



February/March 2024
VOL MMXXIV Issue 01

Clear The Baffles

GOLD COUNTRY BASE



Overall 2023
First Place

Our purpose is "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 may be a constant source of motivation toward greater accomplishments and to pledge loyalty and patriotism to the United States of America and its Constitution."



Base Commander Les Jamison presents newly promoted US Naval Sea Cadets CPOs with the USSVI Recognition of Achievement Awards. This is the first time in the nation that this newly minted award has been presented.

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Guest Speakers, Ross McKee, flight paramedic and Jeremy Farfan helicopter pilot at REACH, a medical emergency and air ambulance service



Now Hear This!

Next Meeting—March 23, 2024 Potluck @ 12 noon
Meeting Starts 1pm Folsom Veterans Hall -1300 Forrest St., Folsom

First Call to Morning Chow Tuesday April 9, 2024 0930
@ Denny's Restaurant, 100 North Sunrise, Roseville

COMMANDER'S CORNER



Shipmates, I am extremely excited as we started our busy activity schedule for the 2024 year. We kicked it off with the U.S. Naval Sea Cadets Corps California Awards Ceremony on Saturday March 9th at 3pm. 14 other Gold Country Base members joined me to attend this exciting event. We awarded the 5 newly promoted Chief Petty Officers our first time “CPO Achievement Awards” The awards were well received, and it was an honor to present those awards to those new CPO Sea Cadets. The ceremony was well done with Patriotism, Honor, and Respect. It brought a tear to my eye to see these young men and women in freshly pressed uniforms honor our country, snap to attention, and salute our flag. Their timing was spot on and very impressive. I speak for Gold Country Base that we felt very honored to be part of this wonderful ceremony.

I have listed our events that we have plugged into our 2024 calendar:

Western Roundup is in Bremerton, WA – April 11 – 13 – CONFIRMED.

Base Annual Picnic – April 27 – 11am to 3pm - CONFIRMED.

Bass Pro Day – May 25 – 10am to 2pm – CONFIRMED.

4th of July Parade in Lincoln – times to be announced when available.

California State Fair – Not date announced yet – Late July.

Lost Boats Memorial celebration – planning date – Saturday August 10.

National Convention in Cleveland, Ohio – August 19 – 24

Holiday Party – December 13 or 14 – Waiting for confirmation from hall.

These are the events that are the result of events we have done in the past. I am asking for innovative ideas and event suggestions. I will lead a discussion at our next meeting on new events, activities, or visits to veteran homes or hospitals. Consider this a blank sheet of planning paper, all suggestions will be discussed and considered.

We have had a lot of new younger members join lately and that brings a lot of new fresh ideas. We need your ideas and suggestions to improve our base and attract new members.

Les Jamison, Base Commander

Shipmates,

Spring is upon and with that annual change of seasons it's time to consider the great deeds of your fellow Shipmates in service to the Gold Country Base and the various events we host as a mechanism to both recruit new members and educate all third parties we come in contact with about the service and sacrifices made by our Submarine Service. That's part of the USSVI Creed.



It's time to promote the great deeds through recognition by the USSVI National Awards program. Take a moment to review the requirements of the various awards listed in the USSVI National Awards Manual. You can find it at <https://www.usubvets.org/home.asp>. Simply click on the gold button on the left-hand column titled 'Awards', then on the next page click on the blue button titled 'Manuals'. A pdf link to the 2024 USSVI Awards Manual can be downloaded. No, you do not need to log into the site. It's that easy. In this newest edition of the Awards Manual, there are some very well thought-out guidelines and even submission templates for the various awards. Gold Country Base is a Class I Base. The window to submit nominations closes on April 30th. You still have time, but don't let it slip away from you.

Think about all the efforts Gold Country Base members provided in support of the: 2023 Western Region Roundup (hosted by Gold Country Base), Bass Pro events, parade operations with the float, or even the Pearl Harbor Remembrance. Gold Country Base does a lot in the Western Region; getting National-level recognition for the contributions of the Base and its Shipmates, Regular and Associate, is appropriate and well-deserved. It takes a bit of effort and creative writing skills.

By the time you read this, the USSVI National Office has shipped out from its Silverdale, WA berth for the last time and has changed homeports to Groton, CT. Their NEW MAILING ADDRESS: USSVI National Office; PO BOX 1063; Groton CT 06340-1063 | If you are shipping packages (FedEx, DHL, UPS) the address is different: 100 PLAZA CT, UNIT 1063, Groton CT 06340-8339. The telephone number (877) 452-3483 remains unchanged.

Pride Runs Deep!

Pete Juhos, WRD & Past Base Commander

OFFICER'S COUNTRY



It Started 4000 Years Ago

This is about Abraham and Sarah from the book of Genesis. God had promised Abraham and Sarah they would have uncountable descendants. They were old and childless. To help out, Sarah sent her servant Hagar to sleep with Abraham. Hagar got pregnant and ran away because of Sarah's poor treatment of her. An angel told Hagar to return to



Sarah. Ishmael was born when Abraham was 86. Abraham had another son, Isaac, through Sarah when Abraham was about 100.

Ishmael became the father of the Arabs. Isaac became the patriarch of the Jews.

It turns out that Sarah didn't need to help God. God doesn't need our help.

There is still angst between the Jews and Arabs to this day.

Blessings, Howard Grover, Chaplain

Greetings Shipmates! I am looking to add additional information on the Lost Boats Memorial page as we prepare for a Base BBQ on the Sacramento River Waterfront in August. The additions will include photos and information about the Lost Boats Memorial Bench at the Sacramento Valley National Cemetery in Dixon, CA. For those that have yet to visit the Cemetery is just south of I-80 at 5810 Midway Road, Dixon, CA.



Early in March a nice sized contingency of Gold Country Base Submarine Veterans attended an awards ceremony to present four Sea Cadets with a special certificate as they reached the rank of CPO within the Sea Cadets organization. It was a well ran event with honors also being presented by the Daughters of American Revolution. Additional information about the Sacramento detachment of Sea Cadets can be found on their website - <https://www.sacseacadets.com/>. A link to the Sac Sea Cadets has been placed on our website Resources page.

Keep an eye on the website and your e-mail as with the warmer months come more events the base participates in. Up next will be Bass Pro during Memorial Day Weekend.

