



The Snorkel Exhaust

SMOKY MOUNTAIN BASE, TN USSVI

**"To Honor Those Who Serve, Past, Present, and Future".
"The USSVI Submariner's 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 July & Aug 2019

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Scheduled Meetings

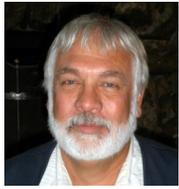
Monthly meetings are scheduled for the 3rd Thursday of each month at:

GOLDEN CORRAL
6612 CLINTON HIGHWAY,
KNOXVILLE, TENNESSEE
Dinner & Social Hour @ 1800
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



BASE SECRETARY
Martin Wesley



Qualified QM2(SS)
USS CUBERA(SS-347)



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

July & Aug. - 2019

Scheduled Meetings

Monthly meetings are scheduled for the 3rd Thursday of each month at:
Golden Corral
 6612 Clinton Hwy.
 Knoxville, Tennessee 37912



Meetings and Happenings



Published by: Smoky Mountain Submarine Base, a
 Subsidiary of USSVI, a non-profit - 501(C)(19) Corporation.
 Editor: Bruce Eltzroth ET1(SU)
 Published 6 times annually at the Base's website:
<http://www.facebook.com/pages/Smoky-Mountain-Submarine-Veterans/273222054302>

New Members:
Larry Orcutt, O-3 (SS)
Qualified on USS Gurnard - SSN-662

August 1 - Newsletter Deadline
 August 14 - VJ-Day (1945)
 August 15 - SMB Meeting (1800 Hrs)

September 2 - Labor Day
 September 8 - Grandparents Day
 September 11 - Patriot Day
 September 19 - SMB Meeting (1800 Hrs)
 September 23 - Autumnal Equinox
 September 28 - Rosh Hashanah (Begins at Sunset)

August 2019						
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

September 2019						
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					



LOCAL HAPPENINGS

2019 - USSVI Election of Officers - Results:

The USSVI has held their Annual District Commander Elections and Marlin has once again outdistanced the competition by a small margin. Congratulations Marlin!

SMB Library Books and Magazines



SMB Library Books, DVD's and Magazines Ed Sandifer -HT1(SS) Base Librarian

Ed has agreed to bring several items to our monthly meetings. There are over 100 books in our library - check some out!

USSVI HAPPENINGS



NEWS-01: Kap(SS) 4 Kid(SS) Guidelines now Available
Submitted by: John Riley, K4K National Chairman on 7/22/2019

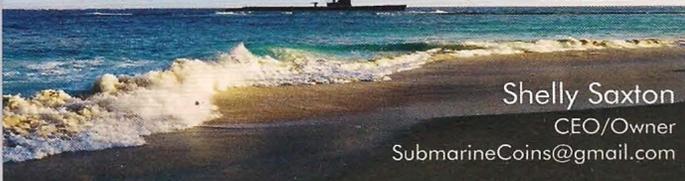
Shipmates can access the July 2019 revision of the Kap(SS) 4 Kid(SS) Guidelines by going to the USSVI website and clicking on the blue "kaps4kids" button in the left hand column. This gets you to the Kap(SS) 4 Kid(SS) page. Click on the "Guidelines" button in the left hand column to see the guidelines. You can also access the guidelines, and the K4K Video, by using the below links: If you would like to participate in this Life Changing USSVI Community Outreach Program, please contact me. John Riley @ (203) 668-9131
USSVI Kap(SS) 4 Kid(SS) Program - National Chairman
USSV Charitable Foundation - K4K Fund Manager
K4K Video: <https://www.youtube.com/embed/DaHOrDe4U5E>
K4K Guidelines:
http://www.ussvi.org/documents/Charitable_CFDdocuments_K4K-2019_GUIDELINES.pdf
Kaps4kids@ussvigroton.org



(SS) CHALLENGE COINS LLC
www.SSChallengeCoins.com

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Jacksonville, Missouri
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Shelly Saxton
CEO/Owner
SubmarineCoins@gmail.com




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, Knoxville, TN on the 2nd Tuesday of every month at 1800 hrs.

BEER TROUBLESHOOTING GUIDE

SYMPTOM	CAUSE	CORRECTIVE ACTION
Feet cold and wet	Glass Being held at incorrect angle.	Rotate glass so that open end points toward ceiling
Feet warm and wet	Improper Bladder Control	Stand next to nearest dog, complain about lack of house training
Beer unusually pale and tasteless	a. Glass empty. b. You're holding a Coors Lite	Get someone to buy you another beer
Opposite wall covered with fluorescent lights	You have fallen over backward.	Have yourself leashed to bar
Mouth contains cigarette butts, back of head covered with ashes	You have fallen forward	See above

Navy Terminology Updates (18) to (24)

► **Origins:**
Every profession has its own jargon and the Navy is no exception. For the Navy, it's *bulkhead*, *deck* and *overhead* and not *wall*, *floor*, and *ceiling*. Some nautical terminology has found its way into everyday use, and you will find the origins of this and some Navy terminology listed below. More Navy terminology will be added from time to time.

Breakaway (18)– The act of disconnecting from an UNREP ship and maneuvering clear. Can be either a normal or emergency evolution, the difference being simply how quickly the various actions are accomplished.

Brigadier Chief (19) – Senior Chief Petty Officer (who has one star on the anchors of his insignia).

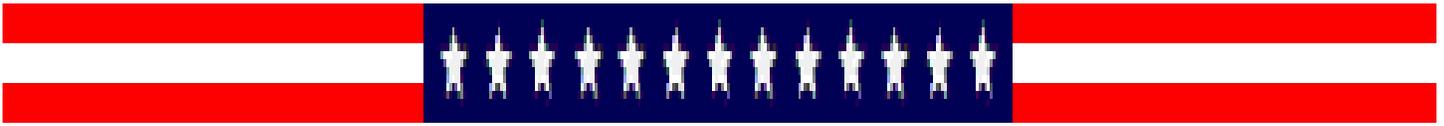
Brow (20) – The proper term for what is often called the gangway, the temporary bridge connecting the ship's quarterdeck to the pier.

