

Bremerton-Base Submarine Veteran's Quarterly Newsletter

By Submariners—For Submariners and Friends

Vol. 20 Issue 1 Bremerton Base, PO Box 465, Silverdale, WA 98383-0465 Jan—Feb-Mar 2016



USSVI Purpose and 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 and it's Constitution.

That's our CREED, but it's not who we are. We are United States Submarine Sailors! We were, and are, members of the elite fighting force of the United States Navy. We are all QUALIFIED IN SUBMARINES. Included are submariners from the very early boats: S, R or earlier; WWII boats; post-war GUPPY boats and FBM and Fast Attack Submariners.

All Qualified in Submarines from E2 to 4 Stars. Retired, short timer, or active duty - it makes no difference. If you are Qualified in Submarines we want you in United States Submarine Veterans. Inc.

Point your browser to <http://gertrude-check.org/archives.html> for a color copy with more definition than this printed black and white copy!

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Please Pass This Issue to Another Submariner

Hollywood showers – A long and normally unauthorized shower utilizing as much water as the offender wants. Normally attributed to Sonar Technicians and Radiomen.



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OFFICERS & COMMITTEE MEMBERS

<http://gertrude-check.org/baseofficials.html>

Stay in the Loop

- The Gertrude Check** (Bremerton Base website) - current information on base activities, members, on-line news, and calendar <http://gertrude-check.org/>
- Bremerton Base Facebook**
<https://www.facebook.com/pages/Bremerton-Base-USSVI/295687423906027>
- USSVI website** <https://www.ussvi.org/home.asp>

From the Editor

This edition is filled with lots to read, thanks to Jim Demott, Steve Corcoran, Don Bassler, Tommy Robinson and others whom I'm probably missing.

Our creed states the following: "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." **In this issue, starting on page 13, I share the loss of the USS Tullibee (SS-284). To put faces to this loss, I have included 27 shipmates in the footers of this issue. Please take the time to honor these fallen sailors.**

The on-line edition is available to all! so don't miss:

p. 17 Facebook, Blogs, and More

p. 18 Base Minutes

pp. 19-22 USS Tullibee (SS-284) War Reports

pp 22-25 A Blast from the Past - the Horse and Cow

pp 26-29 Diesel Boats Forever (DBF) Pin

pp 30-31 Soup Down Photos

You may even find something if you "click" on a picture here or there...

Volume 20 Issue 2 (Apr-May-Jun 2016) will be published in mid-May 2016 — the due date for input is May 1, 2016.

Dave Pittman drpittman@wavecable.com



Bunk Bag - They were originally elongated bags, designed for horizontal passageway storage and hung from the tubular bunk frames on diesel boats. In later years they were hung inside racks and usually used for dirty clothes or to hide porn and patrol socks.

2016 Bremerton Base Boosters

The following Members are recognized for their generous donations to the Base General Fund.
They are legally tax deductible from federal income tax.

Rig for Dive	Periscope Depth	Battle Stations	Deep Submergence	Unit Citation
\$1 - 19.99	\$20 - 29.99	\$30 - 49.99	\$50 - 99.99	\$100+
				Bud Atkins Tom Reed Paul Christofferson South Sound Base

<http://gertrude-check.org/boosters.htm>

Welcome Aboard Former South Sound Base Members

- ⇒ Life Members
- ⇒ **John Mansfield** (*Menhaden*)
- ⇒ **Norm Careek** (*Sea Lion, Cusk & Carp*)
- ⇒ **Dan Durham** (*Sea Leopard, Darter & Grampus*);



- ⇒ Members
- ⇒ **Mike Ellis** (*Carbonero, Stonewall Jackson, William H Bates, Daniel Webster, Sam Houston, Cavalla, James Monroe & Woodrow Wilson*)
- ⇒ **Carl Black** (*Michigan, Alaska & Hawkbill*).

Welcome Aboard

- ⇒ Life Member **Bob Aronson** (*Guardfish, Tennessee, Seawolf, Henry M Jackson*)
- ⇒ **Pete Smith** (*Requin, Bugara, Catfish*)
- ⇒ **Jim Gill** (*Alexander Hamilton*)



Hello fellow Submariners,

I hope this edition of the Puget Soundings find you doing well. This is my first article as your Base Commander. I am honored and humbled to be your Base Commander. I hope to keep the Bremerton Base successful in all we do and continue to serve the community and our fellow veterans.

I would like to mention a special thank you to Jim Demott. He served as our Base Commander the last 4 years and Vice Commander before that. Now he will be serving as Immediate Past Base Commander for at least 2 years. Jim has been an exceptional leader to our base and has dedicated much time and effort to keep our base prosperous. He has been a mentor to me the last 4 years, and I truly appreciate his dedication. I know he will be there if I have any questions or concerns, due to the fact we work together, he is still on the E-board, and I know where he lives!!! Thanks Jim.

I would also like to thank Doug McKay accepting the nomination to serve as our Vice Commander. I served with Doug on the U.S.S. Ohio when it was a SSBN. I know Doug will give 100% support to the base and help us into the future. He does have experience and I look forward to working with him.

I must also throw out a Bravo Zulu to the remaining members of the E-board for their dedication and stepping up for another term; Treasurer Dennis Nardone, Secretary Wayne Sieckowski, and COB Wayne Peterson. I do appreciate your service and I enjoy serving with you all. I have one last note of appreciation, and that is to our Committee Chairman, Fred Borgmann, Ralph Harris, Sam Swenson, Dick Litscher, John Gardner, Red Bassler, Dave Pittman, and Dale McVey. Thanks guys!!!!

Well, now a little about me for those who are not familiar with my history. I have been a Life

Member of U.S.S.V.I. since 2004 and Bremerton Base Life Member since 2010. You and I can thank Red Bassler for that. I retired from the Navy as a Missile Technician 1st Class Petty Officer in 2007, (4 boats and 13 patrols) and currently work for Lockheed Martin at SWFPAC as a Re-Entry Systems Handling Supervisor. I earned a Bachelor of Science degree from Southern Illinois University at Carbondale in Workforce Education and a Master of Arts degree in Organizational Leadership from Chapman University.

I do have a few items I would like to focus on as my term commences:

Membership – Our membership is what makes our base so successful and strong. My goal is to keep our membership strong and hopefully recruit more members. We have an awesome resource being so close to a submarine base. My intention is to communicate with the boats and shore commands and interface with the active duty force. We as a base, need to communicate our creed and all that we do for the community, not to mention the fun we have. I also ask that our current members contact one of your former shipmates and invite them to one of our meetings or events, just to check us out.

By-laws review – Nothing major here. I want to ensure we are in alignment with National. We do have a few modifications we need to accomplish to the by-laws. For instance, we no longer sell fireworks, therefore we do not need a fireworks manager. There are also some recommendations from members we need to act upon. My intent is to have 3 members volunteer to take on this task.

[See Commander's Comments p. 6]

Buttshark - Also known as a brown-noser or butt snorkeler. A person that is buddying up to another person (usually an a**hole) to gain favor and for ulterior motives.

[from p.5] Commander's Comments

Primary and Secondary individuals for Committees – I feel we need to have a 2nd person familiar with the many committees we have. Starting with the Treasurers' position on down to Puget Soundings. My goal here is to have someone familiar with the duties and responsibilities of each position. We do many good things and support events throughout the year. For example, scholarship raffle and applications, membership, parades, Gertrude Check and Deterrent park bricks. I just feel if an individual is on vacation or unable to continue as the primary chairman, we need someone else to step up. Just like on the boats, we had a primary and secondary for all major collateral duties.

Have fun!!!! - I often need to remind myself why I am a Life Member of this group. Bottom line, I enjoy the meetings, parades, and all the other events we do. But most of all, I really enjoy seeing you all and listening to the sea stories. I do not care if I have heard them a million times before, they never get old. Seeing the smiling faces and shaking hands and just enjoying your company makes it all worthwhile. You are all dear friends.

Well that is all for now. I look forward to seeing you all at future events, parades, soup downs, and such. If there is anything I can assist you with, please do not hesitate to contact me. It is an honor to serve as your Base Commander.

Steve Corcoran
Base Commander
USSVI Bremerton Base



Base Officers Present Christmas Gifts to Vets at Retsil Veterans Home

Base Officers led by Vice Commander Steve Corcoran visited the Retsil Veterans home this past week and presented \$400 plus worth of gifts to residents in the home. Shown below are Kay Gardner, Santa John Gardner, Secretary Wayne Sieckowski, Vcdr Steve Corcoran, SK Ralph Harris, Chaplain Fred Borgmann and Treasurer Dennis Nardone. Front Row are two of the resident vets.





Submariners Walk Heritage Trail

by Don “Red” Bassler | Webmaster |
USSVI Bremerton Base



A few United States Submarine Veterans were fortunate enough to attend the Submarines Association of Australia (SAA) Centenary in Fremantle, Western Australia in late 2014.