Ed McCarthy Web Master/Events Coordinator

OFFICER'S COUNTRY



Shipmates, Dry Dock one reports all is go for this year's events with USS Gold Country. She has been cleaned up in her recent dry dock maintenance period.

We have the Bass Pro event and Lincoln 4th of July just around the corner. I will not be here for the Bass Pro event and will need someone to pull the float to the event and return it to the dry dock. The float is very



light and you do not need a large pickup to pull it, a ½ ton is plenty large enough.

I hope everyone has there calendar marked for this years events as they are a lot of fun and a great time to exchange sea stories, which we all have.

This next month we have scheduled a work party for building our new plaque stands for the 7 December event. I will need about two volunteers to help out. I think it will take us two separate days to build them as I want to stain the wood before we cut it to length making it simpler to handle. I hope to get the volunteers together at our next meeting to decide on a date.

John Kelly, Dry Dock Supervisor



Happy Spring Ladies,

We have been busy "Spring Cleaning" the shed. Diana Clay donated a cart for the books we still have. Feel free to borrow, take, donate, or sell what you want. Jerry and Gene put up another shelf unit. They have organized and moved boxes around. Please let them know their work is appreciated.



The Gold Country Base Wives Support Group is looking for a community project we can try to take on for the greater good. If you have any ideas let me know by coming to one of our Lunch meetings or come to a Base Meeting. You can also e-mail me at Pjamison1050@gmail.com or call me at 352-598-9611. Our next Lunch meeting is April 13 at 11am at Olive Garden, 5445 Sunrise Blvd., Citrus Heights.

Upcoming Events:

Base Picnic – April 27 – 11am to 3pm Holiday Party – December 13 – Times to be announced later.

See you Soon,

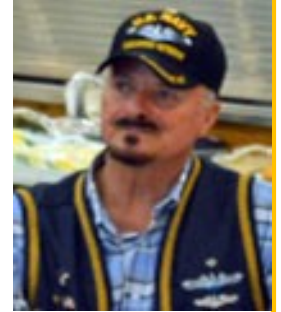
Penny Jamison, SubVet Support Group Commander

OFFICER'S COUNTRY

Historian



Shipmates, I was really looking forward to attending the 2024 Annual United States Submarine Veterans Western Regional Roundup in Bremerton, WA in April. I had been stationed there briefly for a few months when the USS Haddock went through sea trials. It would have been great to attend the CSG-9 Submarine



Tour at Naval Base Kitsap-Banger, the US Naval Museum, and the Trident Training Facility Bangor. I had completed all of my reservations and required Naval Security Forms for approval and accepted. However, several critical health issues for me and my wife made it too risky for me to attend this magnificent event. My responsibilities at home had to take priority.

I have continued updating the MS Excel documents for "Gold Country Base Officer History, Elected Positions", and "Gold Country Base" Officer History, Appointed Positions" adding new names, with start and end dates, as well as making note of any officers who are on "Eternal Patrol". It has been a long and time-consuming process, but I expect to have it completed by the end of next month.

Photographer



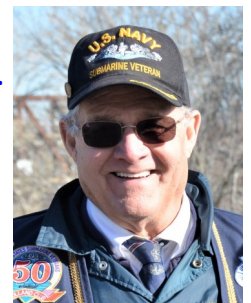
As the Gold Country Base Photographer, I continue to attend as many Gold Country Base events as I am able to. It was an honor to attend the U.S. Naval Sea Cadet Corps California Awards Ceremony at their Sacramento Division and Training Ship. There were lots of people there for the awards ceremony to honor these cadets and hopefully I took enough photographs for Barry to use in his next Gold Country Base Newsletter

Roger Paul, Historian / Photographer

Newsletter Editor



Shipmates, my goal with our newsletter is to make sure that it's published every two months and get it out before the meeting. Well, I made it, the meeting's not until tomorrow. Thanks to Gil for submitting his sea story. There's absolutely no doubt in my mind that there are many more out there. Please use his as a example, take the time and send me yours before the next edition. This is your newsletter, and your contributions make it better for everyone. I hope you take the time to read the story I found about the first submarine lost in the history of our country (USS F-4) it's hard to imagine the courage those submariners showed by serving on that early boat.



Barry Wyatt, Newsletter Editor/ PAO



Shipmates, At this meeting we will have Ross McKee and Jeremy Farfan as guest speakers. They work for REACH, a medical emergency and air ambulance service at Mather Airport.

Ross McKee is a flight paramedic and Jeremy Farfan is a helicopter pilot.

They were going to fly to the meeting, but alas, no room for a landing.

The Sea Cadets and their families have been invited to our picnic on the 27 April.

I am still working on having a police dog of some type at that picnic.

Chad Clay, Guest Speakers Coordinator /Naval Youth Liaison



Hope everyone is in good health. The Base Stores we have the following items 1) 2024 Calendars 2) 9 New Submarine / Dolphin Ties.

Going to take orders for new Gold Country Base Ball Caps I'll explain more on them at our upcoming Base Meeting 23 March 2024 Folsom VFW Hall .

I've put together a Catalog / Binder for Stores items that Base Members would like to order . I have a supplier for Challenge Coins for those Members wanting to purchase . Please Everyone Stay Healthy, visit your Doctor Enjoy Life most of All STAY ARMY STRONG & NAVY BLUE

Jerry Wentland, Storekeeper



PRIDE RUNS DEEP

Gold Country Base Officers



Base Commander
Kaps4Kids Coordinator
Les Jamison
Qualified 1969
USS Greenfish SS 351
Holland Club
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basecommander@goldcountrybase.com



Vice Commander
Awards Chairman
Folsom JVO Rep.
Mark Eftmann
Qualified 1975
USS William H Bates SSN 680
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Base Secretary
Diana Clay
Associate Member
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dianac5353@gmail.com



Base Treasurer
Membership Chair
Nick Sadowy
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USS Sturgeon SSN 637
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Chief of the Boat (COB)
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USS Abraham Lincoln
SSBN 602
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Base Photographer
Base Historian
Roger Paul
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Life Member Holland Club
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**Guest Speakers
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Naval Youth Liaison
Chad Clay
Qualified 1965
USS Daniel Boone SSBN 629
Life Member Holland Club
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Sub Float Manager
John Kelly
Qualified 1976
USS Pogy (SSN-647)
Life Member
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thejbark@gmail.com



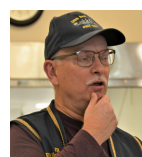
Storekeeper
Jerry Wentland
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Associate Member
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**First Call to Morning
Chow Coordinator**
Harold Fisher
Qualified 1965
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Life Member Holland Club
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**USSVI Western
Region Director**
Pete Juhos
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USS Bergall SSN 667
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Lost Boats

March

USS Perch (SS-176)

Lost on March 3, 1942 near Java with no immediate loss of life, while on her 1st war patrol. She survived 2 severe depth charges 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, 55 survived the war and six died as POWs.



