



October/November 2023  
VOL MMXXIII Issue 05

# Clear The Baffles

## GOLD COUNTRY BASE



Overall 2022  
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.*



**Joe Cooke TM2 (SS)**  
Eternal Patrol  
July 17, 2023



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### *Now Hear This!*

**7 December Pearl Harbor Remembrance:** Setup 0700  
Event 0900 (Rain or Shine) Discovery Park, Sacramento

**12 December Holiday First Call to Morning Chow & Gift Exchange** 0900 Denny's Restaurant, 100 North Sunrise, Roseville

**15 December Holiday Party:** Folsom Veterans Hall, 1300 Forrest Street, Folsom Doors open at 5:00pm Dinner at 6:00

**Next Meeting—November 25, 2023** Potluck @ 12 noon Meeting Starts 1pm Folsom Veterans Hall -1300 Forrest St., Folsom

**First Call to Morning Chow & Holiday Gift Exchange**  
**Tuesday December 12 0900** @ Denny's Restaurant, 100 North Sunrise, Roseville

# COMMANDER'S CORNER



**Shipmates**, It has been a busy November, and it is being followed up with a terribly busy December.

We are scheduled for the following events:

November 25 – Base Meeting- Noon – Potluck; 1:00pm Base Meeting

December 7 – Discovery Park

December 12 – 9:30 am – at Denny’s , 122 Sunrise Ave, Roseville  
“First Call to Chow” Holiday gift exchange

December 15 - Holiday party at VFW hall

November was busy. First on 11/11/23 was the Auburn Veteran’s Day Parade. This was our first visit to the Auburn area to participate in their Veteran’s Day festivities. We were welcomed by thousands of locals that gathered to honor the many veterans included in this Auburn Parade. It was a little longer than some of the past parades we have been to but was well supported by many residents all along the parade route. We stopped along our travels toward the parade starting point to give a group of young JROTC Honor Guards a lift on our float to their parade starting point. It was nice to have some young blood riding on our Submarine Float. Hopefully, they will be influenced enough to join the navy and go into the submarine service.

Next stop in November on 11/12/23 was a visit to Bass Pro Shops in Rocklin. We set up our submarine float in front of the building. We had several of our members there to set-up the float, inflate the bow and arrow target range, cook, and distribute over 250 Hot Dogs (**Great Shout Out to our Master Hot Dog Chef – Mike Goble!!**). Our members were able to share a ton of sea stories with many guests that stopped to see our submarine float and sound the diving alarm on Klaxon. We were honored to visit with a young man that just completed Marine boot camp and was home on his first leave. We shared sea stories with an active-duty submarine qualified Chief.

Couple of reminders:

Go to the VA and get your flu shot and Covid booster shot.

Annual Dues time; please pay your dues as soon as possible.

Send in your dinner reservation and payment for the December 15 -Holiday party.

**Les Jamison, Base Commander**

# Vice-COMMANDER

## Folsom JVO



Part of the Veteran's Hall, the kitchen floor, and bar area, will be closed from November 27 to December 1 for the grease trap and part of the sewer line to be replaced.



## SubVet Check-In



I'm still making calls to verify phone numbers.. However, for those of us who have been around a while, you could make calls to your friends and shipmates who you haven't seen in a while. I am sure they would be happy to hear from you, especially at this time of year.

## Awards

There have been numerous nominations by five people for the Tim Spoon Achievement Award. This response is great and encouraging. Thank you to, Jerry and Naomi, Gene, Ed, Barry, and Les for the nominations. We, the awards committee for this award will meet via Zoom on Monday, November 20, to select the person to receive the award. We need to get the name of the person who provides the brass plate for the plaque on the wall.

**Mark Elftmann , Vice Commander**

## What Is Prayer About?



Basically prayer is talking to God. So when do you pray, and where? Here are a few scriptures that will help you understand. Matthew 6:5 - 7. <sup>5</sup>“And when you pray, you shall not be like the hypocrites. For they love to pray standing in the synagogues and on the corners of the streets, that they may be seen by men. Assuredly, I say to you, they have their reward. <sup>6</sup>But you, when you pray, go into your room,



and when you have shut your door, pray to your Father who is in the secret place; and your Father who sees in secret will reward you *openly*.<sup>7</sup> And when you pray, do not use vain repetitions as the heathen do. For they think that they will be heard for their many words. And *Mark 11:24* Therefore I say to you, whatever things you ask when you pray, believe that you receive them, and you will have them.

Notice your belief and attitude are very important. God is big enough that He answer your tuff questions too.