One, through Bremerton Base Life Member **JJ Lynch**, put me in contact with retired Australian Submariner **Don Currell** who is a very active member in SAA and the driving force to create the “Walk”. Don personally raised nearly \$100,000 AUS to create the Submariners Walk Heritage Trail that tells not only the Australian history but those American boats that operated out of New Farm WW2.



Through several e-mail exchanges with Don, and research of descriptions, audio, video and images, I became very impressed with the “Walk”, locat-



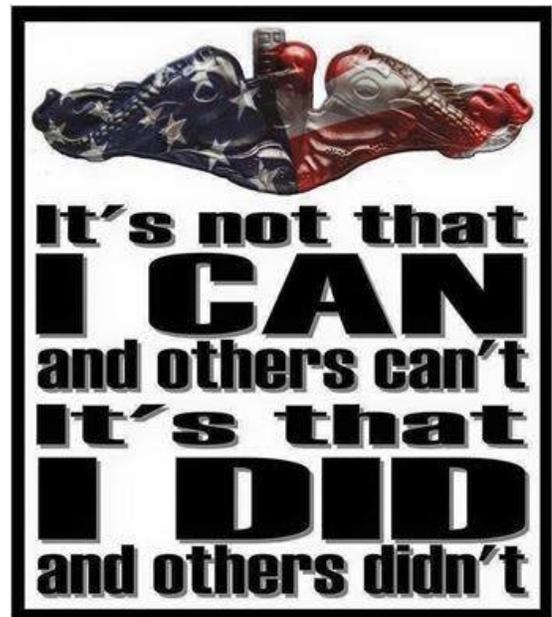
ed in Brisbane (pop 2.2 mil) on the Brisbane River in Queensland. Past USSVI Senor Vice Commander **Carl Schmidt** and I decided to take up the cause to collect funds to help finish the walk, which was 98% complete.

The “Walk” recognizes the American submarines and men that patrolled Pacific out of Brisbane during WWII as well as Australian and British Submariners.

That base was US Submarine Base 134; and all 79 Gato, S Class, modified versions plus submarine tenders Griffin, Fulton and Sperry are where they called home.

Along the “Walk”, particular attention is paid to 5 American boats that went missing with all hands, namely: Amberjack, Triton, Grampus, Sea Wolf and Argonaut.

The result of Don’s effort is illustrated below. USSVI, a couple bases and a few individuals donated to so the lighting of the Allies flags can be seen at night. [See **Heritage Walk p.8**]



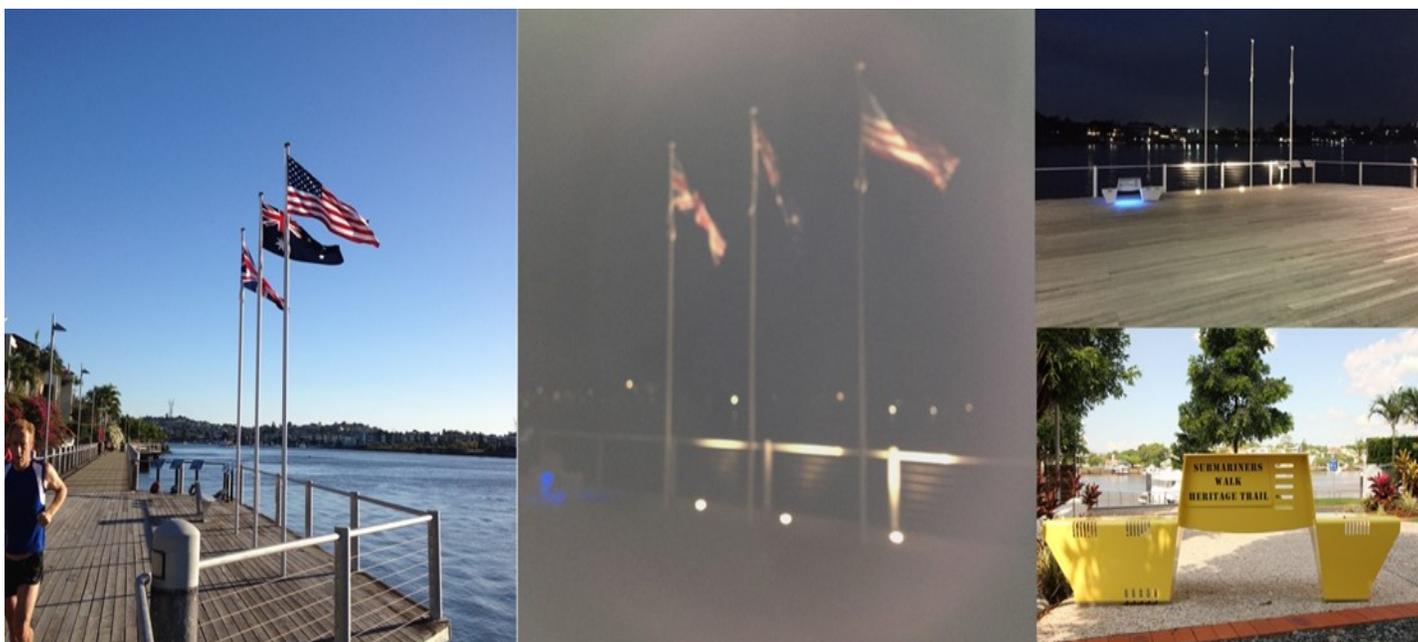
[From p. 7] Heritage Walk

The result of Don's effort is illustrated below. USSVI, a couple bases and a few individuals donated to so the lighting of the Allies flags can be seen at night.

Meanwhile Don has taken on a LED signage project to make an additional improvement that will look like this facing inboard and outboard on the fence

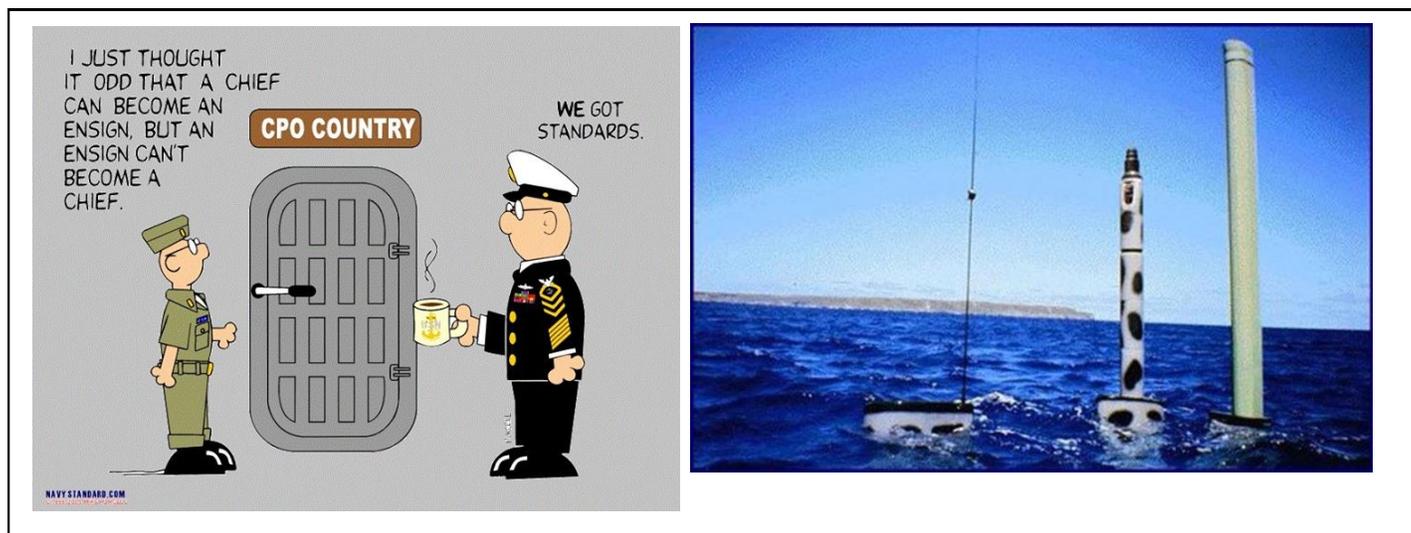
outboard of the flag display. He will have personally collected a total of \$150,000 AUS to create and improve the "Walk".

To me, it is the effort of one Aussie submariner that ensured the allied WWII submarine sailors are remembered for their contributions to maintaining our countries' freedom. Don Currell is a retired Royal Australian Navy (RAN) submarine chief petty officer. He is an associate USSVI Bremerton Base



The video link below presents a greater perspective of the "Walk" created by Don Currell.

<https://www.youtube.com/watch?v=I8TFV05QcLs>





2015 Base Christmas Party

Holland Club
Inductees
Jerry Peeling (left)
Dave Raney (right)



12 mile limit – referring to the international 12 mile boundary, but sailors use it to mark the time when “anything goes” when outside the 12 mile limit.

