



# The Below Decks Watch

The Official Newsletter of the Coastal Carolina Base of the United States Submarine Veterans Inc. (USSVI)

## Coastal Carolina Submarine Veterans Base to Build a New Parade Float

USSVI

### *Creed and Purpose*

To perpetuate the memory of our shipmates who gave their lives in the pursuit of 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 and its Constitution.

In addition to perpetuating the memory of departed shipmates, we shall provide a way for all Submariners to gather for the 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 sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today.

### Plan Passed by Unanimous Vote at the February 16 Base Meeting!



At the June 16, 2012 CCB meeting Base Commander Terry Kuhn recommended to the members that CCB select the North Carolina 4<sup>th</sup> of July Parade in Southport as the Base's second annual parade in which to represent Submarine Veterans. The suggestion was adopted and a small group of Base members participated in the parade in a pickup truck with magnetic Submarine Veteran signs on

the sides. At subsequent Base meetings the need for a Base parade float was discussed. We needed a centerpiece for the float and set up a sub-group of members to research availability of a torpedo or some other submarine artifact to build the float around. Bill (Butterbean) Dixon discovered that another Base in Texas had acquired a model submarine (pictured above) for their float. Base Treasurer Barry Turano continued the research and located a manufacturer in North Carolina to make a submarine centerpiece. At the February 16<sup>th</sup> CCB Meeting Barry presented to attendees the proposal for purchase of a centerpiece (blueprints on page four). The project plan was adopted by unanimous vote with the provision that project funding be limited to \$1,500. The vote also authorized the Base Treasurer to collect donations to fund the project. (SEE MORE DETAILS ON PAGE 4)

### *Qualified in U.S. Submarines?*

*You are welcome to attend our meetings and join our Base!  
Meeting Dates and Locations in Calendar on page 16  
Bring your spouse!*

Newsletter Editor

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## CCB Base Elected Officers



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**Vice Commander**  
**Charlie Backes**  
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**Secretary**  
**Bill Underwood (Dog)**  
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[bunder343@aol.com](mailto:bunder343@aol.com)



**Treasurer**  
**Barry Turano**  
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**Elections for Base Commander and Base Vice Commander will begin in the first week of March, 2013**



## Base Commander's Corner

I am thrilled to be able to write a column for our first newsletter even though this will also be my last article as Base Commander. I am thankful for everyone who has contributed to the growth and development we have had since I became your Base Commander.

Thanks to Jim Brincefield, who carried the torch, and also to Bill Schmauss for the two of them accepting officer slots early on. Thanks to Butterbean for his tireless efforts at increasing membership, and his frequent phone calls to remind me of important things I would otherwise have missed. Thanks to the other officers, Charlie Backes, Bill Underwood, Barry Turano, Frank Blackmon and Brian Craig for their dedication.

This newsletter is just the latest, most visible tip of the iceberg of how far we have come. Back in 2009 we had 20 members enrolled but only 7 or 8 were still active and we were lucky to get 3 at a meeting. Currently we have 53 members and most of the possible elected and assigned officer positions are filled with brothers who are active and dedicated to the job. We are active in two local parades and have just started the process of acquiring a submarine model to be used in a parade float. We have been involved in local charity and volunteer efforts and the interest is only getting stronger. I finally feel like I can step back for a bit as my other community activities are taking more of my time, but I feel like I am leaving our base in the competent hands of every member.

I want to stay active in the base and serve the membership in any capacity needed. I am especially interested in on getting the **Kap(ss) for Kid(ss)** program established in our area.

In short, we have come a long way together and I look forward to being a part of our continued growth. It has been an honor serving as your Base Commander.

By Terry Kuhn



**Want this Cup?**  
**Attend a Base Meeting**  
**and buy raffle tickets**  
One cup raffled at each meeting  
Proceeds support CCB activities and projects.



**Do You Have Your SubVet License Plate Yet?**

Forms available at meetings and at the following link:

<https://edmvsp.dot.state.nc.us/sp/ShowSpecialPlate?category=military&code=USN>





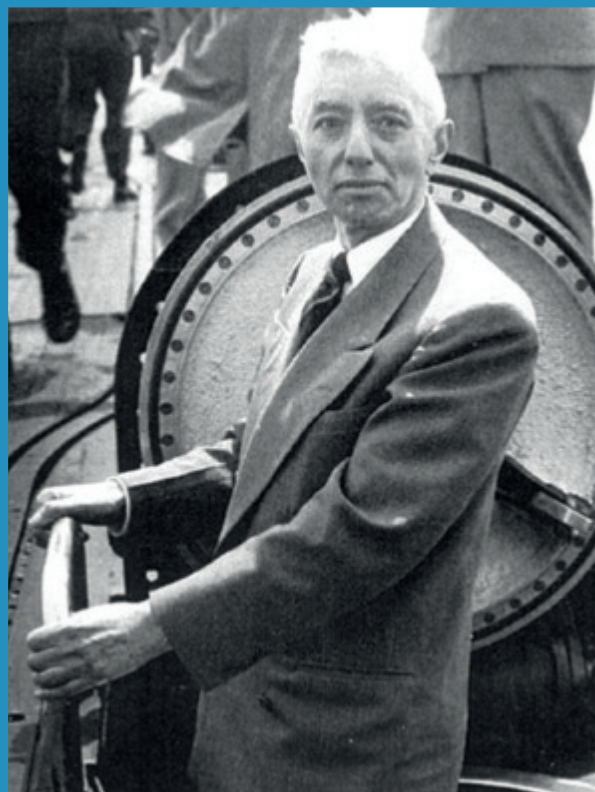
## “How I Met the Admiral”

By Vice Commander Charlie Backes

“The Sand Lance (SSN660) had five reactor operators that qualified RO initially: Jim St. John, Charlie Backes, Newell Crary, Bruce Ward, and John Walsh. As part of the initial engineering testing that goes with a new submarine each shift had to have their qualified reactor operators and shifts perform a fast scram recovery. For you forward types this involved an emergency shutdown of the nuclear reactor and a subsequent fast startup. For all submarines built during this timeframe, Admiral Rickover personally observed these fast scram recoveries. This is about my turn in the barrel, so to speak.



Three of the RO's were selected to perform the fast scram recovery while we were at sea. The admiral had come on board with all his accompanying fanfare and needs. A time was selected and the RO's taken to Machinery Room #2 to await their turn. I do not remember which position I was in, but I do know I was not the first.



I am sure many of you remember how small Maneuvering was, especially the engineering types. When my turn came up they called me into the Maneuvering Room. Maneuvering normally held four watch standers: The Engineering Officer of the Watch, (EOOW), the reactor operator (RO), the electrical plant operator (EO) and the steam plant operator (Throttleman). When I got to maneuvering there must have been twelve people in the space normally used by four. I managed to squeeze in the room and relieved the watch. Admiral Rickover was in the chair normally used by the EOOW and the EOOW was standing. Also, this was not just the RO that was tested, but the whole shift. So all four watch stations were being relieved. When things settled down a little someone in Machinery #2 opened the scram breaker for a partial scram which allowed us to do a fast scram recovery.

When the reactor is shutdown one of the first things each watch station is required to do is to reduce electrical loads to minimum to keep the reactor as hot as possible. If the reactor gets below a certain point the RO is required to do a full scram and we all are in deep dodo. Part of this rig for reduced electrical in the engine room is to shut off the vent fan supplying the Maneuvering Room with cool air. The temperature goes from 72° to 98° in about five minutes.

Here we are with the reactor shutdown, the boat rigged for reduced electrical, and a nervous reactor operator asking permission to restart the reactor. This permission is granted by the EOOW and a fast scram recovery is started by ME. A normal reactor startup is not all that eventful; but with Admiral Rickover at my right elbow and not enough room to breath, things got a little tense. My job was to withdraw the control rods in a manner that led to a controlled, critical reactor and to do a plant heat up within limits. This I was doing when I started “bumping” rods out to control the conditions. Someone, namely Admiral Rickover, did not like the way I was bumping rods and he yelled “You’re breaking the machine.” I got control of myself and the plant and completed the startup back to initial condition with Tave (read T average) in the green band, the turbines on line and making a 1/3 bell. At that point I was relieved, in more than one way, and got the hell out of Maneuvering.

I think I have told that story about a hundred times over the years about how I met Admiral Rickover.”