**Blessing to all this holiday season!**

**Base Chaplain, Howard**

# OFFICER'S COUNTRY



## Greetings Shipmates'!

It is once again time for our annual dues and booster drive. You should have received an email or letter detailing your outstanding national and base dues. Many of you are life members, but don't let that stop you from sending in a booster contribution. If you haven't seen this message,



feel free to contact me at [membership@goldcountrybase.org](mailto:membership@goldcountrybase.org) requesting your outstanding balance. This is our main source of funds throughout the year, so please be generous with your booster contributions. Payments can be made via PayPal to [treasurer@goldcountrybase.org](mailto:treasurer@goldcountrybase.org) or mailed to my address: Gold Country Base, 4521 Hart Dr, Shingle Springs, CA 95682.

**Nicholas Sadowy ET1SS**

**Treasurer / Membership Chairman**



**Hello shipmates** and hoping this finds you well and safe. It's been a busy couple of weeks with the Auburn Veterans parade participation and the Bass Pro event that we do with great turn out this time around. We even meet a current CPO (Doc) who was visting family in Sac. He is currently on the USS John Warner SSN 785 which is homeported on the east coast. Thanks



again for all who participated in the parade and Bass Pro event and look forward to seeing everyone at the next meeting at the VFW hall.

**Gene Ratto, Gold Country Base Chief of the Boat (COB)**



**Good morning fellow** Gold Country Base Submariners. Upcoming event reminders - December 7th Remembrance and Wreath Laying Ceremony at Discovery Park. December 12th's First Call to Morning Chow will be at Denny's on Sunrise, don't forget about the gift exchange. December 15th will be the Base Christmas Dinner, RSVP asap. This year prices needed to be increased to \$50/person. In January we are planning the first anniversary of the Lost Boats Memorial we sponsored in West Sac, details to follow.



There are two types of events the Base sponsors - to celebrate our members and to promote the USSVI Creed. If you are aware of an event that favors Veterans presence where we can introduce ourselves and engage other Sub Vets please let me know.

**Ed McCarthy Web Master/Events Coordinator**

# OFFICER'S COUNTRY



## Happy Thanksgiving & Merry Christmas

Our Gold Country Base is so fortunate to have such a dedicated group of "Elected and Appointed Officers" who work so well as a team to keep all our focus areas up to the highest standards. I am very pleased to be able to add my skills and interests as they are needed to help in those efforts.

When I reflect on the years that I've been an active member in our Base, I am amazed that we have all accomplished so much and continue to work together effectively to add new members and contribute to our communities. With Thanksgiving and Christmas coming up, I am very thankful to be a part of Gold Country Base. I feel very blessed to have such good leadership and members who are my colleagues and friends during these challenging times. I wish you all a healthy and happy holiday time and blessings for your Christmas time when you are together with family and friends.

**Roger Paul, Gold Country Base Historian / Photographer**



The USSVI National Office has recently incorporated the "Sea Scout/Sea Cadet" groups into the awards program. Currently, we have no Eagle Scout award requests pending from our area troops. However, as discussed at the recent Base E Board Meeting, contact is pending with the local Sea Cadet group. USSVI Achievement Awards may be forthcoming for mem-

bers of that group in the near future. **Gil Miller, Eagle Scout Coordinator**



**Hello ladies:** I have been thinking about when we can get together to have our meetings. I came up with the 3<sup>rd</sup> Wednesday of the month starting on January 17 at 11am. It will be at Brookfield's in Roseville. The address is 1817 Taylor Rd., Roseville, Ca. 95661. We can discuss other possible locations and times at that meeting. All are welcome. The Christmas party is approaching quickly. We will be setting up at 11 am. It shouldn't take more than a 1 ½ to 2

hours to complete the set-up. The event starts with a social hour at 5:00pm and dinner at 6:00 pm. Hope to see you all there?

P.S. I really would appreciate donations for door prizes. Everyone will receive 1 ticket for the raffle. We will not be selling raffle tickets and there will not be a 50/50 that evening. If you can help, please call me at 352-598-9611

**Penny Jamison, SubVet Support Group Commander**



# OFFICER'S COUNTRY



**Shipmates,** We now have new tires on our boat! Good for another 10 years of parades and Bass Pro events.

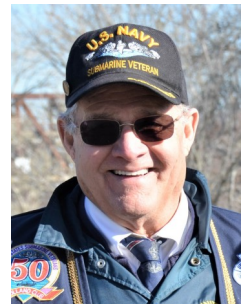


The carpenter shop has also been busy. Last week I cut the boards up into 2 inch by 10 foot strips and clamped them down so they will season and hopefully remain straight. The next thing we need to do with them is router the edges and a light sanding. At the same time get a coat of finish on them before we cut them into the proper lengths. I would like to get a couple of volunteers to help with that project.

Barry is busy making a list of items we need for each event. We will then color code each item with a color chosen for each event. If a item is needed at three events then it will have three colors of tape or cloth sewed on to make it easy to identify the items. Barry has been very helpful with getting the dry dock organized for events.