A little submarine humor...

I found myself in a pub in near a submarine base in New London. A group of surface sailors (targets) came in. One of the skimmers said, in a loud voice, "I hear you Bubble Heads think you're great drinkers. I bet \$5,000 that no one here can drink 20 pints of Guinness in 30 minutes." The bar was silent, but the skimmer noticed one old submarine Chief leaving. No one took up the bet. Forty minutes later, the Chief who had left returned and said, "Hey target, is yer bet still on?" "Sure" said the skimmer, "20 pints in 30 minutes for a bet of \$5,000." "Out Standing" replied the Chief, "so pour the pints and start the clock!" It was very close but the last drop was consumed with 2 seconds to spare. "OK, buddy, pay up." said the Chief. "I'm happy to pay, here's your money" said the skimmer. "But tell me, when I first offered the wager, I saw you leave. Where did you go?" "Well sonny", replied the Old Chief, "\$5,000 is a lot of money to a man like me, so I went to the pub across the street to see if I could do it first....."



Ralph Harris and John Gardner at Trident Training Facility selling USSVI Bremerton Base storekeeper wares the first Wednesday of each month. The base receives publicity among active duty personnel and gains profits from the sales.

Base Storekeeper **Ralph Harris** has replenished his supply of base Challenge Coins. (\$10 Each) They make great stocking stuffers for the youngsters in your family, while reminding them in the future of your service to your country. At soup downs, meetings etc., Ralph usually has them there for sale. Also you could phone him 360-876-0830, 620-2022 or [email him](mailto:ralph@ussvi.com).



John D. “Bud” Hawk Post 109 Silverdale, WA

<https://www.facebook.com/AmericanLegionPost109SilverdaleWa>

Monthly meeting—7:00 pm on the 3rd Monday of each month at All Star Lanes in Silverdale. Questions? Send an email to drpittman@wavecable.com

Bremerton Base Members Make Presentation at Eagle Scout Court of Honor

On Sunday January 31st, four Bremerton Base members attended an Eagle Scout Court of Honor in Maple Valley. The group consisted of Base Commander Steve Corcoran, Vice-Commander Doug McKay, Base member Steve Buechel, and Past Base Commander Jim DeMott. After a short speech in which he explained the parallel paths of Eagle Scouts and Submariners, the Base Commander presented a certificate, patch, and Base challenge coin to the scouts. He then introduced Doug, who is also an Eagle Scout, so that he could present a special Eagle Scout challenge coin. One of the four scouts receiving the honor was unable to be in attendance. Mr. Michael Matthias received the awards for his son, Tico Matthias. The other three scouts were Austin Carney, David Huson, and Tarod Hembry. Normally, due to the location of the ceremony, the Seattle Base would have made the presentation for USSVI. Since Austin Carney is the nephew of Steve Buechel, Bremerton Base was contacted by the National Scouting Program Chairman, to see if we would like to be involved. The Seattle Base Commander graciously offered to let our Base to do the presentation. We were warmly received by all in attendance. At the completion of the ceremony, a reception was held with plenty of food.



PEARL HARBOR – The U.S. Navy announced today that the submarine tender **USS Emory S. Land (AS 39)** will change its homeport to Naval Base Guam.



As part of the U.S. Navy's long range plan to put the most advanced and capable units forward, Emory S. Land will move to Guam from Diego Garcia to support four fast-attack submarines homeported in Guam and rotationally deployed submarines throughout the U.S. Pacific Fleet area of responsibility.

The decision to homeport Emory S. Land in Guam supports recent moves by the Navy in relocating submarines and provides essential forward support for those units to complete their missions.

Commissioned July 7, 1979, Emory S. Land and its integrated crew of approximately 350 officers and enlisted Sailors working alongside 150 civil service mariners provide logistical support including food, water, electricity and other consumables to our submarine forces. In terms of operational support, it provides ordnance, spare parts and maintenance support as required. Additionally, the ship provides medical, dental and legal services to submarine personnel.

As a forward deployed naval asset, Emory S. Land is

tasked to provide expeditionary intermediate level maintenance and repairs, as well as provide hotel service and logistics support to deployed guided-missile and fast-attack submarines deployed in the U.S. Fifth and Seventh Fleet areas of operations.

The security environment in the Indo-Asia-Pacific requires the U.S. Navy to station the most capable ships forward. This action supports the maritime strategy to maintain naval presence where it matters, allows the most rapid response times possible for maritime and joint forces when it matters, and brings our most capable ships and submarines with the greatest amount of striking power and operational capability for contingency response.

The submarine tender USS Emory S. Land (AS 39) provides support services to



the Los Angeles-class fast attack submarines USS Topeka (SSN 754), USS Tucson (SSN 770), USS Buffalo (SSN 715) and the Ohio-class guided-missile submarine USS Michigan (SSGN 727). Los Angeles-class fast attack submarines USS Chicago (SSN 721) and USS Columbus (SSN 762) are also moored in Apra Harbor. (U.S. Navy photo by Mass Communication Specialist Seaman Apprentice Samuel Souvannason/Released

- <http://www.stripes.com/news/guam-to-receive-second-submarine-tender-1.386104>
- <http://www.csp.navy.mil/Media/News-Articles/Display-News/Article/637958/second-submarine-tender-to-be-homeported-in-guam>
- <http://www.military.com/daily-news/2015/12/24/us-navy-bases-second-submarine-support-ship-guam.html>



On Eternal Patrol - The Loss of USS Tullibee (SS-284)

“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.



The USS *Tullibee* (SS-284) was a *Gato*-class World War II era submarine.

The namesake of the USS *Tullibee* is the species *Coregonus artedii*. It is a pelagic fish occurring in the midwater zone of cold water lakes in North America. In the northern and western parts of its range it is

also found in large rivers.

The radio call sign of the USS *Tullibee* was NAN ITEM XRAY DOG. [See USS *Tullibee* Digital Copy p. 19]

History	
Name:	USS <i>Tullibee</i>
Builder:	Mare Island Naval Shipyard ^[1]
Laid down:	1 April 1942 ^[1]
Launched:	11 November 1942 ^[1]
Commissioned:	15 February 1943 ^[1]
Struck:	29 July 1944
Fate:	Sunk by own torpedo north of Palau, 26 March 1944 ^[2]



General characteristics

Class & type:	<i>Gato</i> -class diesel-electric submarine ^[2]
Displacement:	1,525 long tons (1,549 t) surfaced ^[2] 2,424 long tons (2,463 t) submerged ^[2]
Length:	311 ft 9 in (95.02 m) ^[2]
Beam:	27 ft 3 in (8.31 m) ^[2]
Draft:	17 ft 0 in (5.18 m) maximum ^[2]
Propulsion:	4 × Fairbanks-Morse Model 38D8-½ 9-cylinder opposed piston diesel engines driving electrical generators ^[3] ^[4] 2 × 126-cell <i>Sargo</i> batteries ^[5] 4 × high-speed General Electric electric motors with reduction gears ^[3] two propellers ^[3]
Speed:	5,400 shp (4.0 MW) surfaced ^[3] 2,740 shp (2.0 MW) submerged ^[3] 21 kn (24 mph; 39 km/h) surfaced ^[6] 9 kn (10 mph; 17 km/h) submerged ^[6]
Range:	11,000 nmi (13,000 mi; 20,000 km) surfaced at 10 kn (12 mph; 19 km/h) ^[6]
Endurance:	48 hours at 2 kn (2.3 mph; 3.7 km/h) submerged ^[6] 75 days on patrol
Test depth:	300 ft (91 m) ^[6]
Complement:	6 officers, 54 enlisted ^[6]
Armament:	10 × 21-inch (533 mm) torpedo tubes 6 forward, 4 aft 24 torpedoes ^[5] 1 × 4-inch (102 mm) / 50 caliber deck gun ^[5] Bofors 40 mm and Oerlikon 20 mm cannon

Thanks to all
our Submariners
for your service.

AMI International, P.O. Box 30
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AMI

INTERNATIONAL




Horse And Cow
PUB & GRILL

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Bremerton, WA 98337
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**Deterrent Park
Brick Application**
((\$40/Brick Donation))
<http://gertrude-check.org/brickap.htm>
Brick Locator
<http://gertrude-check.org/DETPARK/bricklocator.pdf>



Impromptu January Base Speaker

Retired WWII vet Captain **Hal Barker** (89) gave us brief review of his 36 year Navy career. Hal enlisted in 1944, and became a Navy airdale. After the war, Hal was commissioned, served in destroyers and several submarines before a tour as CO of the USS Sablo (SS-302). Hal was a South Sound Base member until the recent disestablishment of that base.