## Book of Members

### What should others know about your experiences in the Submarine Service?

At the June 16, 2012 CCB Meeting Vice Commander Charlie Backes proposed that the Base consider establishing a Book of Remembrance as a vehicle to remember and honor members on Eternal Patrol. The proposal was adopted by unanimous vote and Charlie began to assemble the book. It proved to be a very difficult task to collect pictures and descriptions of their experiences in the Submarine Service. Consequently, at the August CCB meeting, the project was modified to compile a Book of Members. For the Book of Members project, the base is collecting pictures of each member and autobiographical descriptions of each members Submarine Service experiences. Base Secretary, Bill Underwood, is taking pictures of each member attending each meeting. Vice Commander Backes displayed the Book of Members at the February 16th meeting. So far the Book has pictures of about 15 members and autobiographs for about 6 members. Members are encouraged to help complete the Book of Members by attending meetings and bringing thier submariner autobiography to the meeting or emailing it to Charlie at [backestc@charter.net](mailto:backestc@charter.net). There are no rules for the autobiography other than it should fit on one page. You can write what you want. Jot it down and get it to Charlie. An example of a long description that fit on one page is the one Bill Underwood submitted below.

William H. (Dog) Underwood, IC2(SS) USS Clamagore, SS-343, 1968-1972

Some kids grow up wanting to be a fireman or policeman. I always wanted to be a Navy Pilot or a Submariner. My favorite TV show was *The Silent Service*. The late '60s was a tumultuous time with the country divided over the Vietnam War. To the dismay and horror of my parents, in late '67, I dropped out of NC State University and joined the Navy on the buddy plan with my college roommate. After boot camp in San Diego, while in Interior Communications "A" school, I met a fleet sailor off the Bonfish who was in San Diego for training. He advised me to volunteer for subs, go to sub school, and when asked to volunteer for nuclear subs, decline. At the time, Nuke Boats had a stigma as bad for the environment and, while they had very interesting and challenging assignments, they were not allowed into most ports in the world. On the other hand, smelly Diesel Boats were welcome in the best liberty ports all over the world, often as guests of the City.

I attended subschool in Groton in late '68 and, as advised, declined to volunteer for Nukes. When I finished subschool, I was assigned to the USS Clamagore, SS 343 based out of Groton. At the time, the boat was in the yards in Philly for an overhaul. When I arrived at the shipyard, I was met at the base gate by two Chiefs, Chief Johnson who had recruited me in Raleigh and the Chief of the Boat, who was the father of the girl I had been dating in New London. I had never met the COB, but I knew this was not going to be a good situation for me. The COB was immediately overly nice to me and I could tell the crew did not like this special treatment, so I broke up with the COB's daughter. I was immediately assigned to mess cooking and branded by the crew as "Underdog" since I was suddenly getting all the bad task assignments. Oddly enough, I gained a lot of respect from the crew for not taking the easy road and "Underdog" evolved to "Dog" which stuck with me the rest of my time in the navy.

Submariners depend on each other to do the right thing in a crisis. Each submariner goes through an extensive training process called "Qualifying". Unqualified submariners are a liability in a crisis. The crew of the Clamagore in 1969 was deep into the traditions of the submarine service, especially the treatment of "Non-Quals". A "Squeak of the Week" roster of all Non-

Quals was prominently posted on the barge. If a Non-Qual even remotely bothered a Qualified Submariner, the qualified guy would place an initial (Squeak) by the offenders name. Each week the qualified guys would escort the Non-Qual with the most Squeaks to the engineering cage where he would be greased "to stop the squeak". One particularly blatant Squeak of the Week was completely covered with jelly and feathers.

The Clamagore was an excellent boat with a tight crew. As my advisor had told me in "A" school, we operated all over the Atlantic, frequenting the best ports. In most cases the Nukes we were operating with were not allowed in the ports. In 1970, the Clamagore went on a Med Run in which we were supposed to have liberty in many great liberty ports. When we reached Rota, Spain we picked up a "rider", stationed in Naples, to get his sub hours needed to keep sub pay. As we were pulling into the port in Crete, apparently, Jordanian Terrorists high jacked a 747 and threatened to blow it up. Before we could dock, we received orders to immediately go on patrol off the coast of Israel and Port Said, and remain undetected until relieved. That patrol lasted for 65 days. We snorkeled daily to charge the batteries, but the snorkel systems frequently failed resulting in a "flame out". To snorkel, the 1,600 horsepower engine had to build up enough back pressure to open the large valve at the top of the exhaust mast. If the exhaust valve failed to open, the engine shut down (flamed out) and all the diesel exhaust flowed back into the boat. We could not surface to ventilate or repair the valve sensors. We just had to keep trying. While sleeping in the After Torpedo Room I would hear "Prepare to Snorkel, Two Engines, Engines Aft" and then hear the rumble of the engine straining to build up the required pressure followed by the tell-tale slowing of the rumble and a loud thump as the engine shut down. I knew the diesel fumes were coming, so I would put my face inside my pillow case and watch as the room went pitch black with diesel soot. By the time we would finally successfully ventilate there would be big black rings of soot on the outside of my pillowcase indicating where my nostrils were. As challenging as it was for the crew, it was worse for the rider who could not get off in Crete. He only had two changes of clothes. After 45 days we surfaced, the only time on the patrol, to meet a helicopter that took our rider back to Italy. We were finally relieved after 65 days. The crew of the Clamagore ultimately received a Meritorious Unit Citation for that mission.

In 1971, the Clamagore frequently operated in the North Atlantic. On one such deployment the Clamagore was supposed to transit to Bergen, Norway and then proceed on a mission north of the Arctic Circle, but before the transit, we were to operate with several surface craft off Nova Scotia. We operated with the skimmers all day and I hit the bunk in the After Torpedo Room when I got off watch. Later, I was awakened by the collision alarm and "Collision Eminent Aft of the Sail". I was senior in the Compartment so I dogged the hatch to maneuvering room, shut the flappers and manned the sound powered phones. Apparently, when we came up to periscope depth, the OOD did a sweep with the scope and saw a destroyer steaming up our stern (in our baffles). OOD sounded the alarm and went into a crash dive. Of course, when the boat responded to go deep, the stern went up. I could hear the screws of the ship and a crunch as the ship passed over the aft end. Then I heard another loud crunch as the Clamagore rolled over to port. We went down quickly to about 300 ft before we could reverse the dive. Ultimately, we regained control and brought the boat safely to the surface. One of the screws on the ship had cut the Clamagore's aft sonar puff off flush with the hull, leaving some brass scrapings on the hull. The bow of the destroyer had sliced into the sail about 6 inches above the main induction and took out most of the masts. We proceeded under escort back to Groton and into a dry dock for 4 months of repairs. The Captain of the destroyer was later relieved of his command.

I got out of the Navy March 7, 1972, exactly four years after I reported to San Diego for duty. My time in the Submarine Service helped me mature and gave me the tools, purpose and confidence I needed to return to NCSU, earn advanced degrees and to be successful in life.

*Please get your autobiography to Charlie soon!*



## Tolling of the Boats

At Each Base Meeting we Honor the U.S. Submarines and Crews that were Lost at Sea