USS Grampus (SS-207)

Lost on March 5, 1943 with the loss of 71 officers and men, on her 6th war patrol. She was lost in Vella Gulf, sunk after engaging 2 Japanese Destroyers.



USS H-1 (SS-28)

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.



USS Triton (SS-201)

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.



Lost Boats

March

(continued)

USS Kete (SS-369)

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



USS F-4 (SS-23)

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. She was raised in August 1915.



USS Tullibee (SS-284)

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.



USS Trigger (SS-237)

Lost on March 26, 1945 with the loss of 89 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.



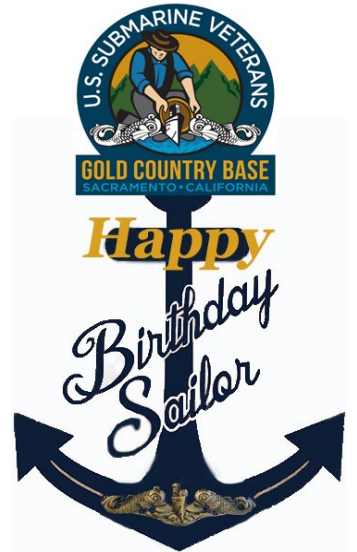
Birthdays

February

Grant Riddle Randall Woolley Glenn Booth
Dennis Cline Hans Nettel Ed Myers

March

Bill Bergstrom John Clark Bill Hunt Joe Ryan
Max Schell Larry Williams David Worth
Leslie Jamison Michael Goble John Kitchens
Sheila Brashler Mike Schell Richard Brashler



On The Lighter Side





Gold Country Base would not be able to continue to operate without the generous contribution from those Members, Wives and Friends who donate to

Gold Country Base Booster's

Ed Alves Janet Alves* Bill Barron**

Jerry Bowers Richard Brasher Regy Bronner**

Anita Bronner John Clark* Dennis Cline**

Mike Delleney Mark Elftmann**

Glynis Elftmann Frank Elliott Ken Earls**

*Kevin Fillhouer Howard Grover**

Dennis Henderson Bill Hunt* Les Jamison*

Penny Jamison Pete Juhos Debbie Juhos**

Alvin Lehman Matt Lettau* James MacLean**

John Mannix George Miyao Tom Moniz**

*Alan More Ed Myers Harry Pagett**

Roger Paul Gene Ratto* Elvin Ritscher*

*Gary Robinson Nick Sadowy Louie Slayton**

William Sugnet Jarry Wentland

*Barry Wyatt**

** Multi-Year Donors*

VA Information

You or a Loved One Can Become Part of the California Veterans Memorial

The California Veterans Registry is a permanent record of all California Veterans, past and present, who have served our nation since statehood was established in 1850. Whether cook or fighter pilot, mechanic or chief of staff, this memorial will honor them all, and forever immortalize the contributions that California veterans have made to their nation.

Each California veteran is entitled to the basic information of name, rank and branch of service. To create a truly living memorial, California veterans are encouraged to expand on the basic information by contributing to the enhanced registry.

The Enhanced Registry

California veterans can be truly immortalized by including a photograph (preferably in military uniform) for a donation of \$35 and/or a 100-word statement for a donation of \$15. Any veteran who considers California to be their home is eligible to participate.

There are other memorials in California, but none that represent all who have served, whether in peacetime or during war, and from all branches of military service.

The California Veterans Memorial was built with money raised solely through private contributions such as your donation to the enhanced registry. The memorial receives no state money for this project. Your financial support will go directly to the memorial fund.

Enroll today! <https://>

www.calvet.ca.gov/VetServices/Pages/CVRRegister.aspx



USSVI-GOLD COUNTRY BASE MEETING MINUTES February 24, 2024

CALL TO ORDER: Meeting called to order @ 13:00 Commander Les Jamison the USSVI Creed and Purpose

INVOCATION: Base Chaplain Howard Grover gave the Invocation.

TOLLING THE BELL: The Lost Boats for the month of September were read by the Vice Commander, Mark Elftmann, and Chief of the Boat, Gene Ratto tolled the bell for each Lost Boat; one additional toll in memory of those shipmates on Eternal Patrol.

MEMBER INTRODUCTION: There were 23 members and 1 guest in attendance, including 1 perspective associate member.

FORMAL REPORTS:

BASE COMMANDER: Les Jamison

Les presented a plaque for the Commander's Award to Chad Clay.

VICE COMMANDER: Mark Elftmann

The season is open for awards, beginning February 1 thru April 30. We need the writeups as soon as possible to submit these recommendations.

Audit on the books show that all is in order. Some suggestions to improve the process.

CHIEF OF THE BOAT (COB) Gene Ratto

Put the rack in the shed.

SECRETARY: Diana Clay

Cart donated for books to bring to meeting.

TREASURER Base Treasurer: Nick Sadowy

The books are in balance. Any base member can request a report from Base Treasurer via email.

Sea Cadets balance is \$352.43.

MEMBERSHIP: Nick Sadowy -We have 110 members

PAO / NEWSLETTER EDITOR: Barry Wyatt

Barry will publish the Newsletter in mid-April. Anyone with a sea story is welcome to contribute it to the newsletter. Barry has opted to step down as National newsletter chair director.

We still have the contractor working on the lost boats cleanup.

HOLLAND CLUB CHAIR: Lenard Lee

Waiting for a certificate to be prepared for Alan Moore.