Treasurer's Report

1/31/2016 Dennis Nardone
2015—Current

Life Fund: \$31, 307.59

Scholarship Fund: \$16,050.59

General Fund: \$33,131.24

SK Account : \$1,106.23

Net Worth: \$81,595.65

Base Membership

1/31/2016 Dennis Nardone

Total Members: 276

Annual Members: 50

USSVI Life Members: 206

Base Life Members: 195

Holland Club Members: 152

Annual Associate Members: 5

Life Associate Members: 5

War Veterans: 253

Bremerton Base Calendar

<http://gertrude-check.org/2015CALENDARa/Year.html>

Mar 05 (0900) E-Board FRA 521 National Ave, Bremerton 360.373.2296

Mar 19 (1000) General Membership Meeting FRA 521 National Ave, Bremerton 360.373.2296

Apr 02 (0900) E-Board FRA 521 National Ave, Bremerton 360.373.2296

Apr 06 (1130) Bi-Monthly SK Sale – Trident Training Facility Bangor

Apr 09 (0900) Annual Dolphin Dash

Apr 16 (1000) General Membership Meeting FRA 521 National Ave, Bremerton 360.373.2296

May 07 (0900) E-Board FRA 521 National Ave, Bremerton 360.373.2296

May 17 (1900) General Membership Meeting FRA 521 National Ave, Bremerton 360.373.2296

May 21 (1000) 68th Annual Armed Forces Day Parade Bremerton

May 30 (1000) Memorial Day

Jun 01 (1130) Bi-Monthly SK Sale – Trident Training Facility Bangor

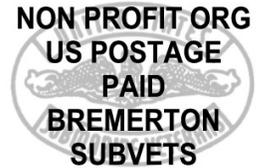
Jun 04 (0900) E-Board FRA 521 National Ave, Bremerton 360.373.2296

Jun 14 (1900) General Membership Meeting FRA 521 National Ave, Bremerton 360.373.2296

When in doubt... use the Gertrude Check!!!



PUGET SOUNDINGS Quarterly Newsletter
Volume 20 ISSUE 1 Jan—Feb—Mar 2016—Issue Date Feb 12, 2016



Permit # 92



UNITED STATES SUBMARINE VETERANS
BREMERTON BASE
PO BOX 465
SILVERDALE, WA 98383-0465

DO NOT RETURN TO SENDER

Monthly Meetings

FRA #29 521 National Ave., Bremerton, WA

Newsletter Advertising Rates

Full Page, 4 issues - \$500 Single Issue - \$135

Half Page, 4 issues - \$250 Single issue - \$70

Quarter page, 4 Issues - \$125 Single issue - \$35

Eighth page, 4 Issues - \$60 Single issue - \$20

E-mail Don Bassler

<mailto:up-scope@wavecable.com>

Or call him at 360-602-0250 for details about advertising only.



Soup Down

11:30—13:00



Soup Down, on Fridays, was

established by the late Willie Spoon for two equal purposes: to bring members together on a weekly basis to maintain the fraternity, and to encourage the establishments to contribute a raffle prize or direct contribution to the Bremerton Base's annual Lt. William "Willie" Spoon Memorial Scholarship Fund.

- Feb26 Cloverleaf Sports Bar and Grill 1240 Hollis St. Bremerton 360.377.8516
- Mar 04 Tony' Italian Restaurant and Pizzeria 4908 Kitsap Way, Bremerton, WA 360.479.9117
- Mar 11 Silver City Restaurant and Ale House 2799 NW Myhre Road Silverdale 360.698.5879
- Mar 18 Fujiyama Steak House 9989 Silverdale Way NW, Silverdale 360.352.9888
- Mar 25 All Star Lanes 10710 Silverdale Way, Silverdale 360.692.5760
- Apr 01 Round Table Pizza 3276 NW Plaza Rd #101, Silverdale 360.698.4040
- Apr 08 Olive Garden 3204 NW Randall Way, Silverdale 360.613.0207
- Apr 15 Horse and Cow 536 4th St, Bremerton 360.627.9843
- Apr 22 Club House, McCormack Woods 5155 McCormick Woods Drive SE Port Orchard 360.895.0142
- Apr 29 Tracyton Public House 403 NW Tracy Ave, Bremerton, 360.405.7680
- May 06 Los Cabos 4120 Wheaton Way, Bremerton 360.373.1320
- May 13 Doc's Marina Grill 403 Madison Ave. S. Bainbridge Island 206.842.8339
- May 20 Family Pancake House 3900 Kitsap Way, Bremerton 360.479.2422
- May 27 Fiesta Mexican Restaurant 9447 Silverdale Way, Silverdale 360.698.1557

Updated Calendar and Photographs

<http://gertrude-check.org/soupdown.html>



Please Pass This Issue to Another Submariner

Facebook (log in to your account first)

Commander, Submarine Force Atlantic <https://www.facebook.com/SUBLANT>

Commander, Submarine Force Pacific <https://www.facebook.com/SUBPAC>

U.S. Pacific Fleet https://www.facebook.com/USPacificFleet?fref=pb&hc_location=profile_browser

U.S. 7th Fleet https://www.facebook.com/7thfleet?fref=pb&hc_location=profile_browser

Submarine Group Nine <https://www.facebook.com/pages/Submarine-Group-Nine/105052617402>

Navy Times <https://www.facebook.com/navytimes?fref=nf>

Together We Served <https://www.facebook.com/TogetherWeServed>

Got Dolphins? <https://www.facebook.com/pages/Got-Dolphins/101385216229>

Undersea Warfare Magazine <https://www.facebook.com/USWMagazine/>

Submarine Dolphin Qual Card <https://www.facebook.com/Submarine-Dolphin-Qual-Cards-258934372620/>

PACNORWESTCPOA <https://www.facebook.com/pages/PACNORWEST-CPOA/221571085630>



Blogs and More

The Lean Submariner <http://theleansubmariner.com/>

Seattle USSVI Base <http://seattlebase.blogspot.com/2013/09/september-october-dolphin-brotherhood.html>

Dan the Navy Man <http://danthenavyman.blogspot.com/2012/05/what-comes-around-goes-around.html>

The Old Coot <http://theoldcoot.blogspot.com/>

Cold is the Sea <http://coldisthesea.blogspot.com/>

Duffel blog <http://www.duffelblog.com/>

TenderTale <http://www.tendertale.com/>

PigBoats <http://www.pigboats.com/>

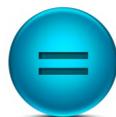
Submarine Shop <http://submarinestore.com/patches/>

The Old Goat <http://olgoat.com/>

Submarine Related Books <http://theleansubmariner.com/now-read-this-submarine-related-books/>

Victory at Sea http://www.youtube.com/watch?v=xWbiFB_OZIE

WWII The Silent Service Submarine Warfare <http://www.youtube.com/watch?v=trVIFLUyXN4>



Minutes of the Bremerton Base USSVI**Meeting conducted 12 Dec 2015****Base minutes may be viewed at****<http://gertrude-check.org/archives.html>**

Christmas Party and monthly membership meeting is being held at the Elks in Bremerton.

Base Commander Jim DeMott called the meeting to order at 1245 hours.

Opening observances were conducted.

World War II Submarine Veteran Paul Christofferson and Joe Gavasso Secretary of the Barbel Base in Yuma AZ. were in attendance.

Base Officers for 2016 were introduced.

Commander - Steve Corcoran

Vice Commander - Douglas McKay

Secretary - Wayne Sieckowski

Treasurer - Dennis Nardone

Chief of the Boat - Wayne Peterson

Base Cmdr. Jim DeMott presented longevity awards to those in attendance.

A collection for Retsil was taken. The collection netted \$304.00 which included the \$75.00 Don Bassler donated from his 50/50 raffle winnings. The base will visit Retsil on 23 Dec. 2015 at 1300.

Dinner was served.

After dinner, Holland Club induction was conducted by Holland Club Chair Dick Litscher to Jerry Peeling and Dave Raney recognizing their 50 years as "qualified in submarines".

The Christmas Party continued.

Respectfully submitted

Base Secretary

Wayne Sieckowski

'It has been said that politics is the second oldest profession.

I have learned that it bears a striking resemblance to the first.'

- Ronald Reagan

'Government's view of the economy could be summed up in a few short phrases:

If it moves, tax it.

If it keeps moving, regulate it.

And if it stops moving,

subsidize it.'

- Ronald Reagan

'Politics is not a bad profession. If you succeed,

there are many rewards;

if you disgrace yourself,

you can always write a book.'

- Ronald Reagan

'No arsenal, or no weapon in the arsenals of the world, is as formidable as the will and moral courage of free men and women.'

- Ronald Reagan

'Here's my strategy on

the Cold War:

We win, they lose.'

- Ronald Reagan

'The most terrifying words

In the English language are:

I'm from the government

and I'm here to help.'