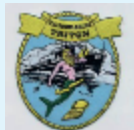




Following are the Submarines Honored in the First Quarter

Boats Lost in January	
<b>USS Scorpion (SS-278)</b> Lost on January 5, 1944 with the loss of 77 officers and men in the East China Sea, on her 4th war patrol. It is assumed she was sunk by a mine.	
<b>USS Argonaut (SS-166)</b> Lost on January 10, 1943 with the loss of 105 officers and men off Rabaul, on her 3rd war patrol. While attacking a convoy she torpedoed a Japanese destroyer, who along with 2 other destroyers depth charged her. As she tried to surface, the destroyers sunk her by gun fire.	
<b>USS Swordfish (SS-193)</b> Lost on January 12, 1945 with the loss of 83 officers and men somewhere near Okinawa, on her 13th war patrol. Probably was lost to a mine.	
<b>USS S-36 (SS-141)</b> Lost on January 20, 1942 with no loss of life on her 2nd war patrol. She ran hard aground on a reef and radioed for help. The entire crew was rescued by a Dutch ship after they scuttled her	
<b>USS S-26 (SS-131)</b> Lost on January 24, 1942 with the loss of 46 officers and men in the Gulf of Panama, on her 2nd war patrol. She was accidentally rammed by the USS Sturdy (PC-460) and sunk within seconds. The CO, XO and one lookout on the bridge, were the only survivors.	
Boats Lost in February	
<b>USS Barbel (SS-316)</b> Lost on February 4, 1945 with the loss of 81 officers and men on her 3rd war patrol. Based on Japanese records, she was bombed near the southern entrance to the Palawan Passage. The day before, she reported she survived 3 depth charge attacks.	
<b>USS Shark I (SS-174)</b> Lost on February 11, 1942 with the loss of 59 officers and men on her 1st war patrol. Shark was the 1st US submarine sunk by enemy surface craft in the Pacific. She was most likely sunk by depth charges.	
<b>USS Amberjack (SS-219)</b> Lost on February 16, 1943 with the loss of 72 officers and men on her 3rd war patrol. Off Rabaul, she was attacked by a Japanese patrol plane, attacked by a torpedo boat and then depth charged by a subchaser.	
<b>USS Grayback (SS-208)</b> Lost on February 27, 1944 with the loss of 80 officers and men on her 10th war patrol. She appears to have been caught on the surface in the East China Sea by a Japanese carrier plane whose bombs made a direct hit. During this patrol she sank 4 ships totaling 21,594 tons and was tied for 11th in the number of ships sunk.	
<b>USS Trout (SS-202)</b> Lost on February 29, 1944 with the loss of 79 officers and men on her 11th war patrol. She was sunk by escorts in the middle of the Philippines Basin after sinking a passenger-cargoman and damaging another in a convoy. She carried out several notable special missions, including carrying over two tons of gold bullion out of Corregidor in February 1942.	





## Boats Lost in First Quarter continued

Boats Lost in March	
<b>USS Perch (SS-176)</b> Lost on March 3, 1942 near Java with no immediate loss of life, while on her 1st war patrol. She survived 2 severe depth chargings in less than 200 feet of water by 3 Japanese destroyers. The crew abandoned ship and scuttled her. Of the 61 officers and men taken prisoner, 53 survived the war.	
<b>USS Grampus (SS-207)</b> Lost on March 5, 1943 with the loss of 72 officers and men, on her 6th war patrol. She was lost in Vella Gulf, sunk after engaging 2 Japanese Destroyers.	
<b>USS H-1 (SS-28)</b> Lost on March 12, 1920 with the loss of 4 men as they tried to swim to shore after grounding on a shoal off Santa Margarita Island, off the coast of Baja California, Mexico. Vestal (AR-4) pulled H-1 off the rocks in the morning of 24 March, only to have her sink 45 minutes later in some 50 feet of water. She was originally named the USS Seawolf before becoming H-1.	
<b>USS Triton (SS-201)</b> Lost on March 15, 1943 with the loss of 74 men. She was sunk north of the Admiralty Islands during a fight with 3 Japanese Destroyers. Triton was the 1st boat to engage the enemy in December 1941 off Wake Island, sinking 9 ships, 1 submarine and a destroyer.	
<b>USS Kete (SS-369)</b> Lost on March 20, 1945 with the loss of 87 officers and men at the end of her 2nd war patrol. Probably sunk near Okinawa, by a Japanese submarine that itself was subsequently lost.	
<b>USS F-4 (SS-23)</b> Lost on March 25, 1915 with the loss of 21 men. She foundered 1.5 miles off of Honolulu when acid corrosion of the lead lining of the battery tank let seawater into the battery compartment, causing loss of control. F-4 was the first commissioned submarine of the U.S. Navy to be lost at sea. She was raised in August 1915.	
<b>USS Tullibee (SS-284)</b> Lost on March 26, 1944 with the loss of 79 officers and men, on her 4th war patrol. It's believed she was a victim of a circular run by one of her own torpedoes. The lookout was the only survivor and he survived the war as a Japanese prisoner	
<b>USS Trigger (SS-237)</b> Lost on March 26, 1945 with the loss of 91 officers and men, on her 12th war patrol. She was lost during a combined attack by Japanese antisubmarine vessels and aircraft. Trigger ranked 7th in total tonnage sunk and tied for 8th in number of ships sunk.	

## Save the Clamagore!

*The USS Clamagore (SS 343) was commissioned in 1945. After going through conversions to GUPPY 2 and GUPPY 3 she was decommissioned in 1975 and became a Submarine Museum at Patriots Point (PP) near Charleston, SC (The only GUPPY 3 Remaining). PP does not have the funds to maintain the Sub. Recently PP agreed to allow the Clamagore Veterans Association (CVA) to fund and engineering survey of the boat. If the boat is deemed sound, PP will give CVA 2 years to raise the funds to Save the Clamagore and, if not sound, the Clamagore will become a reef.*

*SubVets contact the CVA at the site below to help save one of our treasures.*

<http://www.savetheclamagore.com/>



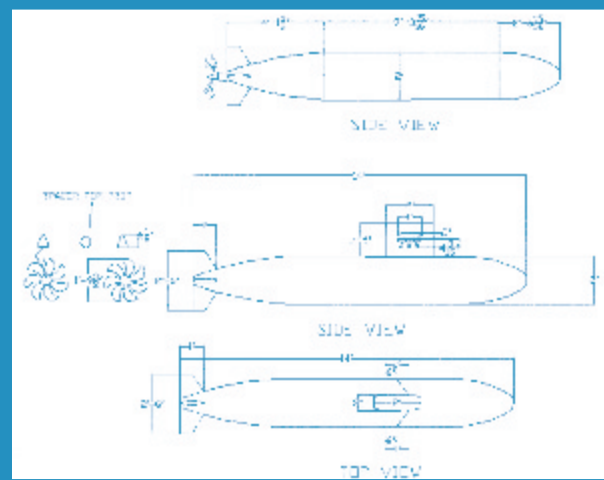


***The Coastal Carolina Base is a proud to be one of the six USSVI bases that comprise the United States Submarine Veterans of North Carolina, aka NCSubVets!***

### Coastal Carolina Base Parade Float Details

Continued from Page 1

The new CCB parade float centerpiece is being fabricated by The Carpenter Company in High Point, North Carolina. It will be a model of a nuclear submarine with 777 on the sail to represent the *USS North Carolina, SSN-777*. The overall dimensions of the centerpiece will be 14 feet long by 2.5 feet wide by 4 feet tall as shown in the blueprints below. It will be constructed out of 1.25# psi hard white styrofoam and will be turned on a massive lathe at the Carpenter Company. The hull of our submarine will be fabricated in three pieces, the bow (about 2 feet 6 inches long), the center section (about 7 feet 4 inches long) and the stern section (approximately 4 feet 1 inch long). The fairwater sail will be approximately 1 foot 6 inches tall and 8 inches wide. All sections will be glued together and will have reinforcing bars giving extra strength to the joints. The planes and rudder will be constructed of flat panels of the same styrofoam material and will be joined to the hull with glue.



The Parade Float Team was concerned about the durability of the centerpiece during transportation to and from parades and normal wear and tear of parade participants moving around it in parades. Fortunately, member John Williamson volunteered the use of his enclosed car trailer to pick up the centerpiece from the fabricator and deliver it to member Richard Schrum's pole barn in Richlands, NC. Richard also volunteered the use of his 19 foot long wooden-floored tandem trailer. It is a nice, heavy duty trailer with white side rails that he has used in the past for a Kiwanis float. The plan is to organize a working party on a couple of weekends once the submarine model is delivered. The working party will build a mount for the model, fiberglass the model to improve the durability, paint the propeller a brass color, attach the prop to the stern in a way to look realistic and be able to spin, paint

the entire model and rig out the float. The team is also in the process of ordering side banners for the float.

When the meeting attendees approved the expenditure of funds for the float project, they also approved the solicitation of donations to support the project. By the end of the February 16<sup>th</sup> meeting the Treasurer reported that we had raised approximately \$750.00 in donations for the project at the meeting. Since the meeting, donations have continued to come in and, as of February 25, the members have donated approximately \$1,500.00. That is remarkable support for a Base project.

Congratulations CCB members and thank you for your generosity. At this point the acquisition of the centerpiece and construction of the float will not negatively impact the Base Treasury. Hopefully we will have a great turnout of members to participate in the debut of the Coastal Carolina Base Submarine Float at the North Carolina 4<sup>th</sup> of July Parade in Southport, NC.





# S-28

## (SS-133)

**USS S-28 (SS-133)** was a S-class submarine of the United States Navy; diesel submarine that served during World War II during which it accounted for the sinking of

one Japanese ship. Later during an exercise, she was lost at sea with all hands. Her keel was laid down on 16 April 1919 by the Bethlehem Shipbuilding Corporation in Quincy, Mass. She was launched on 20 September 1922, sponsored by Mrs. William R. Monroe, and commissioned on 13 December 1923, Lieutenant Kemp C. Christian in command.