Brown-Bagger (21) – Married member of the crew. Aka "Khaki Sacker."

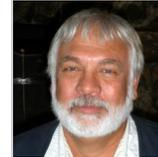
Brown-Shirt (22) – (Aviation) A Plane Captain, so called because of the brown jersey he wears; a.k.a. "turd shirt."

Brownsheoe (23) - Member of the aviation community. Refers to the brown boots or shoes which once were worn by aviation personnel with the Aviation Green uniform. Unauthorized footwear for a while, but recently re-approved for all USN service communities.

Brown Water (24) - Shallow water or shallow draft, especially a ship or navy whose ships are not suited to deep (or open) water and deep-water combat.



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



I am pleased to announce that we have a new Storekeeper; Dick Mitchell has volunteered to do the job. Jim Burkholder and Jim Rock will be assisting in the transitioning of the position to Dick in the near future. The Knoxville Veterans Day parade will be on Monday the 11th of November this year. I will be submitting our application soon. I will not be at the meeting on the 15th of August; I will be on the way to the USSVI national convention in Austin, TX. The meeting will be a social meeting, so bring jokes, etc. and have a good time.



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



The interment service for Bill Smith - the former Newsletter Editor of the "SNORKEL EXHAUST" was held at the John Sevier Veterans Cemetery on June 13, 2019. Bill was responsible for the majority of background information, format and some photos that we use in the newsletter today. Without Bill's coaching and detailed instructions, the current newsletter would not be possible. (See page 14 for story and photos)

This issue of the "SNORKEL EXHAUST" contains an article from the Navy Times about "Blue Water Veterans" benefits on page 15 in place of the Boondoggle of the Month. It also has a political viewpoint commentary concerning taxation beyond reasonable expectation on page 13. Also note the new guidelines for the Kap(SS) 4 Kid(SS) Outreach Program on page 4.



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



Nothing new to report.



STOREKEEPERS REPORT - DICK MITCHELL ET1 (SS)



We currently have the following items on hand for sale:

2019 USSVI Calendars are still available, you can pick them up at the next meeting. The cost is \$8.00 at the meeting, but if mailed \$9.00 to cover postage. We also have 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. Smoky Mountain Base Clock \$18.00.

Remember all purchases support YOUR Smoky Mountain Base.



SMB TREASURERS REPORT - JIM ROCK MM1 (SS)

On May 31st, we had a balance of \$1,447.71.

As of July 31st, we have a balance of \$1,570.06.





Secretary's Report - Martin Wesley



Smoky Mountain Base of USSVI, Inc. Meeting Agenda Date: July 18, 2019

Presiding: Marlin Helms, Base Commander

Meeting called to Order at 1905 hours.

Dave Pope presented the Invocation.

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

Base Chaplain and Marlin led the tolling of the bell for July lost boats, Steven Springer and Herb Bell on eternal patrol.

Members and guests were asked to sign in and introduce themselves.

Meeting Minutes –Notes from the June meeting.

Treasurer's Report – Solvent

Correspondence/Discussion – None

Committees:

- Newsletter –Coming along and need input
- Storekeeper – N/A
- Membership – 55
- Webmaster – N/A
- Social Committee – Andy Armbrust reports June 22 was a wet day for a Picnic at the Concord Yacht Club. Old Business –
- The base election was held and all positions remained the same

New Business/Good of the Order –

- Secret City festival was held on June 7/8. (Friday 7 and Saturday 8), The Sub float was moved this year to a new location. Rain shortened the festival, and attendance was low.
- Holland Club inductions will be held in October.
- The Haddo Base picnic will be held on August 10th, starting at noon. Horseshoe players are needed to keep the trophy and hat in Knoxville.

Next Meeting (Social): 1900 hrs, Thur. August 15, 2019 at Golden Corral 6612 Clinton Hwy. - Knoxville TN.

Motion to adjourn made and seconded. Accepted unanimously. Meeting Adjourned at 2000 hours.

By: Martin Wesley – *SMB Secretary*



USS G-2 (SS-27) (TUNA) - 30 July 1919
 USS S-28 (SS-133) - 4 July 1944
 USS ROBALO (SS-273) - 26 July 1944
 USS GRUNION (SS-216) - 30 July 1942
 USS FLIER (SS-250) - 13 August 1944
 USS S-39 (SS-144) - 14 August 1942



USS HARDER (SS-257) - 24 August 1944
 USS BULLHEAD (SS-332) - 6 August 1945
 USS POMPAÑO (SS-181) - 28 August 1943
 USS COCHINO (SS-345) - 26 August 1949
 USS TUSK (SS-436) - 26 August 1949
 USS BASS (SF-5) (SS-164) - 17 August 1942



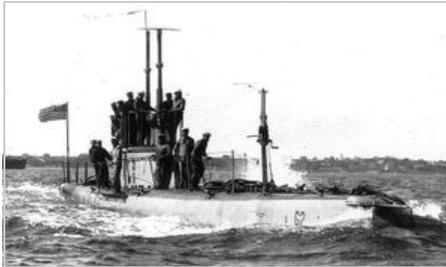


Lost Boats of July



Pre WW-II Lost Boats

G-2 (SS-27) (TUNA) - 30 July 1919



3 MEN LOST

G-2 was named *Tuna* when her keel was laid down on 20 October, 1909 by the Lake Torpedo Boat Company in Bridgeport, Connecticut, making her the first ship of the United States Navy to be named for the tuna. During inspection by a six-man maintenance crew on 30 July, 1919, the boat suddenly flooded and sank at her moorings in Two Tree Channel near Niantic Bay. She went down in 81 feet of water, drowning three of the inspection crew. Too deep and too old to salvage, the submarine was struck from the Naval Vessel Register on 11 September 1919.