-Ronald Reagan

On Eternal Patrol - The Loss of USS Tullibee (SS-284)

[From p. 13] USS Tullibee

On 19 July, *Tullibee* got underway for the Western Caroline Islands and her first war patrol. On 28 July, she sighted a passenger-cargo ship, accompanied by an escort and an aircraft that prevented her attack. On 5 August, the submarine began patrolling the Saipan-Truk traffic lanes. Five days later, she sighted smoke on the horizon that proved to be three freighters with an escort. *Tullibee* closed the range to 2,700 yards (2,500 m); launched one torpedo at the ship on the right and three at the vessel on the left. As the submarine fired the first torpedo, a ship rammed her and bent her number one periscope. She went deep and was depth charged by the escort as the ships sped away. As the torpedoes had been set to run at a depth of 15 feet (4.6 m) — too deep for the draft of the largest target — none of the torpedoes exploded.

On 14 August, *Tullibee* sighted a convoy of three freighters with an escort and began an end-around run to get into good attack position. She launched a

torpedo from a range of 3,000 yards (2,700 m) and went deep. It missed, and she returned to periscope depth to fire three torpedoes at the last ship. It apparently saw their wakes as it turned and combed them. The submarine again went deep. When she surfaced, the targets had escaped. On 22 August, *Tullibee* sighted a convoy of five ships escorted by two destroyers; closed to 2,000 yards (1,800 m); and launched three torpedoes at the nearest freighter. Two minutes later, she fired three more at another ship. As she went deep to avoid a destroyer heading her way, she heard one explosion. She soon heard the bursts of two more torpedo explosions, followed by breaking up noises. When she surfaced, she sighted over 1000 empty 50 US gal (190 l) oil drums, but no ships. Postwar examination of Japanese records indicated that *Tullibee* had damaged one freighter and had sunk the passenger-cargo ship *Kaisho Maru*. The patrol terminated when the submarine reached Midway Island on 6 September. [See USS Tullibee p. 20]



On Eternal Patrol - The Loss of USS Tullibee (SS-284)

[From p. 19] USS Tullibee

Second War Patrol

On 28 September, *Tullibee* began her second war patrol. Her assigned area was in the [East China Sea](#) between the [Ryukyu Islands](#) and the China coast. On 4 October, she sighted a convoy of nine passenger-cargo ships with three destroyer escorts. The submarine pulled well ahead of the convoy and tracked them until the next morning. At 00:58, she fired a spread of three torpedoes at a large freighter, with one hitting the target a minute later. Another spread of three from the bow tubes produced two hits on a heavily-laden cargo ship. Minor explosions and breaking up noises began immediately as *Chicago Maru* sank. Twelve days later, *Tullibee* contacted a convoy of seven ships with three escorts that later separated into two groups; one hugging the China coast and the other heading for [Pescadores Channel](#). She attacked the largest ship in the latter group with six torpedoes; one hit the target. The submarine began an end-around run and launched four torpedoes at another ship. Two torpedoes soon broached, and *Tullibee* broke off the attack. She went deep and rigged for [silent running](#) to evade the escorts. On 5 November, the submarine was running submerged near [Okinoyerabu Shima](#) when she sighted a large, three-story building on the island. She surfaced and fired 55 shells into the barracks before retiring at full speed. She began the voyage back to Hawaii the next day and reached Pearl Harbor, via Midway Island, on 16 November. Her official score for this patrol was one passenger-cargo ship sunk, a tanker damaged, and a passenger-cargo ship damaged.

Third War Patrol

Tullibee's third patrol was in a "[wolfpack](#)" with sister ships [Halibut](#) and [Haddock](#). The trio sortied from Pearl Harbor on 14 December 1943 for the [Mariana Islands](#) to intercept enemy shipping plying between Truk and Japan. On 2 January 1944, *Tullibee* sighted a Japanese [I-class submarine](#) on the surface and launched four torpedoes at a range of 3,000 yards (2,700 m). The enemy saw the wakes and combed the four of them as *Tullibee* was forced deep by an enemy [floatplane](#) that dropped six bombs.

On 19 January, *Haddock* reported that she had damaged the Japanese [escort carrier *Unyō*](#), which limped to Saipan. *Tullibee* sighted the carrier there on 25 January, close ashore and well protected by escorts and aircraft. The submarine remained on station for several days awaiting an opportunity to sink the aircraft carrier. However, when she surfaced on 28 January, she learned that the carrier had slipped away. Three days later, the submarine made radar contact with two targets. She launched three torpedoes at what appeared to be a freighter and swung left to fire one at the escort. The first target, net tender *Hiro Maru*, took two hits and disintegrated in about one minute. The torpedo fired at the escort missed, and the submarine went deep to evade. *Tullibee* cleared the area the following day and returned to Pearl Harbor on 10 February.

[See USS Tullibee p. 21]



On Eternal Patrol - The Loss of USS Tullibee (SS-284)

[From p. 20] USS Tullibee

Fourth War Patrol and Loss

On March 5, 1944, the *Tullibee* left Pearl Harbor for her fourth and final war patrol with Commander Charles F. Brindupke at the helm. The *Tullibee* was armed with the new Mark 18 electric torpedoes and the older Mark 14 wet-heater steam turbine-powered torpedoes. The Mark 18s had been loaded aft and the Mark 14s had gone forward. After fueling at Midway Island on March 14, 1944, she headed for the Palau Islands to join other Pearl Harbor and Brisbane submarines assigned to Operation Desecrate One. She was never seen or heard from again. Operation Desecrate One called for massive carrier air strikes on enemy positions at Palau, on March 30-31, 1944. The submarines' role was to patrol off of the enemy bases and attack any IJN fleet units and merchant shipping fleeing from the air attacks. The *Tullibee* was expected to return to Majuro for a refit around May 4, 1944. When she failed to arrive by May 15, 1944, she was presumed lost. The official announcement of the *Tullibee's* loss was made on July 22, 1944. 1

Navy Department Communiqué No. 532, July 22, 1944

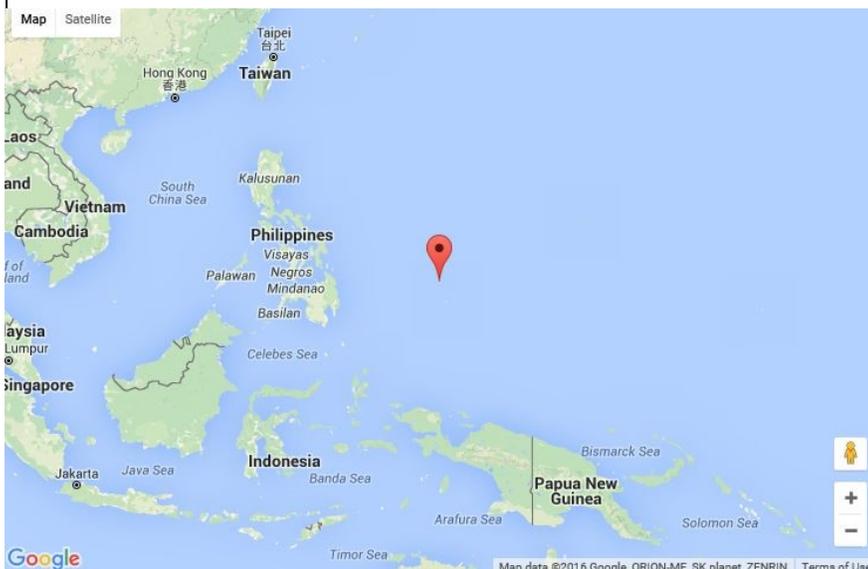
1. The submarines USS *Trout* and USS *Tullibee* are overdue from patrol and must be presumed to be lost.
2. The next of kin of casualties of the *Trout* and *Tullibee* have been so notified.

The *Tullibee* was struck from the Navy list on July 29, 1944.