Following shakedown exercises off the southern New England coast, S-28 moved south in March 1924 to join Submarine Division 11 (SubDiv 11), in the final exercises of that year's winter maneuvers in the Caribbean Sea. In April, she returned to New London, CT with her division and commenced local exercises which occupied the remainder of the year. With the winter of 1925, she moved south again; transited the Panama Canal and, after the conclusion of Fleet Problem V, conducted operations in the vicinity of Guadalupe Island, she arrived in the Hawaiian Islands for a month's stay. In June, she moved east, to San Diego, CA where her division replaced another which had been transferred to the Asiatic Fleet.

Into 1931, the submarine operated primarily off southern CA deploying for Fleet Problems in the Panama Canal area in 1926 and 1929; for summer maneuvers near Hawaii in 1927 and 1930, and for regularly scheduled overhaul periods at Mare Island shipyard throughout the period.

She departed the west coast for Hawaii in mid-February 1931, and on 23 February arrived at Pearl Harbor, whence she operated for the next eight and one-half years. In mid-1939, she was transferred back to San Diego, CA, where she was based until after the U.S. entered World War II.

## S-28 World War II Record

On 7 December 1941, S-28, then a unit of SubDiv 41, was undergoing overhaul at Mare Island. On 22 January 1942, the work was completed, and she returned to San Diego, where she resumed her prewar training activities for the Underwater Sound Training School. She continued that duty into the spring, then was ordered north to the Aleutian Islands to augment its defenses.

On 20 May, S-28, with other submarines of her division, departed San Diego. Five days later, they stopped off at Port Angeles, WA, then continued on toward the newly established submarine base at Dutch Harbor, Alaska. On 29 May, however, as preparations were made to minimize a two-pronged Japanese thrust against Midway Island and the Aleutians, the S-boats were directed to proceed to their stations, bypassing Dutch Harbor.



## Members of the Lost S-28 Crew

Appling, James I., BM2  
Bennett, James K., Jr., GM3  
Bolton, Levi, StM1  
Brown, Hugh D, MoMM2  
Brown, John F., S2  
Bullard, Howard M, TM2  
Buzek, Rudolph F., EM3  
Campbell, Jack G., LCDR (Commanding Officer)  
Chapman, Arthur G., MoMM3  
Covington, Claude W., LT(JG)  
Cox, Gene A., EM3  
Durant, John F., F2  
Durkee, Donald A., F2  
Gresswell, John, Jr., MoMM3  
Haney, John R., MoMM1  
Harsma, R.F., ENS  
Hester, H.L., ENS  
Highfill, Leonard E., S2  
Hizer, Norbert J.W., MoMM1  
Johnson, Neal K., MoMM3  
Keirn, Keith, MoMM2  
Kunkel, A.J., Jr., S1

Likevich, Steve, Jr., PhM1  
Madsen, Robert, ENS  
McMillan, Marvin R, RM3  
McNeela, Robert T., RT3  
Moffitt, Chester M, SM1  
Morrison, Edward J., F1  
Nelson, Charles E., LT(JG)  
Peet, George V, MoMM2  
Purcell, John F., EM1  
Runnels, George R, TM3  
Salerno, Joseph J., EM3  
Schreier, Earle C., MoMM2  
Smith, Frank S., SC2

Spurlock, Jake, Ck2  
Weis, Walter J., MoMM1  
Whitted, Walter T., MoMM2  
Wolf, Alexander W., RM3  
Wurtz, Kenneth A., F1

In addition to the regular crew, the following personnel were also aboard S-28 when she was lost.

Anderson, E.F., F2  
Connell, J.L., F1  
Gardner, E.W., QM3  
Garza, J.D., MoMM2  
Gerbensky, C.H., MoMM3  
McGuinness, J.F., PhM2  
Nottage, W., GM3  
Ouderkirk, D.M, MoMM3  
Spradley, J.W., S2  
Vaughan, E., S1





## Continuation of the S-28 Story

Continued from previous page

### First war patrol

During a quickly extinguished fire in her port main motor on the morning of 1 June, S-28 suffered minor damage. That evening, she parted company with her sister ships and their escort, and, the next day, she entered her assigned area and commenced patrolling the approaches to Cold Bay on the tip of the Alaskan Peninsula. On 3 June, the Japanese bombed Dutch Harbor to open the war in the Aleutians, and, within the week, they had occupied Kiska and Attu. On 12 June, S-28 arrived at Dutch Harbor, refueled, took on provisions, and headed west to resume her war patrol.

On 15 June, she crossed the International Date Line, and on 17 June, after a two-day storm, she sighted Kiska and set a course to intercept enemy shipping between there and Attu. On 18 June, she fired on her first enemy target, a destroyer, and was in turn attacked. Eight hours later, sounds of the destroyer's search faded out to the south. S-28 had survived her first encounter with Japanese antisubmarine warfare tactics.

### Second war patrol

Poor weather soon returned, and storms raged during 80% of her remaining time on station. On 28 June, she moored in Dutch Harbor and commenced refit. On 15 July, she got underway and again headed for the Kiska area. On 18 July, she reconnoitered Semisopochnoi, then moved on to Segula. Finding no signs of Japanese activity, she continued westward. On 20 July, she was ordered to take station on an 85 mi (137 km) circle from Sirius Point prior to sunrise on 22 July, at which time the enemy's facilities on Kiska were to be bombarded. The bombardment was delayed, and S-28 remained on that more distant station until 30 July, when she was ordered back into the Kiska area. On 18 August, having been unable to close any of the targets sighted during the latter part of her patrol, she returned to Dutch Harbor.

### Third war patrol

On her third war patrol, 16 September-10 October, S-28 returned to the Kiska area. She operated to the north of the island until 25 October; then, with the discovery of the enemy's development of Gertrude Cove on Vega Bay, she shifted to the island's southern shore. On the night of 6-7 October, she turned toward Unalaska; and, on the morning of 10 October, as she prepared to fire on an unidentified vessel, a ground in her fire control circuits caused an accidental firing from the No. 1 tube.

That afternoon, S-28 arrived back in Dutch Harbor, whence she headed for home. She reached San Diego on 23 October, and provided training services for the West Coast Sound School and for the Amphibious Forces Training Group from 26 October-13 November. Then, during an overhaul, she received a fathometer, a Kleinschmidt distilling unit, and SJ radar. On 9 December, she again sailed north. On 16 December, she reported by radio to Task Group 8.5 (TG 8.5); and on 21 December she returned to Dutch Harbor.

### Fourth war patrol

Six days later, S-28 departed on her fourth war patrol. On 3 January 1943, she crossed the International Date Line, and on 5 January she entered her assigned area in the northern Kuril Islands. Moving down the Paramushiro coast, she patrolled in Onkotan Strait; then headed north again, and on 20 January passed Shumushu, whence she set a course for the Aleutians.

### Fifth war patrol

During her fifth war patrol, from 6-28 February, S-28 remained in the western Aleutians, patrolling across the Attu-Buldir-Sirius Point route and along the coast of Attu, particularly off Holtz Bay, Chichagof Harbor, and Sarana Bay. Poor weather and lack of speed, however, impeded her hunting.



## Continuation of the S-28 Story

### Continued from previous page

On her return to Dutch Harbor, S-28 was ordered south, and on 4 March she got underway for Esquimalt, British Columbia, where, from 15 March-15 April, she conducted sound tests and antisubmarine warfare exercises with Canadian Navy and Air Force units. She then continued on to the Puget Sound Navy Yard for overhaul and superstructure modification work. On 27 June, she started back to Alaska, and on 13 July she departed Dutch Harbor to return to the northern Kuril Islands for her sixth war patrol.

#### Sixth war patrol

Again, she patrolled off Paramushiro and in the straits to the north and south of that island. Again, she was hindered by the weather, obsolete design, and by mechanical failures. On 14 August, she headed east, and on 16 August she moored in Massacre Bay, Attu and commenced refit.

#### Seventh war patrol

The late arrival of needed spares from Dutch Harbor delayed her readiness for sea, but on 8 September, S-28 departed the western Aleutians to return to the northern Kuril Islands. On 13 September, she entered her patrol area. On 15 September, severe smoking and sparking from her port main motor necessitated 14 hours of repair work. On 16 September, she transited Mushiru Kaikyo; and, on the afternoon of 19 September, she closed an unescorted freighter off the island of Araitō. Her torpedoes missed their mark. The "freighter" turned and within minutes had delivered the first two depth charges of a 10-minute attack. The Japanese ship searched the area for an hour, then departed.