EAGLE SCOUT CHAIR: Gil Miller -No report

CHAPLAIN REPORT / BINNACLE LIST: Howard Grover

He was visiting Larry Williams and will be visiting Fisher. Gil's wife is back home.

BASE PHOTOGRAPHER: Roger Paul -No report

NAVY YOUTH LIASON: Chad Clay

Sea Cadets awards ceremony on March 9, 2024. We are giving certificates to 5 CPO's. 3502 Hurley Way at 3:30pm. All are welcome to attend, don't arrive earlier than 3:00.

HISTORIAN: Roger Paul -No report

WEB-MASTER: Ed McCarthy

Issue with people signing on, he is working on the issue. There is a technical issue and he will try to correct in the next week or two. He would like to put all the events with a time-line to see if anyone is interested in volunteering for the event.

STOREKEEPER: Jerry Wentland -No report

KAPS4KIDS COORDINATOR: Les Jamison

Sent some emails for information on the program so we can get a remote visitation for the kids. Still no face to face visits.

(continued on next page)

USSVI-GOLD COUNTRY BASE MEETING MINUTES February 24, 2024 (continued)

SUBVET CHECK-IN PROGRAM: Mark Elftmann -No report

FOLSOM JVO: Mark Elftmann -No report

EVENTS COORDINATOR: Gene Ratto, Ed McCarthy, Les Jamison

Annual Lost Boats memorial service—has been delayed due to weather. Ed is working with the West Sacramento Dept. of Recreation to see if we can have our memorial in early August or September. He will try for Saturday, August 10.

Western Roundup is in Bremerton, WA April 11-13. 160 are registered. They are finalizing the details. 2025 will be at the Queen Mary in Long Beach, CA.

Annual picnic will be at the hall on April 27 in lieu of the meeting. We will try to bring more kid friendly activities. The Sheriff's K-9 unit is expected to put on a demonstration,

Bass Pro day will be Saturday, May 25, 2024, proceeds to go towards the Christmas dinner.

July 4th parade will be in Lincoln again.

California State Fair, TBA

National Convention is in Cleveland, OH August 19-24.

Holiday party—December—to be determined for place etc. For people who don't drive at night, we might organize drivers to pick them up. We are looking for a venue to have the dinner so no set up or close up will be needed by the group.

GUEST SPEAKERS COORDINATOR: Chad Clay

Joseph Grego from Reach for life line helicopter to come

K-9 unit will come to picnic for demonstration in April.

SUBVETS SUPPORT GROUP: Penny Jamison

Christmas dinner is still under way. We are looking for a venue to host our dinner with no cost to our members or maybe minimal cost.

Annual picnic is April 27. Asking that last names beginning A-L bring salad or vegetable dish. M-Z bring dessert.

We are going to do an inventory in the shed to make sure we have all of our supplies up to date.

We will get the cart put together to load up some books for the members to take home if they like.

DISTRICT 5 COMMANDER: Pete Juhos

CalVet will post base activities if we reach out to their media website.

Awards are open to April 15. Now is the time to submit.

Copies of ballots have been emailed to all members. Pete is on the ballot for his same position as Western Region Director. Voting window closes March 10.

Good of the Order / Communications:

Yolo Sheriff has been contacted for speaking to the group.

Old Business:

Minutes from January 27, 2024 were approved.

First Call to Morning Chow:

Denny's Restaurant, 100 N. Sunrise Blvd., Roseville, CA – March 12, 2024 @ 9:30 am

Next Base Meeting: March 23, 2024

50/50 Won By: \$65 Jack Everett

SEA CADETS: \$55

Meeting adjournment:

Base Chaplin, Howard Grover, gave a closing prayer.

Chief of the Boat surfaced the Boat @ 14:25

Submitted by Diana Clay, Base Secretary

Gold Country Base SubVet Check-In

Several of our Shipmates are unable to attend monthly meeting or participate in the events. Both of the men below gave there all to our base. Please take the time to give them a call or a visit. Let them know we are grateful for there service and miss seeing them.

Reginald "Regybear" Bronner was born in Oakland, California in 1942. He joined the United States Naval Reserve (Destroyers) at Treasure Island, San Francisco, at the age of 16 and volunteered for Basic Submarine School at New London, Connecticut, at the age of 17. His first duty station and Qual boat was the USS Baya AGSS-318. He transferred to the USS Sea Fox SS-402. He made a West-Pac cruise to points east during the Cuban Missile Crisis in 1962-3.

Regy joined USSVI in 1998 and is a Life and Holland Club member. He is a Plank Owner of Gold Country Base. He served as Base Vice Commander from 2016 through 2020.



Regy is residing at Atria Rocklin 3201 Santa Fe Way, Rocklin CA 95765 (916) 435-8281.

Best time to visit or call Regy is early afternoon.

Regy Bronner SOG3 (SS) and his wife Anita



Larry Williams IC2 (SS) and his wife Diana.

Larry was born March 19, 1933 in Sacramento, where he grew up and graduated from C K McClatchy High School. He joined the Navy January 3, 1953 and after boot camp was assigned to the USS Electra AKA-4 an attack cargo ship. After volunteering for Submarine duty he attended Sub-school and then served on the USS Diodon SS-349 where I qualified in 1954. I was discharged from the Navy as a 2ed Class IC Electrician in October of 1959.

After the Navy Larry attended Sacramento Junior College, worked for Western Highway Oil Company for 6 years followed by working for Burroughs Corporation for the next 6 years. He next move into the Banking industry where my duties were retail marketing and Banking. During my career in that field I worked for Security Pacific Bank in Fresno and Brawley; the Bank of America in Brawley and the Motherlode Bank in Placerville where I retired in 1999.

In 1961 I married the love of my life Diana. We have 2 children a son Lawrence, who is a TV Producer and lives in Los Angeles and a Daughter Lori, who works as a Diagnostic Optician and lives in Sacramento.

Larry joined USSVI in 2012 and is a Life and Holland Club member. He is a Plank Owner of Gold Country Base. He served as Base Treasurer from 2013 through 2016.

Larry lives at home 1630 Pheasant Run Dr. Placerville, CA 95667 (530) 435-8281.

Best time to call or visit Larry is early afternoon.