After the war was over it was learned that on March 25, 1944, the *Tullibee* arrived on station off the Palau Islands, and on the next day made radar contact with a convoy consisting of a large troop transport, two medium-sized freighters, a destroyer, and two other escorts. After several unsuccessful surface runs in the squally weather, the *Tullibee* finally closed to 3,000 yards and fired two torpedoes from her bow tubes at the large transport. About twenty-five seconds later, the submarine was rocked by a violent explosion. Gunner's Mate Clifford W. Kuykendall, who was on the bridge at the time, was knocked unconscious and thrown into

the water. When Kuykendall regained consciousness, the submarine was gone. He heard the voices of other bridge team members crying out for help in the water, but could not see them because of the rough weather conditions. He also inflated his life belt. Ten minutes later there was complete silence. 2

[See USS *Tullibee* p. 22]



On Eternal Patrol - The Loss of USS Tullibee (SS-284)

[From p. 21] USS Tullibee

Fourth War Patrol and Loss

Kuykendall was the sole survivor. The next day the Japanese second-class destroyer *Wakatake* found him and dragged him out of the sea. The escort vessel's crew told him that one of the torpedoes the *Tullibee* fired had struck the transport. He was interrogated and beaten, and eventually transferred to the Naval Interrogation Camp at Ofuna, Japan. Later he was sent to work at the Ashio copper mines. He was liberated following Japan's surrender. The details of the *Tullibee's* loss did not become known until the end of the war, after Kuykendall had been repatriated. The thoroughness of his story enabled U. S. Navy officials to reach a definite conclusion as to the circumstances of her loss. The *Tullibee* had not been sunk by the Japanese. Of that, Kuykendall was certain. The range and bearing of the enemy escorts put them out of position for an immediate counterattack, and they could not have spotted the submarine on that squally night. There could be but one explanation for the explosion which downed the submarine, and the timing of the blast substantiated it. The *Tullibee* had been hit by one of her own torpedoes, which had made a circular run. The approximate geographic position of the *Tullibee's* loss is north of the Palau Islands at 09° 30' N, 134° 45' E. ³

The *Tullibee* received three battle stars for her World War II service. Her JANAC score is three enemy ships sunk for 10,579 tons. Her Alden-McDonald score is three enemy ships sunk for 10,572 tons. Her SORG score is three vessels sunk for 15,500 tons and three vessels damaged for 22,000 tons. ⁴

A list of the submariners lost with *the Tullibee* is maintained at On Eternal Patrol.

Patrol Data & Tonnage Scores

USS Tullibee (SS-284) First Patrol

Footnotes:

¹. *United States Submarine Losses World War II*, p. 85-87; Moore, Stephen L., *Presumed Lost: The Incredible Ordeal of America's Submarine POWs during the Pacific War*, p. 170.

². *United States Submarine Losses World War II*, p. 85-87.

³. Moore, Stephen L., op. cit., p. 171-178; Alden, John D., and Craig R. McDonald, *United States and Allied Submarine Successes in the Pacific and Far East During World War II*, Fourth Edition, see USS *Tullibee* (SS-284), Attack Nos. 1047, 1048, 1210, 1211, 1233, 1579, and 1785. The authors' note indicates the target of *Tullibee's* last attack was the Japanese convoy designated *Nishi-Matsu No. 2* of the *TAPE-06* convoys. The attack was unsuccessful and no ships were damaged. Witnesses in the convoy said an explosion was heard later. The second-class destroyer *Wakatake* picked up Kuykendall; Miller, Vernon J., "U. S. Submarine Losses," issue 44, p. 58.

⁴. Alden, John D., and Craig R. McDonald, op. cit.; Submarine war patrol reports on CD, data collected by the Submarine Operations Research Group (SORG) in the report "Results of U. S. Submarine War Patrols Listed Alphabetically by Name of Submarine"; *Japanese Naval And Merchant Shipping Losses During World War II By All Causes*, Joint Army-Navy Assessment Committee, USS *Tullibee* (SS-284).

http://www.subsowespac.org/world_war_ii_submarines/uss_tullibee_ss_284.shtml

[https://en.wikipedia.org/wiki/USS_Tullibee_\(SS-284\)](https://en.wikipedia.org/wiki/USS_Tullibee_(SS-284))

Submariners Find a Home Above Water

Business: The Horse and Cow bar in San Diego caters to a select and highly secretive fraternity of sailors. Outsiders are welcome, but beware the klaxon.

December 24, 1998 | TONY PERRY | TIMES STAFF WRITER

SAN DIEGO — Happy hour is underway at the Horse and Cow, and the subject is submariners.

The subject is always submarines at the Horse and Cow, a drinking, pool-playing, jukebox-listening, sports-TV-watching establishment just outside the rear gate of the former Naval Training Center.

In an era of niche businesses, the Horse and Cow may be the niche-iest. With its distinctive decor and gung-ho attitude, the Horse and Cow caters to members of a select and highly secretive fraternity: sailors of the U.S. submarine fleet.

The Horse and Cow is one of the few bars to proudly advertise itself as a dive, with the pun fully intended.

Surface-ship sailors, Marines and even civilians are welcome at the Horse and Cow, but they are never allowed to forget that they are but visitors in someone else's domain--in this case, three oddly shaped, dimly lit rooms with well-trod floors.

If outsiders are inclined to forget their whereabouts (and manners), reminders include the submarine banners, submarine pictures, submarine memorabilia, submarine graffiti ("Best Sonar Shack In the Navy") and submarine gear and a newly arrived submarine toilet behind the bar.

And if all else fails, a submarine klaxon erupts periodically with the ear-shattering sound of ooooo-gah ooooo-gah.

After four decades of owning submariner bars in three Navy towns (including the last eight years in San Diego), the Looby family knows the secrets of

putting on a submariner bash deluxe.

On Saturday, the Horse and Cow will host a belated Christmas bash for homesick submariners, complete with a visit from Santa, \$1 shots of a secret and particularly lethal house mixture called "nuclear waste," and the usual fare of cheeseburgers, fries and hot wings. Plus country-Western music played at a raucous level.

"When I was first in [the Navy], all I heard from the old salts on long deployments was Horse and Cow, Horse and Cow, Horse and Cow," recalled Rod Pavlak, a senior chief petty officer stationed in San Diego. "Horse and Cow is famous. It's a place where you can cut loose, hoist a few and tell a few stories."

Until recently, the Horse and Cow tradition had gone largely unnoticed by the non-submarine world. Then it was outed in this year's best-selling book "Blind Man's Bluff: The Untold Story of American Submarine Espionage," as a place where submariners engaged in off-duty high jinks to decompress from their high-stress job of shadowing Soviet submarines wherever they dared roam.

"There are a lot of sailor bars, but only one real sub bar," said Sean Keck, a former submarine sailor. "It's like 'Cheers' for submariners."

Max Monningh, a former nuclear electrician aboard the submarine Seawolf, agreed. "A lot of submariners only feel comfortable with other submariners," he said.

By nature and nurture, military culture breeds a certain clannishness, with pilots preferring the off-hours company of pilots, Marines of Marines, and tank drivers of other tank drivers, and so forth.

But there is a factor specific to the submarine service that sets its sailors apart even from the rest of the Navy: an ironclad code of secrecy. **[See Horse and Cow p. 24]**

[From p. 23] Horse and Cow

The Navy takes the uncompromising position that all details about submarine missions after 1950 are top secret, even in cases where retired submariners from the Soviet Union are gladly chatting away about the chases, confrontations and near-collisions that were commonplace as fully armed submarines from the two superpowers played a daily game of hide and seek at hull-crushing depths.

The publication of "Blind Man's Bluff" prompted the Navy to require all submarine commanders to remind their sailors that, although the Cold War is kaput, the secrecy code is still in effect, now and forever.

Nothing in the secrecy code prohibits a sailor from pronouncing proudly that he is a submarine sailor--indeed, the Navy has begun inviting reporters along on submarine training cruises. Still, some sailors are not taking any chances.

At the approach of a reporter armed with a notebook, two uniformed sailors left the Horse and Cow at a speed akin to a cruise missile headed for Saddam's summer palace. Three others, dressed in civilian clothing, remained in place but went into evasive maneuvers, information-wise.

"Excuse me gentlemen, are you submariners?"

"Sorta."

"Kinda."

"Depends on how you define the word submarine."

Alcohol Awareness Instruction

While it would be wrong to confuse the Horse and Cow with a Christian Science Reading Room, it would also be a mistake to typecast it as a brawling-and-boozing sailor haunt like those seen in the movies.

The modern Navy has spent considerable effort to dispel the hoary cliché of the drunken sailor on

leave. Alcohol awareness instruction is given to young sailors. If that fails, they are warned that an alcohol-induced incident, particularly off-base, can torpedo their career and benefits.

Police Department records show that in the past year, police have visited the Horse and Cow on only three occasions, all for minor matters, and none for drunkenness, fighting or other antisocial behavior.

Which is not to say that drinking and behavior that pushes the envelope of civilized demeanor does not occur at the Horse and Cow.

It is common for enlisted submariners who have just won their "dolphins"--insignia attesting to their mastery of several competencies--to hie to the Horse and Cow with their confreres. The dolphins are dropped in a large pitcher, which is then filled with every kind of beer, spirit and liquid available.

The new inductee is encouraged by his shipmates to drink the entire pitcher until he reaches the dolphins. Only then is he truly accepted.

And then there is a unique submariner ritual dating back to the days of diesel subs.

To show their moxie, submariners, usually fortified by strong drink, remove their pants and underwear, affix a tail of toilet paper to their bare backsides and light it on fire. Some jump on tables to display their bravado and flaming posteriors.

Memorable Moments

"It can get kind of wild in here when the boats are just back from a WesPac," said Laura Looby, referring to the six-month deployment to the Western Pacific.