S-28 reloaded and continued her patrol. At 19:16, she contacted a second unescorted enemy vessel. At 19:43, she fired a spread of four torpedoes. At 19:44, two of the four exploded. The target took on a 30° list and began to go down by the bow. At 19:46, the 1,368 long tons (1,390 t) converted gunboat *Katsura Maru Number Two* sank, bow first, her stern vertical in the air. Five loud underwater explosions followed her disappearance. S-28 went deep and rigged for a depth charging which did not materialize.

Into October, S-28 hunted just north of Araitō and off the coast of Kamchatka. On 5 October, she moved through Onkotan Strait and continued her patrol on the Pacific side of the Kuril Islands. On 10 October, however, a crewman developed severe appendicitis, and she turned toward Attu one day ahead of schedule.

#### Loss

On 13 October, S28 moored at Attu. The next day, she departed for Dutch Harbor, whence, in November, she headed south to Hawaii. She arrived at Pearl Harbor at mid-month, and, after overhaul, commenced training duty. For the next seven months, she remained in Hawaiian waters, providing training services.

On June 20, 1944, LCDR J.G. Campbell assumed command of S-28, his first command. The ship had finished a normal upkeep period on June 12 and continued on her assigned duty of training enlisted personnel and engaging in sonar exercises with ships under control of COMDESPAC. On July 3, S-28, in accordance with orders from COMDESPAC, got underway from the Submarine Base, Pearl Harbor, to conduct a week's normal operations. During the day on July 3, S-28 acted as a target for anti-submarine warfare vessels until about 1700 local time. At that time she made two practice torpedo approaches on the U.S. Coast Guard Cutter RELIANCE. On July 4 S-28 again carried out sonar exercises as on the previous day, and at 1730 again undertook a practice approach on RELIANCE. At 1730 S-28 dived about four miles distant from RELIANCE. At about 1805 RELIANCE made sound contact with S-28 at a range of 1700 yards. The range decreased to about 1500 yards and then steadily increased, as the bearing drifted aft. Although sound contact was temporarily lost by RELIANCE at 3,000 yards, she picked up the submarine again at 3,300 yards. At 1820, with range 4,700 yards, RELIANCE permanently lost sound contact with S-28. At no time during the approach or the ensuing sound search were distress signals from S-28 seen or



### The S-28 Story

Continued from the Previous Page

heard, nor was any sound heard which indicated an explosion in S-28. When by 1830, S-28 had not surfaced or sent any signals, RELIANCE retraced her course and tried to establish communication with her. Although previous tests had showed that no difficulty would be experienced in exchanging messages by sound gear at ranges up to 2,000 yards, RELIANCE was unable to contact S-28. The Coast Guard vessel called in other vessels from Pearl Harbor at 2000, and a thorough search of the area was instituted, lasting until the afternoon of July 6, 1944.

Two days later, a slick appeared in the area where she had been operating, but the extreme depth exceeded the range of available equipment. The slick, which was unmistakably made by diesel oil, was the only sign of S-28. The Court of Inquiry which investigated the sinking determined that S-28 sank shortly after 1820 on July 4, 1944 in 1400 fathoms of water. Because of the depth of the water, salvage operations were impossible. The Court recorded its opinion that S-28 lost depth control "from either a material casualty or an operating error of personnel, or both, and that depth control was never regained. "The exact cause of the loss of S-28 cannot be determined." The Court found, further, that, "the material condition of S-28 was as good or better than that of other ships of her class performing similar duty," and that "the officers and crew on board S-28 at the time of her loss were competent to operate the ship submerged in the performance of her assigned duties." It was stated that the loss of S-28 was not caused by negligence or inefficiency of any person or persons.

#### Awards

S-28 was awarded one battle star for her services in World War II.

### S-28 Statistics

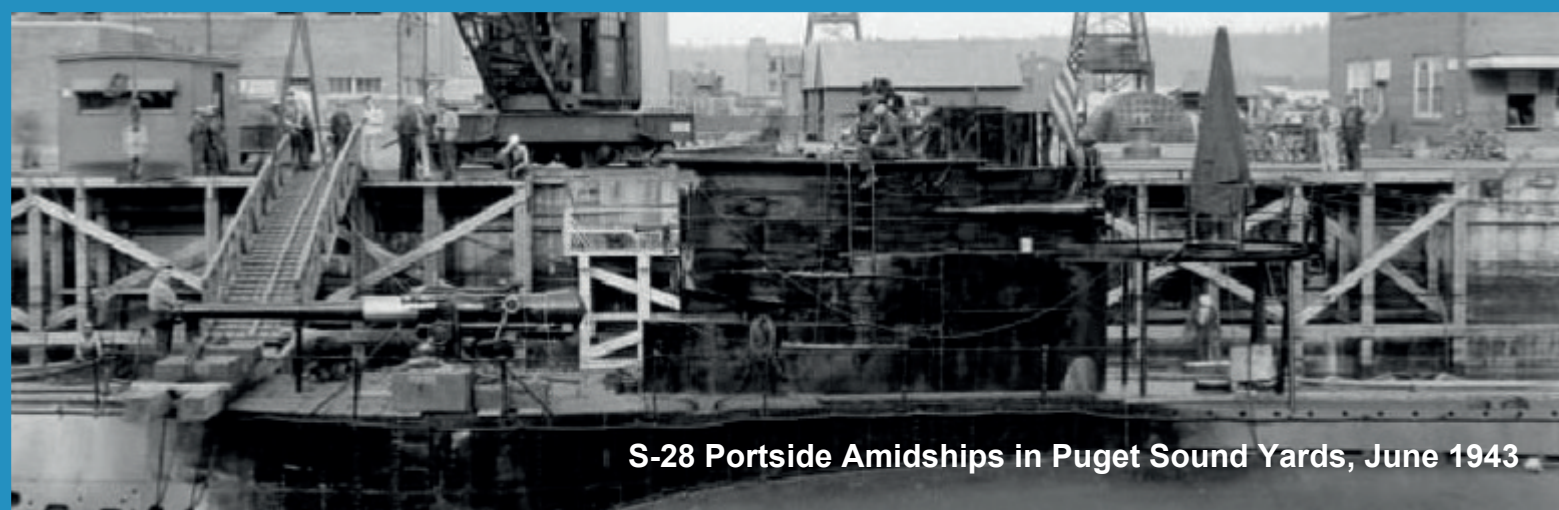
<b>Name:</b>	<b>USS S-28</b>
<b>Builder:</b>	<b>Bethlehem Shipbuilding Corporation</b>
<b>Laid down:</b>	<b>16 April 1919</b>
<b>Launched:</b>	<b>20 September 1922</b>
<b>Sponsored by:</b>	<b>Mrs. William R. Monroe</b>
<b>Commissioned:</b>	<b>13 December 1923</b>
<b>Fate:</b>	<b>Lost to unknown causes 4 July, 1944</b>

### General characteristics

<b>Class &amp; type:</b>	<b>S-class submarine</b>
<b>Displacement:</b>	<b>8868 t surfaced 1,079 t submerged</b>
<b>Length:</b>	<b>219 ft 3 in</b>
<b>Beam:</b>	<b>20 ft 8 in</b>
<b>Draft:</b>	<b>15 ft 11 in</b>
<b>Speed:</b>	<b>16.7 mph surfaced 13 mph submerged</b>
<b>Complement:</b>	<b>42 officers and men</b>
<b>Armament:</b>	<b>1 × 4 in deck gun, 4 × 21 in torpedo tubes</b>

### Service record

<b>Operations:</b>	<b>World War II</b>
<b>War Patrols:</b>	<b>7</b>
<b>Awards:</b>	<b>1 battle star</b>



S-28 Portside Amidships in Puget Sound Yards, June 1943





## The Connection Between S-28 and the Coastal Carolina Base of the NC SubVets

After World War II the US Submarine Veterans of World War II assigned each of the submarines lost in World War II to specific states to set up and maintain a memorial to the submarines lost in WWII and specifically memorialize the assigned submarine. The states of New York and California were each assigned two lost submarines to memorialize.