Gold Country Base News



*First
Call to
Morning
Chow*



Awards Ceremony

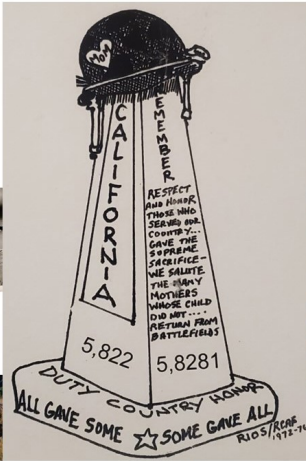


Upcoming Events Mark Your Calender

Welcome Home Vietnam Veterans

Friday, March 29, 2024 Ceremony 12pm noon

California Vietnam Veterans Memorial Capitol Park Sacramento



Free Tickets –

Register on Eventbrite, search "Welcome Home Vietnam Veterans"

<https://www.eventbrite.com/e/welcome-home-vietnam-veterans-tickets-861203030447>

Patrick Graham 916-595-1439 pagraha@netscape.net
Phil Rios 916-370-4681 readingofnames2000@gmail.com



April 11 is National Submarine Day

We sleep soundly in our beds because brave Men & Women stand ready in the night to visit violence on those who would do us harm!

It was once my life
and I'll always be proud of it.

PRIDE RUNS DEEP

USSVI Western Region News

USSVI Western Region Roundup

A Gathering of Submariners

April 11 - 13, 2024

**Best Western Silverdale
Beach Hotel**

Silverdale, Washington

Hosted By USSVI Bremerton Base

www.wrroundup.com



**Register
Today**

USSVI National News

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Sea Story From The Crew

Dumb and Dumber

In the year of 1964, it was a sunny, summer, Friday afternoon at Submarine Base New London The USS Becuna came in from sea that morning, and the TBL Transmitter in the radio shack was not operational. Some "spare parts," that we didn't have in our locker in the after torpedo room, were needed before getting underway on Monday.

The Chief (Name I will withhold) threw me the car keys to his brand new Chevy, and said "Take Woody (nick name), get my car, and go down to the reclamation yard and find a junked TBL for the parts we need. Hurry fast, because at 1600 I'm picking up my wife and we are going to NYC for the weekend." I complied. At that time the street to the north sector of the base were One-Way parallel to the Thames River. It was a long time ago, but I think the main streets going north and south had two lanes. Immediately after exiting the Lower Base, we encountered a huge traffic jam of rather large vehicles followed by a MP type military jeep with flashing red lights; travelling about 2 MPH. Woody said "Pass em, we got to get back to the boat ASAP." I was RM2(SS) at the time and had approximately a year to go on my enlistment. I'm thinking this "Striker" Seaman, sitting next to me, is not asking but telling me to do something that doesn't look or feel right to me. Anyhow, I did a really dumb no brainer. I started to go around the jeep and vehicles and man-oh-man the "shit hit the fan!" The jeep put a red light and siren on me. I stopped. With their automatic weapons in hand, we were ordered to exit the vehicle and place our hands on the roof. The MP in charge said; "Do you know what you just tried to do!" I said no! He said, "You just tried to pass two trucks (with security escorts) carrying nuclear weapons!" Well, I was cited, released and returned to the boat without the TBL parts.



The citation had me scheduled to report to the Base Security Chief (WW-II Submarine Veteran, Mustang USN Lieutenant). At first, he said, "Well, What do you have to say for yourself Petty Officer Miller?>" All I could do is accept full responsibility for doing the dumbest thing that I ever did in the Navy, or anywhere else since. The Lt. said; "I'm not busting you, because you have an excellent record to this point. However, your base driving privileges are hereby suspended for the rest of your enlistment. You will not drive or park your personal vehicle on this base." The RMC received a reprimand from our Exec. for not giving me a signed permission chit to drive his personal vehicle. For the next year, it was a long walk from the gate to the boat and around the base for me as my wheels had been jerked out from under me.

PROLOGUE: After 60 years, I feel somewhat comfortable telling this story as we were sometimes "dumb and dumber" in our youth. To this day, I regret what I did that day, and I still don't know how the TBL Transmitter was put back in service.

Story Provide By Gold
Country Base Shipmate
Gil Miller



Story of Interest

The sinking of the USS F-4

Pearl Harbor's lesser-known ghosts Ill-fated submarine took down its crew 85 years ago

The waters of Pearl Harbor are haunted by the souls of many sailors and the warships they left behind. Tourists flock here annually by the thousands to view the sunken hulk of the battleship USS Arizona and pay tribute to its fallen crew. But few realize that the ghosts of the submarine USS F-4 still hover nearby, on eternal patrol in a 50-foot trench off Pearl Harbor's submarine base.

It was 85 years ago today -- March 25, 1915 -- that the United States lost its first submarine after a sudden mishap caused the F-4 to sink in 300 feet of water less than two miles from Honolulu Harbor. Though the entire crew of 21 sailors drowned, the incident inspired heroic rescue attempts and an unprecedented salvage operation that lasted five months.

A STORY RARELY TOLD

The heartbreaking story of the USS F-4 immediately made front-page news in Honolulu and across the United States at the time, eclipsing even news of the war in Europe for months. The submarine was relatively new and unique, and at that time, only 17 of the underwater war machines had been lost worldwide. This was an unfortunate first for the United States.

Since the F-4's salvage and subsequent resinking, only a smattering of newspaper articles, magazine narratives and Navy reports exist that document what really happened on that day in 1915. Many of these records are stored at either the USS Bowfin Submarine Museum & Park at Pearl Harbor or with the archives of Commander Submarine Forces Pacific. The Honolulu Star-Bulletin followed the F-4's story closely as well. These records weave the tragic tale.

HAWAI`I'S FIRST SUBMARINE FLEET

According to the Dictionary of Naval Fighting Ships, the SS-23, originally named Skate, was renamed F-4 in 1911 and was launched by Moran Bros. Co. of Seattle in 1912. It was the 24th submarine commissioned into the U.S. Navy. After commissioning on May 3, 1913, the F-4 and its sister ships joined the 1st Submarine Group, Pacific Torpedo Flotilla, in Hawai`i. They were the first four submarines to be stationed in Hawai`i.