(Info & photo from Wikipedia)

WW-II Lost Boats

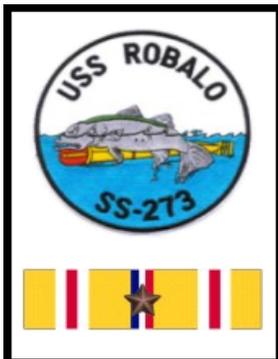
USS S-28 (SS-133) - 4 July 1944



50 MEN LOST

On August 13, 1943, the *S-28* ended her sixth patrol at the submarine base at Massacre Bay on Attu Island. On September 8, 1943, she sailed from there for her seventh and last war patrol. On October 18, 1943, the *S-28* ended her last war patrol at Dutch Harbor before arriving at Pearl Harbor on November 16, 1943, for overhaul and use as a training vessel. On July 3, 1944, the *S-28*, captained by reservist Lieutenant Commander Jack G. Campbell, left the submarine base at Pearl Harbor to conduct training exercises with the Coast Guard cutter *Reliance*. On July 3 and 4, she acted as a target for *Reliance's* crew to help train them in American antisubmarine warfare techniques. During the late afternoon of **July 4, 1944**, all contact with the *S-28* was suddenly lost. The *S-28* was awarded **one battle star** for her service in World War II.

USS ROBALO (SS-273) - 26 July 1944



84 MEN LOST

On June 22, 1944, the *Robalo*, captained by Lieutenant Commander Manning M. Kimmel, departed Fremantle to conduct her third and final war patrol. She had been ordered to patrol in the South China Sea in the vicinity of the Natuna Islands. The Operation Order for the *Robalo's* final patrol directed her to top off her fuel at Operation Potshot in Exmouth Gulf, and then proceed via Lombok Strait, Makassar Strait, Sibutu Passage, Balabac Strait, and south of Dangerous Ground to her assigned patrol station in the South China Sea. On **July 2, 1944**, Kimmel made a contact report stating *Robalo* had sighted a Fuso-class battleship with air cover and two destroyer escorts, just east of Borneo at 3°-29' N, 119°-26' E. However, he did not state whether or not he had attacked it. The contact report on **July 2, 1944**, was the last message ever received from the *USS Robalo* and when she did not return from patrol, she was reported as presumed lost. The *Robalo* earned **two battle stars** for her World War II service.

USS GRUNION (SS-216) - 30 July 1942



70 MEN LOST

On June 30, 1942, the *Grunion*, captained by Lieutenant Commander Mannert L. Abele, left Pearl Harbor for her first and final war patrol. The *Grunion* reached Midway Island and then headed for the Aleutian Islands. On July 15, 1942, she reported she had been attacked by a Japanese destroyer and had fired three torpedoes at it, which all missed. She later reported that she had sunk three destroyer-type vessels. Japanese reports examined after the war indicated she sank two patrol craft and damaged a third. On July 19, 1942, the *Grunion*, the *USS S-32 (SS-137)*, the *USS Triton (SS-201)*, and the *USS Tuna (SS-203)* were ordered to take positions in the approaches to Kiska harbor. The *Grunion's* last transmission was received **July 30, 1942** reporting heavy anti-submarine activity at the entrance to Kiska harbor, and that she had ten torpedoes remaining. On the same day, the *Grunion* was directed to return to Dutch Harbor. She was never heard from again. Air searches off Kiska were fruitless. On October 5, 1942, it was announced that she was assumed lost with all hands. The *Grunion* received **one battle star** for her World War II service.



Lost Boats of August



USS FLIER (SS-250) - 13 August 1944



80 MEN LOST

USS FLIER (SS-250) Sailed 2 August 1944, on her second war patrol, bound for the coast of Indochina via the Lombok Strait, Macassar Strait and Balabac Strait. At about 2200 on 12 August, while transiting Balabac Strait on the surface, she struck a naval mine. She sank in about a minute, but 13 officers and men were able to clamber out. Eight of them reached the beach of Mantangula Island after 15 hours in the water. Friendly natives guided them to a coast-watcher, who arranged for them to be picked up by submarine, and on the night of 30-31 August, they were taken on board by *Redfin*.

USS S-39 (SS-144) - 14 August 1942



NO MEN LOST

USS S-39 (SS-144) was lost on 1-Aug-1942 when it was destroyed after grounding on reef south of Rossel Island Louisiande Archipelago. All the crew were rescued.

USS HARDER (SS-257) - 24 August 1944



84 MEN LOST

On August 5, 1944, **USS HARDER**, captained by Commander Samuel D. Dealey, left Fremantle for her sixth and final war patrol. Commander Dealey had been chosen to lead a wolf pack made up of **HARDER**, **USS HAKE** (SS-256), and **USS HADDO** (SS-255). **HARDER** and **HAKE** left together. Lieutenant Commander Chester Nimitz's **HADDO** would leave three days later. The three boats would rendezvous off Subic Bay and hunt for enemy shipping south of Luzon Strait.

On the morning of 24 August 1944, two ships emerged from Dasol Bay - a mine-sweeper and the old Thai destroyer *Phra Ruang*. **HAKE** maneuvered to attack the destroyer, but broke off when it turned back into the bay. Meanwhile, the Japanese minesweeper continued out, pinging continually, and **HAKE** moved off to evade, as her Commanding Officer Frank Haylor, caught a last glimpse of **HARDER'S** periscope at 0647. At 0728, Haylor heard a string of 15 depth charge explosions in the distance; then nothing. **USS Harder** (SS-257) - Sank in Philippine Waters, 24 August 1944 after being depth charged by IJN Escort CD-22.