North Carolina was assigned the *USS S-28* also known as *SS 133*. The *S-28* was lost on July 4<sup>th</sup>, 1944 during a training exercise off the coast of Pearl Harbor in 1,400 fathoms with 49 souls on board. All were lost. The memorial is located in the southeast corner of Battleship North Carolina Memorial Park under a live oak tree next to the Cape Fear River. The opposite side of the memorial stone recognizes the 52 submarines lost during World War II.

The Coastal Carolina Base took the responsibility for maintaining the memorial and promoting the memory of those lost on *S-28*.

## Coastal Carolina Base Members on Eternal Patrol

*James Tobin*

*Lawrence H. Dunn*

### ***Navy Hymn for Submariners***

*Bless those who served beneath the deep,  
Through the lonely hours the vigil they had to keep,  
May eternal peace their mission ever be,  
Bless each one we ask of thee,  
Comfort those who at home who waited and prayed,  
For their return night and day.*



## Coastal Carolina Base Meeting Minutes from February 16, 2013

**Location:** The Golden Coral Restaurant, New Centre Drive, Wilmington, NC

**Call to order:** Base Vice Commander Charlie Backes called the meeting to order promptly at 0930.

**Attendees:** Charlie Backes (Vice Commander), Bill Underwood (Base Secretary), Barry Turano (Base Treasurer), Bill Dixon (Base Chaplain), Kevin Kesterson, Jerry Leppart, Bob Govern, Bill Lowe, Bob Bozant, Jerry Hawks, Jim Brincefield, Steve Croom, Emmitt Redmon, Willy Allen, Howard Crist, Chad Yaw, Ron Willems and his wife Patricia, John Norowsky and his wife Peggy, John Williamson, Bernie Maguire, Mark Siewert, Steve Cotton, Andrew Poulos, Phil Brown and guest Don Ruch.

**Invocation:** Bill Dixon, Butterbean, gave the invocation.

**Pledge of Allegiance:** Vice Commander Backes led the attendees in the Pledge of Allegiance

**Tolling of the Boats:** Ron Willems and Steve Croom led the attendees in the "Tolling of the Boats" ceremony recognizing the sacrifice of the sailors and submarines lost in the months of January and February.

**Recognition of World War II Submarine Veterans in Attendance:** There were no World War II Submarine Veterans in Attendance for this meeting.

**Introductions:** Several new members were either attending for the first time or joined at the meeting. Vice Commander Backes asked each to introduce himself. The guest/new members were Bob Bozant, Chad Yaw, Andrew Poulos, Steve Cotton, and Howard Crist.

**Holland Club Presentations:** No Holland Club presentations were made at the meeting.

**Drawing for a Holland Club Cup:** Vice Commander Backes announced that, to raise funds for the Base, the Base is going to sell tickets at each

meeting for chances at winning a small prize. Initially, the prize will be a coffee cup with the Holland Club logo on it. Attendees are free to choose no tickets, one ticket or as many tickets as they want when the hat is passed. At this meeting, Phil Brown, won the cup and the raffle made \$70 for the Base treasury.

**Treasurers Report:** Barry Turano (Base Treasurer) reported that the Base took in \$565.00 since the last meeting and spent \$503.74 in that period resulting in a February 15, 2013 balance of \$1,339.35 (not inclusive of the raffle proceeds above).

**Storekeeper Report:** Frank Blackmon (Base Storekeeper) was not in attendance, but reported through Vice Commander Backes that he had \$76 on hand (also not included in the Treasurer's balance above).

**Approval of Minutes of December 20, 2012 Meeting:** **MOTION:** Jerry Leppart motioned to accept the minutes as written. **SECOND:** Steve Croom seconded the Motion. **VOTE:** The motion **CARRIED** by unanimous vote of the attendees.

**Recruiting:** Butterbean welcomed the new members and congratulated the members that had sponsored the new members. Butterbean reported that recruiting for the Base was going very well. Several of our new members were from the local Cape Fear Subvets group.

Regarding membership, Butterbean continued, there are about 100 submarine veterans in our area so CCB should be able to continue to grow for some time. He encouraged members to actively pursue leads on Subvets in southeast North Carolina and give him the contact information to follow-up. **He needs the each prospects name, email address and phone number.**



## Coastal Carolina Base Meeting Minutes from February 16, 2013

### Continued

**Butterbean reminded all attendees that Base election will start in early March** and he will be sending each member a ballot email. He encouraged each member to quickly follow the voting instructions in the email and return the email vote to him as quickly as possible. **We must have the elections finalized in time to install the new officers at the April 13<sup>th</sup> Regional Meeting on the battleship.** He also reminded attendees that National tracks voting performance statistics for each Base and makes awards for high proficiency at the National Convention.

**Base and National Dues:** Butterbean also reminded attendees that he needs to hear from the members who have not yet paid their 2013 dues to find out if they want to continue to be a member. He is also starting the collection process for 2014 Base and National dues. BB also informed attendees that he is also a member of the International Submarine Veterans Association. He said that the ISV dues are \$50 and they have a nice patch that would look good on your vest. If interested, contact Butterbean for more information at [goldbow@att.net](mailto:goldbow@att.net).

**COB Report:** There was no COB Report at this meeting.

**Support for the Local NJROTC Programs:** Vice Commander Backes described his experience speaking to the Ashley High School NJROTC membership. He spent about an hour on two visits to Ashley for two different classes. He talked about his experiences in submarines to a very attentive audience of students. He cautioned that the students listen attentively and ask thoughtful questions. He said it was a very rewarding experience and recommended that CCB members consider signing up to speak at one of the local high schools ROTC Programs.

**Upcoming Parades:** Vice Commander Backes reported that the Base is signed up for the 2013

Azalea Festival Parade on April 13<sup>th</sup> and the Southport July 4<sup>th</sup> Parade. Members should keep these dates in mind and participate, if possible. The Base has the Torpedo float reserved for the Azalea Festival Parade and we are hoping to have a new float for the Southport July 4<sup>th</sup> parade.

**Base Parade Float:** Barry Turano reported that, since the last meeting, he has made considerable progress on procurement opportunities for a submarine float for the Coastal Carolina Base. He followed up with the Oklahoma Company that Butterbean had identified and he discovered that, due to the distance, the delivery costs and transportation risks for that source were prohibitive. He then located a manufacturer in High Point, N.C. that offered to build the submarine float centerpiece for less than \$1,000.00. On January 30<sup>th</sup>, the CCB officers met to discuss the findings and a possible proposal for attendees for the February 16<sup>th</sup> CCB meeting. Volunteers stepped up to resolve the identified problems. Richard Schrum volunteered to store the float at a pole barn on his property in Richlands. He also volunteered his 20<sup>ft</sup> tandem trailer to carry the float in Parades. John Williamson volunteered to use his enclosed car transport trailer to pick up the finished float from High Point and deliver it to a site for the Base volunteers to assemble it, paint it and rig it for presentation on Richard Schrum's trailer. Commander Kuhn volunteered to lead a work detail to assemble, fiberglass for durability, paint and rig the float







## Coastal Carolina Base Meeting Minutes from February 16, 2013

### Continued

for Parades. The officers decided to present the option to the attendees of today's meeting and, if approved, target having the new float ready for the July 4<sup>th</sup> Parade in Southport.

The picture below is a float prepared in Oklahoma for a USSVI base out west, but is similar to the concept for the CCB float.

The proposed CCB float will look similar to the picture above and will have 777 on the sail representing the *USS North Carolina, SSN 777*.

**MOTION:** Bernie Maguire made a MOTION to approve the acquisition of the model submarine and the construction of a float as described in the Base officer's proposal.

**Discussion:** A discussion ensued regarding raising funds to pay for the acquisition and limits to the expenditure for the float. **The MOTION was amended to include a limit of \$1,500.00 for the acquisition of the float and to allow the Base to ask for donations to help rebuild the Base bank account during this process. The MOTION was SECONDED by Jim Brincefield and CARRIED by unanimous vote of the attendees.**

### Coastal Carolina Base Float Project Donations:

Following the approval of acquisition of the centerpiece and building a CCB Float, attendees generously immediately started giving Treasurer Turano donations to support the Float Project. By the end of the meeting, approximately \$750.00 was donated by the attendees specifically for the project. **A hardy "At-A-Boy" to all the attendees for their fantastic support!** Anyone who would like to contribute, please contact Barry Turano at [B.turano1@charter.net](mailto:B.turano1@charter.net).