**Shipmates,** This month's edition of our newsletter once again is wearing the banner of the best USSVI newsletter in the country. That's a fact that we can all feel proud of. Your contributions and the great photography of Roger is what makes that possible. As always I am always open to suggestions so if there's something you'd like to change or if there's something new you'd like to add please let me know. Happy Thanksgiving to everyone.



**Barry Wyatt, Newsletter Editor/ PAO**



**Shipmates,** It has been a slow month for the ship's stores. The prior months' sales have reduced the on-hand inventory to a more manageable level allowing us to only add items such as calendars. We will discuss additional purchases of Submarine ties to allow our members to be properly prepared to our community events.



Penny, Naomi, and I spent several hours organizing and cleaning the storage shed. We were able to toss out a lot of stuff thus creating a lot of additional storage room. We need an additional shelf, and the e-board approved the purchase. Barry agreed to purchase from Costco and submit the bill to the base for payment. I will supply the size and height requirement to Barry for the shelf.

**Jerry Wentland, StoreKeeper**

# Gold Country Base Officers



**Base Commander**  
**Kaps4Kids Coordinator**  
**Les Jamison**  
 Qualified 1969  
 USS Greenfish SS 351  
 Holland Club  
 (407) 509-7814  
[basecommander@goldcountrybase.com](mailto:basecommander@goldcountrybase.com)



**Vice Commander**  
**Awards Chairman**  
**Folsom JVO Rep.**  
**Mark Eftmann**  
 Qualified 1975  
 USS William H Bates SSN 680  
 (916) 243-9265



**Base Secretary**  
**Diana Clay**  
**Associate Member**  
 (916) 832-0936  
[dianac5353@gmail.com](mailto:dianac5353@gmail.com)



**Base Treasurer**  
**Membership Chair**  
**Nick Sadowy**  
 Qualified 1991  
 USS Sturgeon SSN 637  
 (916) 601-8910 [nick@sadowy.com](mailto:nick@sadowy.com)



**Chief of the Boat (COB)**  
**Gene Ratto**  
 Qualified 1978  
 USS Abraham Lincoln  
 SSBN 602  
 (279) 600-9400  
[gene\\_ratto1@comcast.net](mailto:gene_ratto1@comcast.net)



**Base Chaplain**  
**Howard Grover**  
 Qualified 1963  
 USS Spikefish SS 404  
 Life Member  
 Holland Club  
 (209) 245-4067 [hgrover@jps.net](mailto:hgrover@jps.net)



**Base Photographer**  
**Base Historian**  
**Roger Paul**  
 Qualified 1972  
 USS Haddock SSN 621  
 (916) 390-3569 [rapaulplus@msn.com](mailto:rapaulplus@msn.com)



**Newsletter Editor/PAO**  
**J. Barry Wyatt**  
 Qualified 1965  
 USS Henry Clay SSBN 625  
 Life Member Holland Club  
 (916) 600-1425  
[SacSubVet@barrywyatt.com](mailto:SacSubVet@barrywyatt.com)



**Holland Club  
 Commander**  
**Lenard Lee**  
 Qualified 1961  
 USS Salmon SS-573  
 Life Member Holland Club  
 (510) 928-8500 [Len@trawlers.com](mailto:Len@trawlers.com)



**Eagle Scout  
 Coordinator**  
**Gil Miller**  
 Qualified 1963  
 USS Becuna SS 319  
 Life Member Holland Club  
 (916) 365-6721  
[gemcap646@ranchomurieta.org](mailto:gemcap646@ranchomurieta.org)



**Guest Speakers  
 Coordinator**  
**Naval Youth Liaison**  
**Chad Clay**  
 Qualified 1965  
 USS Daniel Boone SSBN 629  
 Life Member Holland Club  
 (916) 502-1623 [chdclay@gmail.com](mailto:chdclay@gmail.com)



**Sub Float Manager**  
**John Kelly**  
 Qualified 1976  
 USS Pogy (SSN-647)  
 Life Member  
 (916) 989-8500  
[thejbark@gmail.com](mailto:thejbark@gmail.com)



**Storekeeper**  
**Jerry Wentland**  
 U.S. Army  
**Associate Member**  
 (530) 613-6729  
[nwentland@att.net](mailto:nwentland@att.net)



**First Call to Morning  
 Chow Coordinator**  
**Harold Fisher**  
 Qualified 1965  
 USS Medregal AGSS 480  
 Life Member Holland Club  
 (916) 782-5748 [navigator@surewest.net](mailto:navigator@surewest.net)



**SubVet Support  
 Group Commander**  
**Penny Jamison**  
**Associate Member**  
 (352) 598-9611  
[pjamison1050@gmail.com](mailto:pjamison1050@gmail.com)