In the final analysis, Sam Dealey and **HARDER** had sunk 16 enemy ships, with total tonnage in excess of 55,000 - enough to put him among the top five US submarine skippers.





Lost Boats of August



USS BULLHEAD (SS-332) – 6 August 1945



84 MEN LOST

USS Bullhead (SS-332) On July 31, 1945, the *Bullhead*, captained by Lieutenant Commander Edward R. Holt, Jr., left Fremantle on her third and final war patrol. She had received orders to transit the Lombok Strait and patrol in the Java Sea with several other American and British submarines. On August 2, 1945, she kept a rendezvous with the Dutch submarine *Q 21* about 350 miles south of Lombok Strait and transferred mail to her. On August 6, 1945, the *Bullhead* reported that she had transited the Lombok Strait safely was on station in the Java Sea. She was never heard from again and was presumed lost with all hands.

Postwar analysis of enemy records indicated that the *Bullhead* was ambushed by a Japanese Army plane off Bali on August 6, 1945, at 0835 hours. The pilot of a Mitsubishi Ki-51 "Sonia" dropped two sixty-kilogram bombs on the submarine. The pilot claimed two direct hits and said he saw oil and bubbles coming from the area where the submarine had submerged. The *Bullhead* was the last U. S. submarine lost during World War II. The attack happened at coordinates 8° 20' S, 115° 42' E, which is very close to the Bali coast. The *Bullhead* received two battle stars for her World War II service.

USS Pompano (SS-181) – 28 August 1943



74 MEN LOST

On August 20, 1943, the *Pompano*, captained by Lieutenant Commander Willis M. Thomas, left Midway Island on her seventh and last war patrol. Thomas was ordered to patrol the north-east coast of Honshu from August 29 until sunset on September 27, 1944.

The last report from the *Pompano* was on September 9, 1944, when she reported that she had attacked and damaged the *Nanking Maru*.

One possibility is that she fell victim to a newly laid mine field. Another possibility is that Japanese records obtained after the war indicate that Japanese air and naval units attacked a submarine on September 17, 1943, in the Tsugaru Strait, at bearing 320 from and only two miles off Cape Shiriyazaki. Japanese ASW forces made three attacks with depth charges. Following the last one the target stopped and the oil slick was seen to be spreading. After each attack the oil slick grew larger. It was concluded that an enemy submarine was probably resting on the seabed in an area at bearing 318 from and about three miles off the Shiriyazaki Lighthouse. The attackers believed the submarine had lost motive power. Attempts to locate the target using the fathometer and sonar were unsuccessful. More depth charges were dropped and more gushing oil was seen. Oil kept gushing out from that location during the entire day.

The *Pompano* did not return to Midway Island on the scheduled date, nor did she respond to numerous radio transmissions. *Pompano* was awarded seven battle stars for her service in World War II.

POST WW-II Lost Boats

USS COCHINO (SS-345) and USS TUSK (SS-436) – 26 August 1949



1 MAN LOST from Cochino and 6 MEN LOST from Tusk

USS Cochino (SS-345) was lost on 26-Aug-1949 when it sank in the Norwegian Sea after a fire, one crewman from Cochino and 6 crewmen of the **USS TUSK (SS-426)** were lost overboard due to the heavy seas while rescuing the **USS COCHINO's** crew.

(Left photo is Cochino, Right is Tusk)



Lost Boats of August



USS Bass (SF-5) (SS-164) - 17 August 1942

26 MEN LOST

USS Bass (SF-5/SS-164), a *Barracuda*-class submarine and one of the "V-boats", was the first ship of the United States Navy to be named for the bass. Her keel was laid at the Portsmouth Navy Yard. She was launched as **V-2 (SF-5)** on 27 December, 1924. *Bass* was designed to meet the fleet submarine requirement of 21 knots (39 km/h) surface speed for operating with contemporary battleships.

Inter-War Period

V-2 was assigned to Submarine Division 20 (SubDiv 20) and cruised along the Atlantic coast and in the Caribbean Sea until November 1927, when the Division sailed for San Diego, California, arriving on 3 December 1927. *V-2* operated with the fleet on the West Coast, in the Hawaiian Islands, and in the Caribbean Sea until December 1932. During this period her 5 inch (127 mm)/51 caliber deck gun was replaced by a 3 inch (76 mm)/50 caliber weapon.

Renamed *Bass* on 9 March 1931, she was assigned to SubDiv 12 in April. On 1 July, her hull classification symbol was changed from **SF-5** to **SS-164**. On 2 January 1933, she was assigned to Rotating Reserve SubDiv 15, San Diego. *Bass* rejoined the fleet again in July and cruised along the West Coast, in the Canal Zone, and in the Hawaiian Islands until January 1937. She then departed the West Coast and arrived at Philadelphia, Pennsylvania on 18 February, 1937, where she went out of commission in reserve on 9 June.

World War II

Bass was recommissioned at Portsmouth, New Hampshire on 5 September, 1940, and assigned to SubDiv 9, Atlantic Fleet. From February–November 1941, she operated along the New England coast and made two trips to St. George, Bermuda. She arrived at Coco Solo, Canal Zone on 24 November and was on duty there when the Japanese launched their attack on Pearl Harbor.

In 1942, *Bass* was attached to Submarine Squadron 3 (SubRon 3), SubDiv 31, Atlantic Fleet. From March–August. While based at Coco Solo, she made four war patrols in the Pacific, off Balboa, Panama. While at sea on 17 August, 1942, a fire broke out in the after battery room and quickly spread to the aft torpedo room and starboard main electric motor, resulting in the death of 26 enlisted men by asphyxiation. The following day, USS *ANTAEUS* (AS-21) arrived to assist the submarine and escorted her into the Gulf of Dulce, Costa Rica. Both then proceeded to Balboa.