**Book of Base Members:** Vice Commander Backes passed around the CCB Book of Members for review. The book now has pictures for about 15 Members and autobiographical write-ups for about 6. The write-ups have no rules and range from

very brief listing of boats served on to more detailed descriptions of submarine experiences. The Vice Commander encouraged all to write up something (limited to one page), even hand written on paper, and get it to him to format and include in the book. What would you like future Members to read about your time as a submariner? Jot it down! Get it to Charlie!

Base Secretary Bill Underwood reminded attendees that he will continue to collect pictures of members at Base meetings and provide the pictures to Charlie for inclusion in the **Book of Members**.

**Scholarship:** No report at this meeting.

**Golf Tournament Fund Raiser:** Bernie Maguire reported that the CCB Golf Tournament Fund Raiser is getting rolling. The Tournament will raise money for Wounded Warriors and the CCB. The team needs more volunteers to help recruit sponsors, donations, event organization, and advertising. The event is currently planned for September 28, 2013 at either the Wilmington Municipal Golf Course or Beau Rivage Golf Course. The intention is that it will be an annual event for the Base.

The Tournament Team is recruiting volunteers for to head the following activities associated with the golf tournament;

- Advertising – Promotion of the event
- Sponsorship – Recruitment of sponsors for each hole at the tournament (\$100/hole)
- Door Prizes – obtain donations of prizes for various achievements in the tournament
- Food – Recruit a restaurant like Chick Filet to donate a lunch meal for each participant at the tournament.

**Base Public Relations:** Bernie Maguire also reported that he has published three reports about CCB activities in the Club Activities section of the Wilmington Star News. He will continue to issue



## Coastal Carolina Base Meeting Minutes from February 16, 2013

### Continued

such PR to raise community awareness about the Coastal Carolina Base Submarine Veterans.

**Base Library** – There was no update at this meeting on this subject.

### New Business

**Coastal Carolina Base Newsletter:** Vice Commander Backes informed the attendees that some members have mentioned that the Base should publish a Base Newsletter to keep members more informed about Base activities and needs. After a discussion of the attendees, Bill Underwood, Base Secretary, volunteered to initiate a Base Newsletter in addition to the minutes from each meeting. If you have suggestions for the Newsletter, please email them to Bill at [bunder343@aol.com](mailto:bunder343@aol.com).

**Additional Fund Raising Concepts:** Vice Commander Backes informed attendees of another possible approach for the CCB to raise money, a fund raising booklet. The booklet is made up of pages of 10X10 squares for scores on sports events. He explained the potential to raise as much as \$1,000.00 for the Base treasury.

**The Cape Fear Submarine Veterans:** Phil Brown, a member of both CCB and the Cape Fear Subvet group, informed the attendees that discussions were ongoing about coordinating the activi-

ties of two local Subvet groups. He invited the attendees to the next Cape Fear Subvet meeting at Bluewater Grill, Wrightsville Beach on May 9<sup>th</sup>. Phil said that the Director of the Wilmington Port would speak at the meeting. He also mentioned that Dr. Ted Rockwell was going to speak at the Cape Fear Community College on February 21<sup>st</sup> at 1900. The topic will be about nuclear power and admission is free to all.

### Adjournment:

**Jim Brincefield offered a MOTION to adjourn the meeting. Base Secretary Bill Underwood SECONDED the motion and the motion CARRIED by unanimous vote by the attendees.**

The meeting was adjourned.

### Next Scheduled Base Meeting

**The next Coastal Carolina Base meeting will be on Saturday morning April 13, 2013.** The meeting will convene on the USS North Carolina, BB55 immediately following the Azalea Festival Parade.

If you have any comments or suggestions on these meeting minute's format please provide them to Bill Underwood, Base Secretary, at [bunder343@aol.com](mailto:bunder343@aol.com)

Date	Calendar Event
Now	Pay your Base and National dues if you plan to continue as a member
March	In early March Base election ballots will be emailed to you. Please expedite your vote and return email
Apr 6	After Battery Hog Roast in Dorchester, SC (on the way to Regional USSVI Convention in Charleston)
Apr 7-11	Regional USSVI Convention in Charleston, SC
Apr 13	Azalea Festival Parade, meet 0530 at the battleship parking lot
Apr 13	Base and Regional SubVet Meetings on the <i>USS North Carolina BB-55</i>
Apr 13	Installation of newly elected Commander and Vice Commander for CCB
May 9	Members invited to attend Cape Fear SubVet meeting at Bluewater Grill
Jul 4	North Carolina 4 <sup>th</sup> of July Parade, Southport, NC
Sep 28	Target date for CCB Annual Golf Tournament



## ***USS Scorpion SSN 589 45<sup>th</sup> Memorial Service May 25th*** **CCB Sponsorship Requested**

FLASH-01: 45th U.S.S. Scorpion Memorial Service Sponsorship

Submitted by: Alfred H Singleman Jr on 2/23/2013

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Shipmates,

MaryEtte Nolan, daughter of Walter Bishop TMC(SS), COB of the U.S.S. Scorpion SSN-589 is asking the Bases of USSVI to help sponsor the 45th Memorial Service for the Scorpion. She sent a letter to the National Commander and the E-Board and we approved the idea because it helps us perpetrate our Creed. The following is part of the letter requesting our sponsorship.

My name is MaryEtta Nolan, I am the daughter of Walter William Bishop TMC(SS) COB of the USS Scorpion SSN-589 that was lost at sea 45 years ago this May with 99 men onboard. We are planning the Memorial Service that will be held on May 25th at 10:00 at the Norfolk Naval Submarine Base at the Scorpion Memorial on the pier. My mission has always been to remember the 99 men who lost their lives on Scorpion and we have services with the Navy every 5 years. I am requesting to get the USSVI involved through sponsorship.

If we can get 99 Bases to sponsor 1 man that would be fantastic. I ask that the Base send \$99.00 and I will send a bio of the Scorpion Shipmate and a Scorpion Coin that we are in the process of designing. If I have contact with the family, I will inform them of the base that is sponsoring their loved one. My thought is the Base Commander can read the bio at their May meeting (or meeting in close proximity). We are trying to raise money for the family events for the weekend. People come from across the United States to attend this Memorial Service and I want to make it nice for them.

I would like to invite you to attend if you are able. This year the USS Scorpion will be inducted in the Submarine Hall of Fame in Norfolk, Va during the WWII Memorial Service. This is on Friday, May 24th. It is always a fitting time to do the service on Memorial Day Weekend because they were lost around that time frame.

If you think this would be something you would like to do for the families of Scorpion, I will send you a list of sailors and their hometown. My contact info is below. Please feel free to contact me with any questions.

MaryEtta Bishop Nolan  
[maryettanolan@msn.com](mailto:maryettanolan@msn.com)  
487 Sandhill Road  
Greenfield Center, NY 12833  
518-893-7695  
518-321-1882







## Gems from Jim

### Humorous emails from Jim Brincefield

#### A TRIP TO SAM'S CLUB

Yesterday I was at my local SAM'S CLUB buying a large bag of Purina dog chow for my loyal pet, Biscuit, the Wonder Dog, and was in the checkout line when the woman behind me asked if I had a dog.

What did she think I had, an elephant? So since I'm retired and have little to do, on impulse I told her that no, I didn't have a dog, I was starting the Purina Diet again. I added that I probably shouldn't, because I ended up in the hospital last time, but that I'd lost 50 pounds before I awakened in an intensive care ward with tubes coming out of most of my orifices and IVs in both arms.

I told her that it was essentially a perfect diet and that the way that it works is to load your pants pockets with Purina nuggets and simply eat one or two every time you feel hungry. The food is nutritionally complete so it works well and I was going to try it again.. (I have to mention here that practically everyone in line was now enthralled with my story.)

Horrified, she asked if I ended up in intensive care because the dog food poisoned me. I told her no, I stepped off a curb to sniff an Irish Setter's butt and a car hit us both.

I thought the guy behind her was going to have a heart attack he was laughing so hard.

Sam's Club won't let me shop there anymore.

Better watch what you ask retired people! They have all the time in the world to think of crazy things to say. Forward this (especially) to all your retired friends.....it will be their "laugh for the day"!