Because of their limited range, however, all of them were towed to Honolulu from Mare Island by cruisers. One Honolulu newspaper described the boats as "queer little craft but the first warships in many years that Honolulu can call her own." An unidentified article dated 1963 indicates that the F-4 suffered a severe battery explosion shortly after its commissioning, an incident that some took as an omen of the disaster to come.



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The submariner's life in 1915 contrasted sharply with that of today's nuclear-powered giants. Space limitations and the short operational range of a typical F-class submarine did not call for a large crew, nor was it designed with a galley, bunks or toilet facilities.

In addition to the captain, Lt. Alfred L. Ede, the F-4 carried 20 enlisted men. Its hull was divided into three compartments: the torpedo room forward, which carried four 18-inch torpedoes, the control room amidships and the engine room in the stern. Operating from the old Navy pier, these submarines made short daily training exercises that usually began around 9 a.m. and commenced at noon. Primitive and small by today's standards, the 142-foot boats used diesel engines for surface cruising and two 310-horsepower electric motors driven by 120 battery cells while submerged.

"As each new submarine became operational, the Navy learned more and more of the frailties and problems connected with this relatively new arm of the fleet," said Alfred W. Harris in "Last Dive of the F-4 Sub," published in a June 1979 edition of Sea Combat magazine. "Many of the difficulties that confronted submariners arose unexpectedly and attempts to find solutions for these problems were often formulated on pretty much of a trial and error basis."

THE FINAL DIVE

By Dec. 14, the F-4 had completed all repairs from its battery explosion and commenced normal operations for several months. When it left Honolulu harbor for the last time on March 25, 1915, at around 9 a.m., its crew expected to practice some typical training maneuvers with the F-1 and F-3 and be back for lunch by noon. Many had wives and children waiting nearby in Honolulu, though most of their families lived on the U.S. Mainland.

Some accounts indicate that one fortunate crewman was inadvertently left behind when he reported to the wrong dock and missed the launch.

The last person to see the F-4 was a lightkeeper on duty at the lighthouse at Barbers Point. He saw the boat submerge and minutes later remembered hearing what sounded like an underwater explosion in the same area. At the time, it seemed inconsequential, so he went about his business.

Others began to worry when the F-1 and F-3 returned to the harbor without the F-4, and within two hours smaller boats were launched to locate the missing submarine. Most assumed that at worst the F-4 had lost power and simply needed a tow back to its base. A few hours later, the search party noticed air bubbles and an oil slick -- the telltale signs of a submarine in distress.

Charts indicated that the incapacitated F-4 was sitting in about 300 feet of water, withstanding pressure much greater than its hull was designed for.

Realizing the urgency of the situation, the Navy initiated a rescue operation, which first involved pinpointing the exact location of the boat -- no easy task in 1915.



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"Any attempt at raising the F-4 and rescuing any possible survivors presented the Navy with a situation in which (it) had practically no experience," Harris said in Sea Combat magazine. "While fires, explosions and numerous other types of accidents had occurred about other U.S. submarines, F-4 was the first of our boats to take her crew to the bottom, unable to return."

Numerous cable sweeps of the ocean floor by tugs finally gave rescue personnel a good idea of the boat's location, but divers attempting to reach the vessel faced poor visibility and depths that had not yet been reached by any human. "The Navy assumed the F boats were capable of remaining submerged for two weeks," said Ray de Yarmin in a March 1994 issue of Patrol magazine. "It was believed the only real danger would be a lack of food."

During an attempt to attach heavy lifting cables to the F-4, the Navy's best deep-sea divers reached record depths of 185 and 196 feet.



"The search grew more intense as darkness fell and underwater signals to the F-4 went unanswered," said Peter Stevens in a November 1990 issue of Honolulu Magazine. "Rumors of the disaster at the harbor's mouth spread from the piers into Honolulu, and hordes of citizens jammed the waterfront, staring solemnly at the distant lights of the search ships."

More than 24 hours later, however, after four tugs had tried time and again in vain to move the stricken vessel to shallower water with steel cable slings, they lost hope of saving the men inside. The waterlogged craft was too heavy to move, and too much time had passed for the doomed crew, which had most likely run out of oxygen, drowned or asphyxiated. Now full of water, the F-4 would be a deadweight of 260 tons.

FROM RESCUE ATTEMPT TO SALVAGE

Though the men could not be saved, the Navy spared no time, expense or ingenuity to raise the F-4. The submarine's loss had become a public relations nightmare for the Navy, but it would take five grueling months full of endless setbacks before the vessel would reach the surface.

During that time, Chief Gunner's Mate Frank Crilley was awarded a Congressional Medal of Honor for his efforts to rescue Chief Gunner's Mate William F. Loughman, a fellow diver who was entangled for four hours in the cable being used to move the submarine. By then the men were routinely working at depths approaching 300 feet. Loughman suffered severe head, shoulder and chest injuries and was unconscious when finally brought to the surface, but he would survive thanks to Crilley's heroism. During the salvage, Crilley also became the first diver to reach a depth of 305 feet, establishing a new world record.

The F-4 finally came home on Aug. 29 with the help of eight specially designed salvage pontoons built at the Mare Island Navy Yard and shipped to Honolulu aboard the Maryland, an armored cruiser. It was towed into the harbor and dry-docked. Only then could the Navy begin the dreadful task of extracting and identifying the dead submariners.

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Story of Interest

USS F-4 (continued)

A Navy investigating board later attributed the accident to the corrosion of rivets in the lead lining of a ballast tank, most likely caused by sulfuric acid. This corrosion permitted seawater to seep into the battery compartment.

According to U.S. Naval Institute Proceedings, "As the sea valves of the ballast tank were open as usual, additional water entered the hull, probably to the extent of several tons. This caused the boat to sink to a bottom depth of 288 feet within two to four minutes, where the water pressure was so enormous as to open her seams," flooding the vessel.

It is assumed the crew drowned, but only after futile attempts to resurface. Fifteen of their bodies were found in the F-4's engine room behind a closed hatch, indicating they had sought refuge there before ever increasing depths allowed seawater to flood the entire hull.

THE DOOMED F-CLASS

Badly crushed and battered, the F-4 was stricken from the Navy Register on Aug. 31, 1915. Her sister ships were marked for disaster, as well.