Bass remained in the Canal Zone until **October 1942**, when she departed for Philadelphia, Pennsylvania, arriving on 19 October. *Bass* was then overhauled at Philadelphia Navy Yard. At this time she was converted to a *cargo submarine* with the removal of her main engines, severely restricting her speed on the remaining auxiliary engines. *Bass* proceeded to New London, Connecticut where she conducted secret experiments off Block Island in December 1943. She was again in Philadelphia for repairs from January–March 1944. During the remainder of the year, she was attached to SubRon 1, Atlantic Fleet, and operated out of New London in the area between Long Island and Block Island. *Bass* was decommissioned at the Naval Submarine Base New London on 3 March, 1945 and expended as a target for the Mark 24 Fido "mine" (actually an acoustic homing torpedo) on 18 March, 1945.

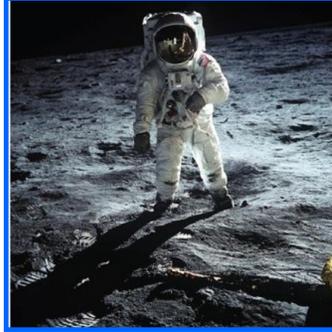


DID YOU KNOW? AT THE UNDERSEA MUSEUM

U.S. Naval Undersea Museum | 1 Garnett Way, Keyport, WA 98345



Museum operating hours are from 10:00 AM until 4:00 PM daily May through September. The museum is closed on Tuesdays October through April. The museum's no bag policy has been lifted, but will be enforced as security threat levels dictate. **The museum is OPEN on the July 4 holiday from 10:00 AM until 4:00 PM.**



**LEFT: TRIESTE II (DSV 1) PREPARES FOR A DIVE.
RIGHT: ASTRONAUT BUZZ ALDRIN ON THE MOON.**

Fifty years ago this month, Apollo 11 landed on the moon. Did you know that at the same time, a Navy submersible landed on the ocean floor? On July 20, 1969, as Apollo 11 approached the moon, Navy submersible *Trieste II* (DSV 1) was diving 10,000 feet deep on the wreckage of USS *Scorpion* (SSN 589). The ill-fated submarine had sunk off the Azores in 1968 and *Trieste II* was investigating the cause. The Navy crew listened to the Apollo 11 radio broadcast as both operations unfolded, **marveling as *Trieste II* (DSV 1) touched down in front of *Scorpion* just as Neil Armstrong set foot on the moon.** Hearing Neil Armstrong's historic words: "One small step for a man, one giant leap for mankind" a Trieste crew member cried out:

"NO, NO! TWO SMALL STEPS!"

(Photos and story courtesy of The Undersea Museum)



Gatlinburg, Tennessee 4th of July Parade?

(Photos and Story by Bruce A. Eltzroth)



This year's 4th of July Gatlinburg Parade that was supposed to step off at 0001 on the 4th, DIDN'T. As you can see by (photo #1) below, the USS Andrew Jackson (SSBN-619) float was almost ready to go parading, but heavy rains, thunder, lightning and strong winds caused the parade management to cancel the parade. So, Jim Rock and Tom Oleson started dismantling it before the rains subsided enough to make it possible to drag it home (photo #2). After the parade was cancelled, traffic was so bad, due to an unrelated accident, that Pat Eltzroth, Ann Augustine & Lorie Helms got stuck in it on their way to pick up John Augustine & me, and couldn't move for almost 45 minutes. John and I had to walk through the rain, half way back to the hotel where we were spending the night. Fortunately, after a twenty minute walk in the wind and rain, a trolley happened by and picked us up, then dropped us off in front of our hotel. The next morning, ten of the SMB Subvets and wives who survived the storm, all went to breakfast at **Crockett's 1875 Breakfast (& Tennessee Saw Co.) Camp** (photos 3 & 4). We all highly recommend this rustic place for anyone spending the night in Gatlinburg or who just wants a good, well cooked and proportioned, old fashioned country breakfast. Our waitress was so good that she didn't write anything down, for all ten of us, and all orders came out exactly as were ordered. We were all very impressed! After breakfast, Bruce & Pat decided to stop at the "Island in Pigeon Forge" for some shopping and relaxation before heading home. And as you can see in (photo #5), the weather was absolutely gorgeous! Doesn't that just figure?



(1)



(3)



(2)



(4)

Seated (From left clockwise) in photo 4 are Pat Eltzroth, Ann & John Augustine, Charlie and Betty Weller, Lorie and Marlin Helms, and Kay and Gary Davis.



(5)



Smokey Mountain Submarine Base Summer Picnic at Concord Marina, Knoxville TN

The SMB Summer picnic was held at Concord Marina this year. There were about two dozen SMB members and their families that participated in this year's picnic. Andy Armbrust did a masterful job of providing all of the necessary supplies, drinks and the main course. And everyone else brought the side dishes and deserts to go along with the pulled pork (which is always good)! It all went off like clockwork under cover inside the marina, while the skies darkened (photo #1) and the rain came down outside. The Canada Geese loved the rain and lined up along the lower sidewalk for a meal and a bath (photo #2). Prior to starting the luncheon, a "Gender Naming Ceremony" was held for Tyler & Ladawna Oleson that included bursting a balloon filled with colored confetti to identify the gender of the couple's unborn baby (photo #3). Late arrivals Greg "Gunny" McKinney (photo #4) shows off his U.S. Navy T-shirt, and Kay and Gary Davis (photo #5) chow down on some of the delicious food provided. Eric Eltzroth (MM2-SS), and son Nathan & daughter Shayla Eltzroth in a discussion about the weather and other important things (photo #6). A good crowd was on hand for the luncheon, (photos #7 & #8) and everyone seemed to have a good time.



(1)



(2)



(3)



(4)



(5)



(6)



(7)



(8)





POLITICIANS PROMISE PROSPERITY, BUT RAISE TAXES INSTEAD
AUTHOR UNKOWN, SUBMITTED BY JOHN AUGUSTINE



This is too true to be funny.