*Did you ever do this?*

*Taken on the USS  
Clamagore SS-343 in  
1969 off the coast of  
Cape Cod.*

*Email us some of your  
pics to put in future edi-  
tions.*

[bunder343@aol.com](mailto:bunder343@aol.com)



Attendees at the February 16 CCB Meeting in Wilmington, NC



## 50<sup>th</sup> Memorial Ceremony of the Loss of *USS Thresher* (SSN 593)

Saturday April 6 at 1300

Portsmouth Naval Shipyard

**CCB Asked to Send Picture of Members and Short Tribute for Ceremony Video**



***Wayne Standerfer, CRD USS Thresher to be honored with special postmark***

On Wednesday, April 10, Kittery, Maine Postmaster John Wickman, Portsmouth Postmaster Richard Provencher and their staffs will be on hand to stamp letters and postcards with a unique postmark documenting the occasion. There will be two postmarks - 03804, zip code for the Eternal Patrol Station of the Portsmouth Naval Shipyard; and 03904, the zip code for the Memorial Dedication Station in Kittery, Maine.

Customers wishing to receive the special postmark by mail have until 30 days after the event to send a self-addressed, stamped envelope containing the letter or envelope they want canceled to Postmaster, 80 Daniel St., Portsmouth, NH 03801-9998, or Postmaster, 10 Shapleigh Road, Kittery, ME 03904.

The Thresher (SSN 593) was built at Portsmouth Naval Shipyard and was commissioned in 1961.

Hello Base Commanders,

Wanted to give you all an update on the 50<sup>th</sup> Memorial Ceremony for the loss of the USS Thresher (SSN 593) to be held on Saturday, 6 April, at 1300 hours Eastern Time.

First of all, Thanks and BZ to those Bases who have responded and indicated they will send in a picture of the members of their Base along with a short Tribute to the Thresher. These will be combined on a video tape and played in a loop in the auditorium as all the family members, dignitaries, and other sub vets are gathering. It will be a tribute to your Base and a visual reminder of the brotherhood that all of us who are

Brothers of the 'Phin share. If you have not done so, please consider doing this. We would need these pictures and tributes NLT 1 April.

If you have members who want to attend, we have contacted those who have already reached out to us to request tickets. But just in case, to make sure all hands get the word, please see below.

Right now we do have room for any sub vet that would like to attend, but room is tight, and we are issuing tickets for admission. So I am asking you to please email our Base Commander, Kevin Galaez, directly at [ThresherBase@comcast.net](mailto:ThresherBase@comcast.net) and give him your name, address,

phone number, and the names of any people who might want to come with you, so we know where to mail the tickets.

The Ceremony will be broadcast via the Internet. That link is still being worked on, and we will publish it both as a POC from USSVI as well as another set of these emails when we have all the set up details confirmed. We still urge you to get your Base together and watch using large monitors or even a link to a big screen TV. It will be a further testimony to our brotherhood.

Thank you,

Pride Runs Deep,

Frank Hood





# The Ditty Bag



## CCB in the News Wilmington Star News December 23, 2012



### Stalker joins Submariners

Terry Kuhn, base commander of the Coastal Carolina Base of the United States Submarine Veterans, presents certificate of achievement to George Stalker as he is entered into the Holland Club. Submarine veterans who have been qualified as submariners for at least 50 years are eligible for membership in the Holland Club, named for John Philip Holland, an Irish immigrant engineer who developed the first U.S. submarine, the USS Holland. Contributed photo

## Contribute to the

### *“Below Decks Watch” Newsletter*

*Please submit News, a Sea Story, Jokes (clean), cartoons, humorous anecdotes, alerts, local event notices, comments, Letters to the Editor, etc. by the end of February, May, August, or November to get your contribution in the next Quarter’s Newsletter!*

Submit to [bunder343@aol.com](mailto:bunder343@aol.com)

## Belay That!

If you find errors in an issue of this Newsletter, please tell us about it! Send comments or clarifications to the email below and we will publish the corrections in the next issue.

[bunder343@aol.com](mailto:bunder343@aol.com)

## From the Base By-Laws

**CCB Officers are elected for Two year terms. Officers may succeed themselves. Officers receive no compensation.**

*The Coastal Carolina Base (CCB) of the North Carolina Submarine Veterans is a Duly Sanctioned Chapter of the United States Submarine Veterans, Inc., a 501 (c)(19) Charitable Veterans Organization*





The Below Decks Watch

The Official Newsletter of the Coastal Carolina Base Submarine Veterans

First Quarter 2013

## Base Membership Statistics

USSVI Life Members	25
Base Life Members	0
Holland Club Members	18
Associate Members	0
WWII Sub Veteran Members	2
Total Active Members in	55
Members on Eternal Patrol	2
Attendees at Feb 16 Meeting	27



“The Silent Service”

TV Show DVDs available at

[www.usssealion.com/sealion/silent\\_service\\_tapes1.htm](http://www.usssealion.com/sealion/silent_service_tapes1.htm)

“I Ordered Mine and Love them!”

## Notable First Quarter History

*USS Nautilus SSN 571*

Launched January 21, 1954

Put to Sea for First Time January 17, 1955

And at 1100 Sent Historical Message

Decommissioned and Struck

March 3, 1980

“Underway on Nuclear Power”



**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 no 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: \$ 90.00; 3 Yr term: \$ 55.00; 1 yr term (Jan thru Sep) \$ 20.00; (Oct thru Dec adds the next yr): \$ 25.00  
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. \$10.00 per year for the Coastal Carolina Base.**

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

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

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.)

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

1. \_\_\_\_\_ Hull# \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

2. \_\_\_\_\_ Hull# \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

3. \_\_\_\_\_ Hull# \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

4. \_\_\_\_\_ Hull# \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

5. \_\_\_\_\_ Hull# \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

6. \_\_\_\_\_ Hull# \_\_\_\_\_ From Yr. \_\_\_\_\_ to Yr. \_\_\_\_\_

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

Addr: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_ Tel: \_\_\_\_\_

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

Upon completion, please deliver or mail your application with your check payable to  
USSVI Coastal Carolina Base  
Mail to: Bill Dixon, 416 Carolyn Ct, Cary NC, 27511



**2013 U.S. SUBMARINE VETERANS SE REGIONAL****SHERATON, NORTH CHARLESTON, SOUTH CAROLINA****APRIL 7, 8, 9, 10, 11 – 2013****RESERVATIONS: (NLT 6 March 2013) 1-843-747-1900****HOTEL ROOMS: \$85.00 (plus tax)**

NAME \_\_\_\_\_ GUEST \_\_\_\_\_  
ADDRESS \_\_\_\_\_ EMAIL \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE \_\_\_\_\_

**April 7 SUNDAY**

Early Registration and Hospitality Room Opens  
(Daily Free Libations and delicious Snacks)

**APRIL 8 MONDAY****Circle if Attending**

11:30 AM - All Hands Lunch @ FRA 269	Yes	No
2:00 PM - Tour of NNPTU & Weps Station	Yes	No

**APRIL 9 TUESDAY**

10:30 AM - Men's Meeting / Luncheon	Yes	No
10:30 AM - Ladies' Meeting/ Luncheon	Yes	No
2:00 PM - CSS HL Hunley Submarine Tour	Yes	No

**APRIL 10 WEDNESDAY**

1:00 PM - WWII / USSVI Cold War Memorial Service	Yes	No
6:00 PM - Cocktails (cash bar) / BANQUET / Dance	Yes	No

**APRIL 11 THURSDAY**

8:00 AM – 10:00 AM Depart Day / Hospitality Room Farewell

Registration Fee (per person) \$25.00 x \_\_\_\_\_ = \_\_\_\_\_

All Hands Lunch @ The Fleet (pp) \$15.00 x \_\_\_\_\_ = \_\_\_\_\_

Men's/ Ladies Luncheon (pp) \$15.00 x \_\_\_\_\_ = \_\_\_\_\_

CSS HL Hunley Sub Tour (pp) \$15.00 x \_\_\_\_\_ = \_\_\_\_\_

Banquet Dinner and Dance (pp) \$35.00 x \_\_\_\_\_ = \_\_\_\_\_

50/50 Depth Charge Drawing 1@\$1.00, 7@\$5.00, 20@\$10.00 = \_\_\_\_\_

**TOTAL = \$ \_\_\_\_\_**

Please Make Checks Payable To: Thomas S. Beach

Send To: Thom Beach, 1014 Live Oak Ave, Moncks Corner, SC 29461

Problems or Questions? Contact: [thombeach@yahoo.com](mailto:thombeach@yahoo.com) or 1-843-761-7134

LINKS: [www.ussvicb.org](http://www.ussvicb.org) [www.sheratoncharleston.com](http://www.sheratoncharleston.com) [www.fra269.org](http://www.fra269.org)