According to one account, the F-1, 2 and 3 were on the surface making engineering runs off Point Loma, Calif., when fog set in. The F-3 struck the F-1, resulting in a large hole that caused it to sink in 600 feet of water in about 10 seconds. Only five of the crew escaped, leaving 19 to perish. No attempt has ever been made to raise the F-1. Incidentally, the remaining two F-class submarines were rammed by a steamer and dry-docked. Shortly thereafter the Navy declared all of the F-class submarines defective and dangerous, and they were removed from active service.

Archives at the USS Bowfin Submarine Museum & Park indicate that the salvaged F-4 was "tied up at various berths since 1915," and was then "shuttled about Pearl Harbor until 1940," after which time the Navy dug a trench "and put this piece of history in a safe haven very close at hand."

The F-4 sat 10 feet under the silt for another 18 years until 1958 when the Navy, in a clean-up effort, considered raising it again. But concern over the safety of such an operation and the sinking of the submarine Stickleback that same year put the project on hold. Estimates to raise, restore and display the F-4 as a memorial since then have come with a prohibitive \$40 million price tag.

The Crew of the USS F-4 on Eternal Patrol

George T. Ashcroft, GM1	Frederick Gilman, GM1	Ivan L. Mahan, MM1
Clark G. Buck, GM2	Aliston H. Grindle, EMC	Horace L. Moore, GM1
Ernest C. Cauvin, MM2	Frank N. Herzog, EM2	William S. Nelson, MMC
Harley Colwell, EMC	Edwin S. Hill, MM1	Timothy A. Parker, ENS (XO)
Walter F. Covington, MM1	Francis M. Hughson, MM1	Frank C. Pierard, GMC
George L. Deeth, EM1	Albert F. Jennie, EM2	Charles H. Wells, MM2
Alfred L. Ede, LT (CO)	Archie H. Lunger, GM2	Henry A. Withers, GM1.

The USS F-4 remains the U.S. Navy's oldest existing submarine.

Featured Boat

USS *Pollack* (SSN-603), a *Permit*-class attack submarine, was the second ship of the United States Navy to be named for the pollack, a food fish resembling the true cod, but with the lower jaw projecting and without the barbel.

The contract to build *Pollack* was awarded to New York Shipbuilding Corporation in Camden, New Jersey on 3 March 1959 and her keel was laid down on 14 March 1960. She was launched on 17 March 1962, sponsored by Mrs. John Pastore, and commissioned on 26 May 1964.



Service History

Pollack reported to the Commander in Chief, U.S. Atlantic Fleet for duty, and became a unit of Submarine Squadron 4, homeported in Charleston, South Carolina. After shakedown in the Caribbean Sea, she underwent a six-month evaluation as an anti-submarine warfare (ASW) weapon.

Most of 1965 was spent at sea evaluating new ASW tactics, participating in a destroyer versus submarine evaluation, and practicing an anti-shipping mission. Also during 1965 *Pollack* earned the Navy Unit Commendation. During 1966, *Pollack* was evaluated in coordinated ASW operations. She spent most of 1967 at sea, making various weapons tests. On 1 March

1968, *Pollack's* homeport was changed to Norfolk, Virginia, and she became a unit of Submarine Squadron 10, the first all-nuclear attack submarine squadron in the Navy. *Pollack* remained with the Atlantic Fleet into 1970. Following refueling overhaul at Charleston Naval Shipyard, *Pollack* was transferred to the Pacific Fleet and SubRon-3. She made a liberty call in Roosevelt Roads, Puerto Rico and transited the Panama Canal to reach her new home port of San Diego, California, in March 1975.

Name	USS <i>Pollack</i>
Namesake	The Pollack
Awarded	3 March 1959
Builder	New York Shipbuilding, Camden, New Jer-
Laid down	14 March 1960
Launched	17 March 1962
Sponsored by	Mrs. John Pastore
Commissioned	26 May 1964
Decommissioned	1 March 1989
Stricken	1 March 1989
Fate	Entered Ship-Submarine Recycling Program , 9 February 1993
General characteristics	
Class and type	Thresher/Permit-class submarine
Displacement	3,750 long tons (3,810 t)
Length	278 ft 5 in (84.86 m)
Beam	31 ft 7 in (9.63 m)
Draft	25 ft 2 in (7.67 m)
Propulsion	S5W PWR
Speed	20 knots (37 km/h; 23 mph)+
Complement	107 officers and men
Armament	4 × 21 in (533 mm) torpedo tubes SUBROC

Featured Boat

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In 1979 *Pollack* began a refit in Mare Island Naval Shipyard in Vallejo, California. She returned to Submarine Squadron 3, Submarine tender *Sperry* (AS-12), and San Diego, in 1982.



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In 1988, *Pollack* transferred to Submarine Group 5 at Mare Island Naval Shipyard.

Pollack was decommissioned and stricken from the Naval Vessel Register on 1 March 1989. Ex-*Pollack* entered the Nuclear-Powered Ship and Submarine Recycling Program in Bremerton, Washington, on 9 February 1993. Recycling was completed on 17 February 1995.

USS *Pollack* (SSN 603) was the Qual Boat of Gold Country Base Shipmate Rick Brasher



THE SUBMARINER

ONLY A SUBMARINER REALIZES TO WHAT GREAT EXTENT AN ENTIRE SHIP DEPENDS ON HIM AS AN INDIVIDUAL. TO A LANDSMEN THIS IS NOT UNDERSTANDABLE, AND SOMETIMES IT IS EVEN DIFFICULT FOR US TO COMPREHEND, BUT IT IS SO!

A SUBMARINE AT SEA IS A DIFFERENT WORLD IN HERSELF, AND IN CONSIDERATION OF THE PROTRACTED AND DISTANT OPERATIONS OF SUBMARINES, THE NAVY MUST PLACE RESPONSIBILITY AND TRUST IN THE HANDS OF THOSE WHO TAKE SUCH SHIPS TO SEA.

IN EACH SUBMARINE THERE ARE MEN WHO, IN THE HOUR OF EMERGENCY OR PERIL AT SEA, CAN TURN TO EACH OTHER. THESE MEN ARE ULTIMATELY RESPONSIBLE TO THEMSELVES AND TO EACH OTHER FOR ALL ASPECTS OF THE OPERATION OF THEIR SUBMARINE. THEY ARE THE CREW. THEY ARE THE SHIP.