The next time you hear a politician use the word 'billion' in a casual manner, think about whether you want the 'politicians' spending **YOUR tax money.**

A billion is a difficult number to comprehend,
 but one advertising agency did a good job of putting that figure into some perspective in one of its releases.

A.

A billion seconds ago it was 1959.

B.

A billion minutes ago Jesus was alive.

C.

A billion hours ago our ancestors were living in the Stone Age.

D.

A billion days ago no-one walked the earth on two feet.

E.

A billion dollars ago was only 8 hours and 20 minutes, at the rate our government is spending it.

*While this thought is still fresh in our brain...let's take a look at New Orleans ...
 It's amazing what you can learn with some simple division. Louisiana Senator, Mary Landrieu (D)
 was asking Congress for 250 BILLION DOLLARS to rebuild New Orleans.*

Interesting number...What does it mean?

A.

**Well... If you are one of the 484,674 residents of New Orleans
 (every man, woman and child) would each get \$516,528**

B.

Or... If you have one of the 188,251 homes in New Orleans, your home gets \$1,329,787.

C.

Or... If you are a family of four...Your family gets \$2,066,012.

HELLO! Washington, D.C.

Are all your calculators broken??

**Building Permit Tax; CDL License Tax; Cigarette Tax; City Property Tax; Corporate Income Tax; County Property Tax
 Dog License Tax; Federal Excise Tax; Federal Income Tax (Fed); Federal Unemployment Tax (FU TA)
 Fishing License Tax; Food License Tax; Fuel Permit Tax; Gasoline Tax; Hunting License Tax; Inheritance Tax
 Inventory Tax; IRS Interest Charges (tax on top of tax); IRS Penalties (tax on top of tax)
 Liquor Tax; Luxury Tax; Local Property Tax; Marriage License Tax; Medicare Tax; Real Estate Tax
 Service charge Taxes; Social Security Tax; Road Usage Tax (Truckers); Sales Taxes; Recreational Vehicle Tax
 School Tax; State Income Tax; State Property Tax; State Unemployment Tax (SUTA); Telephone Federal Excise Tax
 Telephone Federal Universal Service Fee Tax; Telephone Federal, State and Local Surcharge Tax
 Telephone Minimum Usage Surcharge Tax; Telephone Recurring and Non-recurring Charges Tax
 Telephone State and Local Tax; Telephone Usage Charge Tax; Utility Tax; Vehicle License Registration Tax
 Vehicle Sales Tax; Watercraft Registration Tax; Well Permit Tax; Workers Compensation Tax**

We Are Being Taxed to Death!

(And to think, we left British Rule to avoid too many taxes)

STILL THINK THIS IS FUNNY?

Not one of these taxes existed 100 years ago...

And our nation was the most prosperous in the world.

We had absolutely no national debt.

We had the largest middle class in the world.

And Mom didn't have to work to hire someone else to stay home to raise the kids.

What happened?

Can you spell: 'Politicians'?

And we still have to Press '1' For English.

We hope this goes around the USA at least 100 times

What the heck has happened to our Country?



BILL SMITH INTERMENT

Photos & Story by SMB Newsletter Editor: Bruce A. Eltzroth ET1 (SU)



William L. (Bill) Smith Qualified as ETR3(SS) on the USS TRUMPETFISH (SS-425) in 1963 and also Qualified as ETR2(SS) on the USS JOHN C. CALHOUN (SSBN-630) in 1965. Bill was laid to rest at the John Sevier Veterans Cemetery in Sevier County, TN (photo#1). U.S. Flag and Urn on table with ceremonial guard (photo#2), Folding the U.S. Flag (photo#3), Presentation of the flag to Bills wife Brenda (photo#4), 21 gun salute (photo#5). Presentation of spent shells from 21 gun salute to Brenda (photo#6). Bill was the former editor of the SMB Newsletter Snorkel. He was my mentor. Rest in peace Bill.



(1)



(2)



(3)



(4)



(5)



(6)



Radiation Levels of Sunken Russian Nuclear Submarine

100,000 Times Higher Than Normal

Stories by entities underlined in italics



Radiation levels in the water around a sunken Soviet-era nuclear submarine are some 100,000 times higher than normal, scientists have warned, raising fears that the *K-278 Komsomolets* may still pose a threat 30 years after it sank. Norwegian scientists have been analyzing the area around the submarine, which came to rest on the floor of the Norwegian Sea after sinking on April 7, 1989. The accident—caused by a fire in the engine room—resulted in the deaths of 42 of the *Komsomolets*' 69 crew. Most were killed by radiation exposure while waiting for the Soviet navy to rescue them. The 400 foot long submarine now sits one mile underwater, around 100 miles southwest of Norway's Bear Island, in one of the largest fishing grounds on Earth.

Research teams regularly check on the status of the wreck. Russian scientists detected low levels of radiation in the water around the *Komsomolets* in the 1990s and 2007, the *Moscow Times* reported. Norwegian teams survey the site every year, and noted elevated concentrations of radioactive cesium-137 nearby between 1991 and 1993, *Business Insider* noted. However, no leaks have ever been found. But of three samples taken Monday using a remote-controlled mini-submarine, one shows radiation levels 100,000 times higher than expected, Norwegian state broadcaster *NRK* reported. The reading was taken close to a ventilation hole, around which scientists have previously observed a strange cloud of dust. Researchers told the *TV2* news channel they suspect the ventilation channel is in direct contact with the nuclear reactor inside the submarine, and that radiation is pulsing through it out into the sea. *NRK* explained that the scientists are using the *Ægir 6000* mini-sub used in this round of tests, which is expected to give more accurate readings than older equipment. *Hilde Elise Heldal of the Norwegian Institute of Marine Research* said she was not overly surprised that radiation was picked up, given past tests that have also recorded radioactive pollution. "The results are preliminary," she told *TV2*. "We will examine the samples thoroughly when we get home." Heldal added that the radiation poses no threat to nearby fishing or scientific activities, and noted that continued monitoring is important "so that we have updated knowledge about the pollution situation in the area around the wreck." This will also help "to ensure consumer confidence in the Norwegian fishing industry."