She owns the Horse and Cow with her husband, Mike. Behind the bar, they keep a framed collage of memorable Horse and Cow moments, including particularly flamboyant examples of the toilet paper ritual. [See **Horse and Cow p. 25**]

[From p. 24] Horse and Cow

In 1959, Mike's father opened a Horse and Cow bar in San Francisco for submariners from Hunter's Point. In 1974, after Hunter's Point closed, he started a Horse and Cow in Vallejo where it lasted for two decades until subs were transferred as part of the Cold War cutback. Mike and Laura Looby had already opened the San Diego version in 1990 at 2734 Lytton St. in the abandoned space of a notorious and dank sailor bar, just a mile from the San Diego sub base.

Horse and Cow has a mythological pedigree. Neptune, god of the sea, is often portrayed as accompanied by a small horse and a small cow (or bull). In World Wars I and II, merchant sailors, terrified of being sunk by submarines, tattooed a horse on one ankle, a cow on the other, in hopes of ensuring safe passage.

The submarine fleet is not an expanding client base. San Diego once was home to 22 fast-attack submarines; now there are six. Mike Looby has reduced slightly the presence of submarine paraphernalia to avoid alienating non-submariners.

"I'm a businessman," he said. "I have to diversify." Diversity, however, has its limits.

Horse and Cow rules prohibit any kind words for the nuclear missile submarines known as "boomers," stationed in Bangor, Wash., and King's Bay, Ga.

To fast-attack submariners, whose duty is to chase enemy boats, boomer sailors are slackers who loll away their days in comfort, waiting for an order that has never come.

Says one graffiti on the barroom wall: "I'd rather have a sister in a whorehouse than a brother in a boomer."

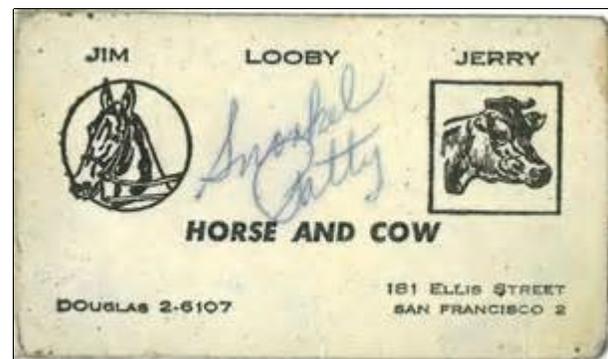
To the Navy brass, Horse and Cow is not an authorized member of the family. Yet the unofficial ties are

strong. When the submarine Pogy was recently decommissioned, its farewell banner appeared at the Horse and Cow just as soon as the official ceremony was completed and the admirals were stowed in their offices.

Beyond succor and sustenance, the Horse and Cow also performs an unofficial educational role, particularly for young sailors unable to remember when the United States and U.S.S.R. were hull-to-hull in every ocean in the world.

"Sometimes one of the old guys who remembers the Cold War will tell us stories," said one young sailor from Pearl Harbor, perched atop a bar stool, sipping a soft drink. "That's why we love coming to the Horse and Cow."

So, now you know how the **Horse & Cow** got its name!



by *Patrick Meagher TMC(SS) USN RET.*

Probably none of today's submariners know the origin or the significance of the **Diesel Boats Forever (DBF) pin**. Most former Diesel boat sailors are also ignorant of its origins even though it is worn with pride on many SubVets vests. The last diesel attack boat built for the US Navy was commissioned in October 1959 (1). At that time there were five classes of nuke boats along with two "one off" designs in various stages of construction and pre commissioning trials along with USS Nautilus SSN-571, and the four Skate class boats in operational status (2). The diesel boat force made up predominantly of modernized fleet boats (Fleet Snorkels, Guppy 1A's, Guppy 2's, Guppy 2A's, Radar picket, Regulus missile, troop carrier, and hunter-killer conversions), six Tang's plus Darter, Growler, Greyback, the two Salmon's and the three "B" girls had become the source of pre-commissioning crews for the nuke boats. There was a steady stream of 9901's passing through the diesel boat force, spending seven months onboard learning the boat and earning their dolphins before departing for nuke school. A smaller number of career enlisted electricians, machinist mates, enginemen, and electronic technicians also volunteered for the nuke program. Admiral Hyman Rickover personally interviewed all officers applying for the nuclear power program as well as many of the senior enlisted submariners. Tales of Rickover's interviews consistently reported on his efforts to intimidate and discredit the accomplishments of the officer interviewee's, alienating many who interviewed with him. Disturbing reports from senior enlisted veterans of the nuke boat navy in favorite submarine "watering holes" ashore indicated Rickover's new operating philosophy was at work in the engineering spaces. "Don't trust enlisted engineers." Nuke trained officers consistently checked, double checked, and triple checked the work and system lineups of the enlisted engineers, a major change to the long standing professional relationship between enlisted and officer submariners. In addition, "front-enders" the non-nukes, were reporting excessive wardroom focus on the engineering plant at the expense of the historic mission of the submarine. They were also describing the "no-touch" rule from the reactor compartment aft. If you were not a nuke, you couldn't touch any part of the engineering plant-period. You could learn it in theory, identify major components, valves and panels, but that was it. Gone was the traditional submarine qualification program that

demanding standing all watches under instruction as well as rigging all compartments for all evolutions. Lost on most submariners was the reason Rickover imposed the new operational Philosophy which is best summarized by Gary E. Weir (3) "The potential for major disaster in the nuclear propulsion program caused him (Rickover) to elevate professional competence, discipline, and responsibility to the rank of absolute virtues required of every naval and private participant....Unfortunately for a great many people, Rickover's personal and professional manner made the lesson difficult to learn." (pg. 168)

By early 1967 total nuclear submarine crews numbered in excess of one hundred counting blue and gold SSBN crews with sixty four nuke boats (forty one of which were SSBN's) in commission. The thirty seven Sturgeon class nuke boats would start to commission with the lead ship in March of that year. The Diesel boat fleet in contrast numbered slightly over one hundred in commission with most of the modernized fleet type boats nearing the end of their useful lives. Former SSR's, SSK's, and Fleet Snorkels would start to decommission within eighteen months to be followed shortly by the guppy conversions. [See **DBF Pin p. 27**]



So, I'm in a bar and two very large women with accents are sitting across from me. I say, "Cool accents, are you two ladies from Scotland?" One of them yells, "It's Wales, you idiot." So I said, "OK, are you two Whales from Scotland?" I don't remember much after that.

[From p. 26] DBF Pin

More and more Rickover trained officers were appearing on squadron and force staffs bringing with them Rickover's operational philosophy. It was apparent to all that the diesel boat navy were dinosaurs soon to be extinct along with their officer community who were either unwilling to become nukes or passed over by Rickover as unfit to become nuke boat engineers in order to ascend to command of a nuke boat (4). Diesel boats were still conducting most of the non-deterrent submarine operations including "special missions." Nuke attack boats were "wowing" many with their performance and potential along with occasional contributions such as "a mission of great value to the government of the United States of America." The nukes were not without their teething problems however. It was not uncommon for a nuke boat to be unable to get underway as scheduled due to an "engineering problem." A refueling every three to four years also required a shipyard stay of from eighteen months to two years again reducing the number of nuke boats available for operations. So it was left to the diesel boats to pick up the slack.

'Dex' Armstrong (5) describes the thinking of the enlisted smokeboat sailor during these years.

"We were it...One crew. Nobody took over our boats when we came in. When the old girl went to sea, we were there. The same names, same faces, same officers forward. If someone failed to maintain a system or piece of equipment, the Chief of the Boat knew precisely what butt to put his boot into when ass-kicking time rolled around. Those were great days... Didn't know it then, that came later...much later. We knew nuclear boats represented progress but we didn't think much about it.....We could see the future of submarining floating in the after nest. The big, fat, black monsters getting all the attention. High speed, deep-diving ugliness rapidly sending our smokeboat fleet up the river to the scrapyard. To us nuke boats were like elephants... They were big as hell, uglier than sin and none of us had any idea what went on inside of the damn things. They were just there." (pg.5)

This brings us to the DBF pin. In 1969 USS Barbel SS-580, the lead ship of the last class of diesel boats built for the US Navy was deployed to WesPac. While on a "special mission" in early 1970 the control room gang got into one of those nuke boat vs. diesel boat discussions.