THIS IS PERHAPS THE MOST DIFFICULT AND DEMANDING ASSIGNMENT IN THE NAVY. THERE IS NOT AN INSTANT DURING HIS TOUR AS A SUBMARINER THAT HE CAN ESCAPE THE GRASP OF RESPONSIBILITY. HIS PRIVILEGES IN VIEW OF HIS OBLIGATIONS ARE ALMOST LUDICROUSLY SMALL; NEVERTHELESS IT IS THE SPUR, WHICH HAS GIVEN THE NAVY ITS GREATEST MARINERS - THE MEN OF THE SUBMARINE SERVICE.

IT IS A DUTY, WHICH MOST RICHLY DESERVES THE PROUD AND TIME-HONORED TITLE OF: SUBMARINER



WW II Submarine News

Life Aboard WWII Submarines Was Brutal

For one thing, the submarines of World War II were much smaller. Though only about 60 feet shorter than a modern submarine, the Gato and Balao-class submarines the U.S. Navy operated in World War II had a displacement of only about one third that of modern Virginia class submarines.

In that small space, the submariners — some 60 to 80 in all — had to store themselves, their gear, and provisions for 75 days.

Each crewmember had only about one cubic foot of personal storage space aboard the sub. Each crewmember also had a bunk, scattered throughout the many compartments of the boat, including in the torpedo rooms. As many as 14 men crammed into the forward torpedo room along with 16 torpedoes.

A submarine of that size simply could not fit all of the necessary provisions for a long war patrol in the appropriate spaces. To accommodate, the crew stashed boxes of food and other things anywhere they would fit — the showers, the engine room, even on the deck until there was space inside to fit it all.



Real World War II galley attire: T-shirt and apron over dungarees. This June 1945 snapshot is of George Sacco, a cook and baker in USS Cod (SS 224). (Courtesy of the USS Cod Submarine Memorial)

There was one upside though. Because of the dangerous and grueling nature of submarine duty, the Navy did its best to ensure that submariners got the best food the Navy had to offer. They also found room to install an ice cream freezer as a small luxury for the crew.

Unfortunately, there wasn't much time or space to enjoy that food. Most of the time the men were lucky to get ten minutes to eat as the boat's three "shifts" all had to pass through the tiny galley in a short amount of time.

The serving of food was often times also dictated by restrictions on the submarines movements. Submarines were under strict orders not to surface during the day when they were within 500 miles of a Japanese airfield in order to avoid aerial observation and attack. In the early days of the war in the Pacific this meant just about everywhere as the Japanese were in control of vast swaths of territory and ocean.

WW II Submarine News

(continued)

This meant that the submarines stayed submerged during the day and only surfaced at night. In order to compensate, many crews flipped their schedules doing their normal daily routines at night. The crews called this "going into reversa." This allowed the crew to take advantage of the time the sub was on the surface.

This was important because once the submarine dove after running its diesel engines for hours, the boat would quickly heat up. The engine room temperature could soar to over 100 degrees before spreading throughout the sub. Combine that with the 80 men working and breathing and the air inside could quickly become foul.

The men knew the air was getting bad when they had trouble lighting their cigarettes due to the lack of oxygen (oh the irony).

To make matters worse, there was little water available for bathing and on long patrols most men only showered about every ten days or so. Laundry was out of the question. Because of these conditions submarines developed a unique smell – a combination of diesel fuel, sweat, cigarettes, hydraulic fluid, cooking, and sewage.



The USS Grayback was one of the WWII Submarines lost to enemy action during the war.

On older submarines, the World War I-era S-boats — often referred to as pigboats — the conditions were even worse. Without proper ventilation, the odors were even stronger. This also led to mold and mildew throughout the boat as well as rather large cockroaches that the crews could never quite seem to eradicate.

If the conditions themselves weren't bad enough, the crews then had to sail their boats into hostile waters, often alone, to attack the enemy.

Submarines often targeted shipping boats, but sometimes would find themselves tangling with enemy surface vessels. Once a sub was spotted, the enemy ships would move in for the kill with depth charges.

Of the 263 submarines that made war patrols in World War II, 41 of them were lost to enemy action while another eleven were lost to accidents or other reasons. This was nearly one out of every five submarines, making the job of submariner one of the most dangerous of the war.

US Navy Submarine News

Future USS Idaho, the newest Virginia-class nuclear submarine, christened in Connecticut

March 16, 2024

The Navy will christen its newest Virginia-class attack submarine, the future USS Idaho (SSN 799), during a 10 a.m. EDT ceremony March 16, at General Dynamics Electric Boat, in Groton, Connecticut.

The Honorable Nickolas H. Guertin, Assistant Secretary of the Navy (ASN) for Research, Development, and Acquisition (RDA), will deliver the ceremony's principal address. Senior representatives from the Navy, the shipbuilders, Congress, and the state of Idaho are also expected to speak.

In a twist on the time-honored Navy tradition of breaking a bottle of sparkling wine across

the bow, the Submarine's Sponsor, Ms. Teresa Stackley, will christen the boat with water she has collected from several lakes in Idaho. Stackley is the daughter of a Navy Sailor and is the spouse of the Honorable Sean Stackley, a former Naval officer who served as ASN (RDA) from 2008 to 2017.

The submarine, which began construction in 2017, will be the 26th Virginia-class fast



attack submarine and the fifth U.S. Navy ship to be christened with the name Idaho. The last ship named Idaho was battleship BB 42, commissioned in 1919.

Though landlocked, the state of Idaho prides itself in its rich Naval history and continuing contributions to the fleet. The Navy's Acoustic Research Detachment on Lake Pend Oreille, Idaho's largest and deepest body of water, is a state-of-the-art facility that supports research, development, testing, and evaluation of submarine acoustic stealth technology and propulsor design. Lake Pend Oreille is a critical body of water to the U.S. Submarine Force.

Virginia-class submarines are built to operate in the world's littoral and deep waters while conducting anti-submarine warfare; anti-surface ship warfare; strike warfare; special operations forces support; intelligence, surveillance and reconnaissance; irregular warfare; and mine warfare missions. This next-generation attack submarine provides the Navy with the capabilities required to maintain the nation's undersea superiority well into the 21st century.

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