The “Wheels of Justice” turn exceedingly slow when it comes to providing benefits for veterans who have served their country and have paid a heavy price for it!

VA Blue Water Claims Update 72 ► H.R. 299 | Blue Water Navy Vietnam Vet Act of 2019

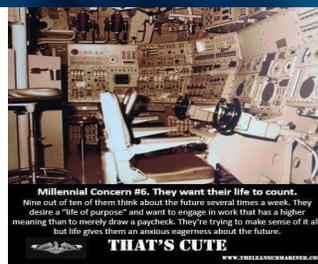
The “Blue Water” Vietnam veterans’ benefits act is now law. President Donald Trump signed the legislation, which grants presumptive status for disability benefits to an estimated 90,000 Navy veterans who served in the seas around Vietnam during the war. Unlike their fellow service members stationed on the ground and on inland waterways, those veterans faced additional paperwork barriers to prove exposure to toxic defoliants during their deployments, even after developing identical serious cancers and respiratory illnesses.

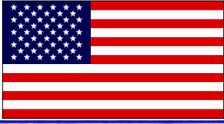
Advocates had long complained that put an unfair burden on the aging veterans, since water monitoring records from decades ago were inaccessible or non-existent. The higher proof of exposure blocked most so-called “Blue Water” veterans from eligibility for benefits, which can total several thousand dollars a month. A federal appeals court in January overturned Veterans Affairs officials’ policy of denying the Navy veterans claims, and lawmakers followed in subsequent months with a legislative fix to reinforce the legal ruling.

VA Secretary Robert Wilkie said during a Senate hearing that even before passage of the new legislation, department staff have already begun processing the claims. “We are working with the Department of Defense and the Department of Navy to make sure that we have those adequate lists (of eligible veterans),” he said. “I cannot tell you now the numbers. I can tell you we are working on them. I will promise to come back to (Congress) if we need additional resources.”

The new law will pay for the presumptive benefits change — expected to total \$1.1 billion over 10 years — with a new fee on certain VA home loans. Disabled veterans will be exempt from the extra cost. In addition to the Navy Vietnam veterans, the legislation also expands presumptive disability benefits to troops who served in the Korean Demilitarized Zone and to children of herbicide-exposed Thailand veterans born with spina bifida. Numerous veterans groups, including the Veterans of Foreign Wars and American Legion, have praised Congress for the action.

However, John Wells, retired Navy commander and the executive director of Military-Veterans Advocacy (which helped file the blue water lawsuit), has criticized the legislation in recent weeks for potentially limiting the scope of veterans affected by adopting a different definition of the area covered than the court ruling. Unfortunately, the artful 51 wording on the part of House Chairman Mark Takano (D-CA) may have cut off benefits for up to 55,000 additional veterans who served offshore Vietnam but outside the territorial sea. This includes a number of carrier sailors who were exposed by the surging waters of the Mekong River that discharged into the South China Sea. He said his group will continue lobbying Congress to add those veterans as well. Wells also wants to acknowledge the extra oratory efforts of a band of volunteers within the Blue Water Navy Vietnam Veterans Association led by Mrs. Susie Belanger, a Gansevoort, New York housewife and former Navy spouse. This group of disabled former sailors spear-headed the successful effort. Military-Veterans Advocacy was proud to ally with these citizen sailors who selflessly devoted time and money to this effort.





Submarine Rescues Helicopter

Story Submitted by Dick Mitchell



Photo shows Chopper #51 on board the USS Corporal (SS-346), Heading to Key West, FL.

On Thursday, 26 April 1956, off the southern coast of Florida about 20 miles from Key West, Cmdr. William F. Culley of Augusta, Georgia noticed a problem mid-flight. Culley, the pilot of Navy helicopter #51 on an antisubmarine warfare (ASW) training run as part of Squadron VX-1, realized that he was losing oil quickly from the main rotor assembly. He was too far from the coast to return for an emergency landing. Culley's mind raced as he considered his options. Bailing was certainly possible, giving Culley and his three fellow crewmembers the best opportunity to survive the incident, although at the cost of a very expensive Navy helicopter—the Sikorsky HSS-1, known as the Seabat because of its ASW package. Finding a small cay in the vicinity to land on would be ideal, but a sweep of the ocean landscape failed to show any small land masses that might have provided such an opportunity. Crashing into the ocean was not a desirable option. Culley, his co-pilot Lt. J. K. Johnson, and two other crewmembers, G.A. DeChamp (SO3) and M.R. Dronz (AT2), realized that they had precious minutes to make a decision before mechanical failure required a costly abandonment.

A “May-Day” call was sent from the helicopter in hopes that another Navy or even a merchant vessel could lend a hand. Meanwhile, not far from the distressed chopper, the USS Corporal (SS-346), assigned to the submarine base at Key West, was submerged, also participating in the ASW exercises as a designated opposing boat. The Corporal was a Balao-class submarine. She was built at the Electric Boat shipyard in Groton, Connecticut and commissioned shortly after the conclusion of World War II in November 1945. She carried a complement of 10 officers and about 70 enlisted men. The Corporal was 312 feet in length with a beam of 27 feet, 3 inches. As it turned out, she would need every inch of that beam for her next unscheduled assignment.

The radio shack of the Corporal intercepted the May-Day call from the disabled helicopter. This news was communicated immediately to the sub's skipper, Lt. Cmdr. Erman O. Proctor in the Conn. He wasted little time. “Emergency surface. Blow all main ballast.” The words reverberated over the sub's 1-MC as the Corporal executed an emergency blow and came to the surface with a gargantuan splash. In contact with the helicopter, Proctor ascertained that the chopper could remain airborne for only a short time longer.