It was pointed out during the discussion that on a number of occasions a diesel boat would have to get underway for a "broke-down" nuke boat again proving the superiority of smokeboats over unreliable nuke boats. Someone suggested there ought to be a pin for smokeboat sailors, something like the new Polaris Deterrent Patrol Pin for "boomer" sailors, for the times you had to take a nuke boat commitment because they were broke-down. A contest was commissioned to design the pin. ETR3(SS) Leon Figurido's winning design was a broadside view of a guppy boat with SS superimposed on the North Atlantic sail. There were two bare breasted mermaids, one on the bow and one on the stern facing in with arms extended. Completing the design was a ribbon underneath the boat with holes for stars, and centered on the ribbon the letters "DBF". ETR3(SS) Figurido received appropriate recognition for his winning design along with a prize of some sort, now long forgotten. Upon Barbel's return to Yokosuka the design of the DBF pin was hand carried to a local manufacturer of nautical gewgaws where a batch were cast and brought back to the ship and sold at cost to Barbel crewmembers that began to wear them ashore. As the DBF pin grew in popularity within the diesel boat community it continued to be cast and sold in shops around Yokosuka eventually making its way to Pearl Harbor, San Diego, and on to the east coast. Most "smokeboat" sailors assumed a gold star would be placed in the ribbon for each diesel boat served on. However, it was confirmed to the author years later by Capt. John Renard, USN RET. Skipper of Barbel at that time, a star was to be placed on the ribbon for each time a diesel boat you served on had to get underway for a broke-down nuke. [See DBF Pin p. 28]



This is the original DBF design that started the "Diesel Boats Forever" movement. Designed and drawn by Lee Figurido. West Pac 1970

[From p. 27] DBF Pin

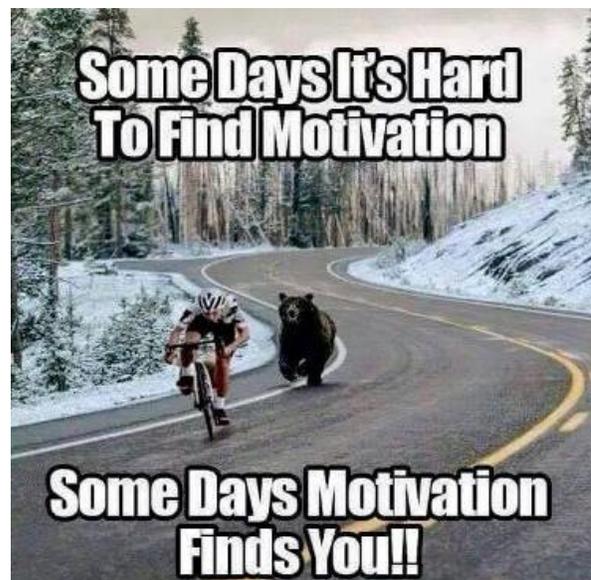
The DBF pin continued to gain in popularity among current and former smokeboat sailors who wore them with pride as either a pin or on a belt buckle, all the while collecting the ire of the senior nuke officer community. As the wholesale decommissioning of the fleet type boats occurred during the early 70's scores of career electricians and enginemen were forced to "surface" as there was no room for them on Rickover's boats. Their designation was changed by BUPERS from "SS" to "SQ" indicating they were excess to submarine force manning requirements although they were still allowed to wear their dolphins. Soon they too would be gone along with their collective histories. In 1973 Rickover issued an edict that Midshipmen would no longer go on summer cruises on diesel boats. Rumor had it that too many were showing up at his interviews with "bad attitudes" about nuke boats picked up on their summer cruise on the smokeboats. It was reported in favorite submarine hangouts ashore that on more than one occasion nuke boat skippers banned the wearing of DBF pins by their crew members, typically "front enders" the non-nukes, implying that to do so would indicate disloyalty to the nuke submarine force. In the mid 70's the DBF pin went into the display of submarine insignia maintained at the Pacific Submarine Museum then located at the Submarine Base, Pearl Harbor. The caption alluded to an "unofficial" insignia worn by a disappearing breed of submariner nostalgic for the days of diesel boats.

In July 1975 the last guppy submarine in US service, USS Tiru SS-416, decommissioned in Charleston SC. A handful of the guppies sailed on in foreign service into the late 90's with two, ex-USS Cutlass SS-478, and ex-USS Tusk SS-426 continuing to serve today in the Republic of China (Taiwan) navy as

training boats. The last diesel attack boats in US service were USS Darter SS-576, USS Barbel SS-580, USS Blueback SS-581, and USS Bonefish SS-582. They decommissioned between 1988 and 1990. Two Tang class boats, ex-USS Tang SS-563, and ex-USS Gudgeon SS-567, recently decommissioned in the Turkish Navy with ex-Gudgeon slated to be Turkey's museum submarine. The Turkish skipper of ex-Tang when asked about the difference between the German designed and built replacement boats for their retiring ex-US boats is reported to have said, "American submarines are built for war, German submarines are built for export." (6)

It's ironic that 15 years after decommissioning of USS Blueback SS-581 at the Submarine Base in San Diego, a Swedish Navy Type A-19 Gotland Class Air Independent Diesel Boat is conducting weekly ops there to "familiarize" US Navy ASW forces with the operating characteristics of advanced non-nuclear submarines. When the Swedish crew comes ashore on Friday after a week at sea they still look and smell like the smokeboat sailors of old. Our current crop of submariners avoids them.

The DBF pin, originally designed by a USS Barbel SS-580 crewmember as an unofficial insignia to recognize the diesel boats ability to fill-in on very short notice for broke-down nuke boats, now resides with pride on the blue vests of Submarine Veterans who qualified and served on smokeboats. Today the DBF pin is the unique symbol of the professionalism, discipline, and camaraderie of American smokeboat sailors who sailed on, unloved, unwashed, and underpaid as their era was coming to a close. DBF! [See DBF Pin p. 29]



[From p. 28] DBF Pin

Leon Figurido

Notes:

USS Dolphin AGSS-555 was completed and commissioned after the Barbel class were operational. Dolphin, a deep submergence research submarine, is diesel-electric. She continues her research projects out of San Diego.

USS Seawolf SSN-575 was in the yard at EB having her liquid sodium reactor replaced with a pressurized water reactor similar to Nautilus. Seawolf would not rejoin the fleet until late 1960.

Wier, Gary E., FORGED IN WAR, The Naval-Industrial Complex and American Submarine Construction 1940-1961, Brassey's, Herndon, VA, 1998.

The following is the gist of a conversation the author had with the CO of HMAS Onslow S-60 in early 1972 during a cocktail party onboard the boat while they were in port in Pearl Harbor.

“Following long standing custom and tradition the RN viewed nuclear propulsion as just another method of making steam and decided that with proper train-

ing their engineering officers would have no problem operating the plants. Following this line of thinking they also determined that submarine commanders did not have to be qualified and experienced nuclear engineers to ascend to command of a nuke boat.” The RN continues to follow this operational philosophy to this day.

‘Dex’ Armstrong, The Take From A Trash Dumper, THE PUMP ROOM, The Mare Island Base Newsletter, Volume VII, Issue 10, October 2005, USSVI.

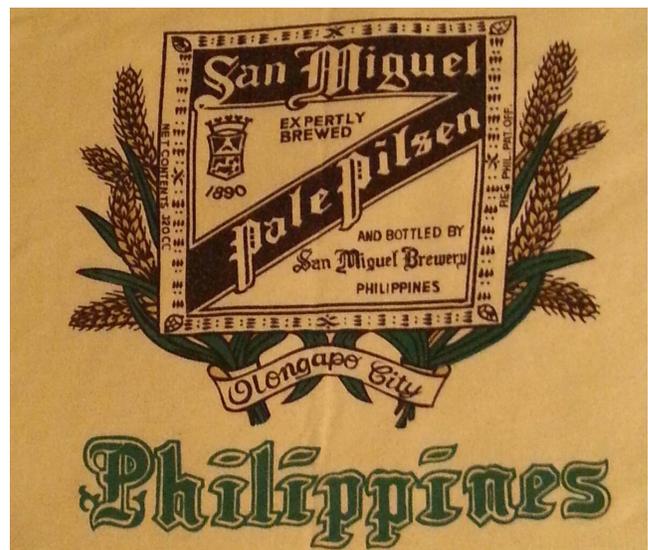
Reported to the author in January 2004 by a USS Pampanito SS-383 volunteer who had just returned from a trip to Turkey where he had filmed submarine operations onboard ex-USS Tang SS-563.

The Author

Patrick Meagher, TMC(SS) USN RET. Qualified and served on USS Cusk SS-348, USS Andrew Jackson SSBN-619B, and USS Barbel SS-580. He served on active duty with the Submarine Force from 1960 through 1977. A life member of USSVI, and associate member of USSVWWII, he wears a DBF patch on his blue vest.

Photo Credit

With the exception of the top-most photo, all photos are courtesy of Steve Mailho via Edward Hayden (his USS Barbel photo collection). To view Edward's complete collection of USS Barbel photos, visit [this site](#).



<http://www.submarinesailor.com/history/dbfpin/dbfpin.asp>

Soup Down



Family Pancake House



Family Pancake House



Family Pancake House



Family Pancake House



Family Pancake House



Family Pancake House

<http://gertrude-check.org/soupdown.html>

Soup Down



Applebee's



Applebees



Applebee's



Applebee's



Applebee's



<http://gertrude-check.org/soupdown.html>