their country; by the USSVI (United States Submarine Veterans Incorporated) and its affiliates.

Currently there is only a statement of Men Lost in the Creed of the USSVI. This places some doubt on the importance of the submarines that these men served aboard and those submarine's roles in the preservation of our nation during times of war and during times of deterrence. The roll of the submarine is as important to any task, as is the roll of the submariner, and it should be afforded the same recognition as the men (and women) controlling and operating in it. While I recognize that no other branch of the U.S. Military Service honors its "equipment", I believe that submarines are above and beyond the importance of most of those other weapons and/or equipment. The USSVI specifically identifies the "Lost Boats" in many of its discussions, presentations, activities and writings, but if these "Lost Boats" are not included in the creed, and thereby, not in the minds and memories of the members of the USSVI (and the general public), then the "Lost Boats" may forever remain under-respected and/or under-appreciated.



# Upcoming: U.S. Navy Planning on Decommissioning 13 Submarines

Source: RAO Bulletin | Seapower | Richard R. Burgess | December 11, 2020 ++

The Navy's 30-year shipbuilding plan, released on 10 DEC. 2020, announced the names of 48 ships scheduled to be decommissioned or, in the case of Military Sealift Command Ships, placed out of service, during the fiscal years 2022 through 2026.

Of note, the planned retirements include the first Nimitz-class aircraft carrier, the first two Ohio-class guided-missile submarines, and the first Victorious-class ocean surveillance ship. The list also includes 11 Ticonderoga-class guided-missile cruisers and 11 Los Angeles class attack submarines.

The submarine retirements are listed by fiscal year below:

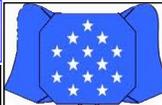
- In 2022: · Two Los Angeles-class attack submarines will be recycled: Providence (SSN 719) and Oklahoma City (SSN 723).
- In 2024: · Four Los Angeles-class attack submarines will be recycled: Chicago (SSN 721), Key West (SSN 722), San Juan (SSN 751) and Topeka (SSN 754).
- In 2025: · Two Los Angeles-class attack submarines will be recycled: Helena (SSN 725) and Pasadena (SSN 752).
- In 2026: · Two Ohio-class guided-missile submarines will be recycled: Ohio (SSGN 726) and Florida (SSGN 728). Also, · Three Los Angeles-class attack submarines will be recycled: Newport News (SSN 750), Scranton (SSN 756) and Alexandria (SSN 757).

 <b>Tolling Of The Bell</b>	<b>THIS MONTH IN HISTORY</b> <b>CMDR. HOWARD W. GILMORE</b> <b>MEDAL OF HONOR RECIPIENT</b>	 <b>Tolling Of The Bell</b>
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Three of the most legendary words in submarine history — “take her down” — were uttered 78 years ago this month. As USS *Growler* (SS 215) patrolled off the Solomon Islands on February 7, 1943, the Japanese escort *Hayasaki* made ready to attack her. *Growler's* commanding officer Cmdr. Howard W. Gilmore responded by ramming *Hayasaki* in a head-on collision that bent *Growler's* bow. *Hayasaki* opened fire with machine guns, severely harming Gilmore and killing two others on the bridge.

While two injured crew were helped to safety, the wounded Gilmore realized he couldn't reach below decks without endangering his crew and ship. “Take her down,” he ordered, directing his executive officer to submerge *Growler* without him. For his heroic sacrifice, Cmdr. Gilmore was posthumously awarded the Medal of Honor — the first of seven U.S. submarine commanders so honored during World War II.

Above Story & Photos below courtesy of The Undersea Museum,

   	  	  
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# 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 and my sponsor is indicated below.

I certify that I was designated qualified in USN Submarines aboard \_\_\_\_\_ in \_\_\_\_\_ (Yr)  
(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 \_\_\_\_\_ (Yr)

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

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

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

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

The 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 Yr term: \$115.00; 3 Yr term: \$70.00; 1 yr term (Jan thru Sep) \$25.00; (Oct thru Dec adds the next yr): \$30.00;  
Nat'l Life: 76+ yrs = \$100.00; 66 thru 75 yrs = \$200; 56 thru 65 yrs = \$300.00; 46 thru 55 = \$400.00; Thru 45 yrs = \$ 500.00;

**Local Base/chapter dues are separate and additional. Consult the local base for those figures.**

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

Who is your sponsoring USSVI Regular Member? (Mandatory for Associate 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 here if your Military Service falls within 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 Aug 2, 1990 to date.

Check here 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 it is the same as your home address)

Upon completion, give this form, including your National and Base membership DUES to the appropriate base officer, or if you do not know of a base near you, mail to: USSVI National Office, P.O. Box 3870, Silverdale, WA 98383-3870. Questions: Call 1-877-542-DIVE or email office@ussvi.org.