Culley requested the Corporal to make heavy knots in his direction to pick up survivors should the need to ditch the helicopter arise.

The Corporal radioed that they were on their way to the scene directly and then proceeded at flank speed to the provided coordinates of the chopper. In just a few minutes, the Corporal made its first visual contact of the stationary chopper suspended only a short distance above the ocean surface.

Moving in to the helicopter's immediate vicinity, Proctor had an idea that he shared with Culley. “How about attempting an on-deck landing?” The reply from the chopper was emphatic: “Hell yes, let's give it a go!” Absolutely no one wanted to see a valuable asset plunge needlessly into the ocean depths; considering that the replacement price for the Sikorsky helicopter at the time was about \$250,000.

The Corporal carefully positioned itself directly under the still-hovering helicopter. Communications between chopper and submarine continued at a fast and furious pace. The mechanical issue with the helicopter prevented it from turning in any direction; hovering was still functional, but no adjustment in heading could be made from the cockpit. Once the Corporal understood this problem, the submarine maneuvered herself in the open seas such that her after deck was lined up with the landing wheels of the chopper. But did the helicopter have enough room to land on the deck? The answer wasn't entirely clear from visual inspection by the submarine party standing topside and looking up at the spinning blades of helicopter #51. There were two critical issues to ponder. First, was the beam of the submarine wide enough to accommodate the landing wheels of the helicopter? The answer to that question wasn't immediately clear to those crewmembers of the Corporal who had gone topside to inspect the underside of the hovering helicopter. (The “recovery party” in this case consisted of volunteers headed up by the COB.)

Second, assuming that there was enough room from side to side; could the pilot of the helicopter bring her down in the very tight window from fore to aft on the submarine deck without striking the sail with its main rotor or the fantail with its rear rotor?

(Continued on Page 17)



Submarine Rescues Helicopter

(Continued from Page 16)



Since no one had ever seriously contemplated the answers to these questions, all the men could do was to look closely and guess. To all who were there, it seemed like a very tight proposition, but there seemed to be just enough room from fore to aft and from port to starboard along the after deck to give it a shot. Still, given the vagaries of the sea and wind conditions that could shift the relative positions of the submarine and helicopter, the whole idea was incredibly risky.

However, short of dumping the chopper, there seemed to be no other viable alternatives, so the submarine crew prepared for the surprise drop-in. The COB and his topside men had no protocol manual to draw from. They simply relied on their instincts to mitigate the risks of the impending landing—such as taking down the long wire antenna to avoid an inadvertent snag. The men then grabbed mooring lines in preparation for the next step.

The helicopter began its final descent as pilot Culley attempted to keep his bird directly over the centerline of the submarine hull. Except for one intrepid sailor, the members of the recovery party stayed crouched at a safe distance just forward of the sail during this time.

The person who volunteered to remain in harm's way was engineering officer LTJG George Ellis, who braced himself along the after edge of the sail and provided hand signals for the pilot to fine-tune his landing. Ellis' role was critical as the margin for error was razor-thin. He risked serious injury or even death from any errant move during his makeshift role as a signal officer, as the main rotor blades of the descending helicopter spun very close to his head.

The radio shack of the sub sent the message, "Do you think you will make it?" Any response from the helicopter was delayed, since the message was received just as the three wheels of the chopper (2 front, 1 rear) made contact with the weather deck. The landing had to be absolutely perfect, and fortunately the seas had become mercifully calm during the attempt. With the precise teamwork between the hand signals of LTJG Ellis and the considerable skill of the chopper pilot, the bird miraculously touched down.

Incredibly, a small part of each front wheel ended up overhanging the deck edge on each side, but there was just enough room for most of the rubber for the helicopter to remain stable topside.

The men on board estimated that an inch or two longer wheel span on the landing gear would have made the attempt a no-go. "We're on your deck and damn happy to be here!", came the relieved reply from the helicopter.

The pilot had stuck the landing on the very first try. The recovery party rushed over with their mooring lines to tie up the chopper to the submarine. It was the first time that a submarine had ever rescued a helicopter, and it was entirely coincidental (and fortuitous) that the width of the submarine deck was just enough to accommodate the chopper's landing gear.

Once the blades of the helicopter had spun to a complete stop and the assembly was properly secured, the chopper crew emerged onto the deck, where they were met by Lt. Cmdr. Proctor. "Welcome aboard!" offered the skipper, in perhaps one of the most unusual unplanned visits in submarine history.

The guests were escorted down the hatch and offered food and drink, while the Corporal steamed back to the Naval Annex at Key West, arriving just before sunset around 1830 hours local time.

Word had spread about the plight of the helicopter and the unconventional heroism aboard the Corporal that had saved her; as a result, a large crowd had gathered spontaneously at the pier to greet both submarine and helicopter. It must have been quite a curious sight to witness the sleek submarine heading into her berth with the most unlikely bounty lashed to her dorsal hull.

Navy mechanics made the necessary repairs to the helicopter rotor casing after a large crane lifted the bird from its precipitous perch on the Corporal. The broken oil casing was replaced, and the chopper again was ready for flight.

Subsequently, the four-man crew climbed back into the cabin to depart, after grateful handshakes had been exchanged all around. Giving the thumbs up, Cmdr. Culley started the main engine, and those assembled at the pier to see the chopper off held onto their hats as the big bird took to the sky. In minutes, the helicopter was out of sight, and the men of the Corporal had themselves the yarn of a lifetime—about the big one that didn't get away!



Left photo shows chopper #51 dockside on board the USS Corporal (SS-346).

Right photo also shows chopper #51 dockside on board the USS Corporal (SS-346).





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 1st thru Dec 31st. 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.