**Web Master**  
**Events Coordinator**  
**Ed McCarthy**  
 Qualified 1983  
 USS Bergall SSN-667  
**Life Member** (916) 995-5196  
[eddie105@yahoo.com](mailto:eddie105@yahoo.com)



**USSVI District 5  
 Commander**  
**Tim Carlisle**  
 Qualified 1983  
 USS Sea Devil SSN 664  
 Life Member  
 (925) 812-4239  
[timcarlisle00@hotmail.com](mailto:timcarlisle00@hotmail.com)



**USSVI Western  
 Region Director**  
**Pete Juhos**  
 Qualified 1980  
 USS Bergall SSN 667  
 Life Member  
 (916) 208-0667 [dsv3.ss@gmail.com](mailto:dsv3.ss@gmail.com)

# Lost Boats

## November

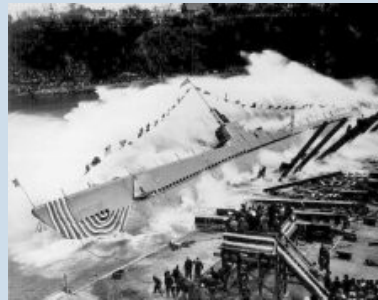
### USS Albacore (SS-218)

Lost on Nov 7, 1944 with the loss of 85 men when she was sunk off northern Hokkaido. Winner of two Presidential Unit Citations, Albacore was on her eleventh war patrol and struck a mine while running submerged near a Japanese patrol craft that had detected her.



### USS Growler (SS-215)

Lost on Nov 8, 1944 with the loss of 86 men when she was sunk in the South China Sea. Winner of two Navy Unit Commendations, Growler was on her 12th war patrol, and was lost while attacking a convoy, probably as a result of a depth charge attack or victim of a circular run by one of her own torpedoes.



### USS Scamp (SS-277)

Probably sunk on November 16, 1944 with the loss of 83 men near Tokyo Bay. On her 8th war patrol, she may have been damaged by a mine and was trailing oil, which helped Japanese coast defense vessels locate and destroy her with depth charges.



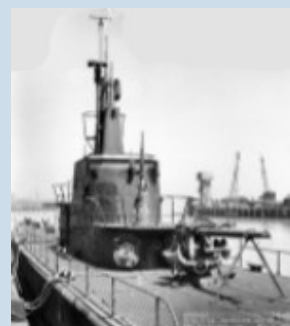
### USS Corvina (SS-226)

Lost on Nov 16, 1943 with the loss of 82 men when she was sunk just south of Truk. Corvina was on her 1st war patrol and appears she was lost to the torpedoes of a Japanese submarine.



### USS Sculpin (SS-191)

Lost on Nov 19, 1943 with the loss of 43 men near Truk. Severely damaged by depth charges after attacking an enemy convoy, Sculpin continued to fight on the surface. When the captain was killed, the crew abandoned ship and scuttled Sculpin. 41 men were taken prisoner but only 21 survived the war. Among those not abandoning ship was CAPT Cromwell, aboard as a potential Wolfpack commander, he rode the Sculpin down, fearing that vital information in his possession might be compromised under torture. For this, CAPT Cromwell was posthumously awarded the Congressional Medal of Honor.





# Birthdays

## October

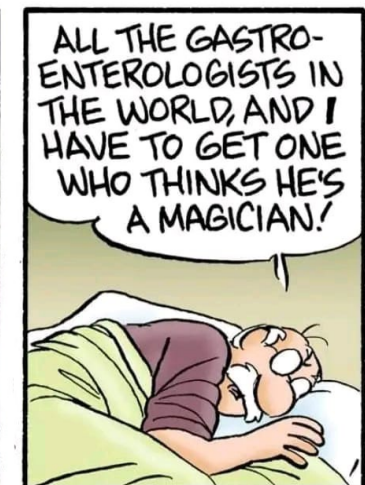
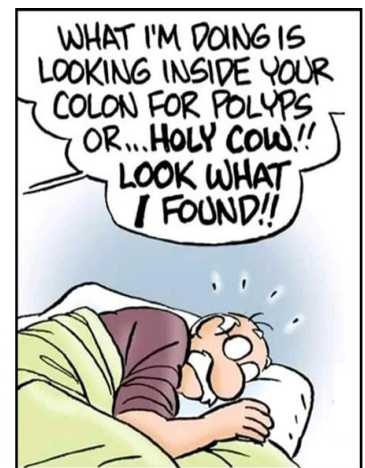
Fred Dalbello Pete Juhos Ron Rule Barry Wyatt  
Penny Jamison Nick Sadowy Chad Clay

## November

Mike Delleney George Miyao Tom Moniz  
Jerry Wentland



# On The Lighter Side



TIPS ON HOW TO FALL ASLEEP IN A LIVING ROOM CHAIR:

1. BE OLD
2. SIT IN A CHAIR



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\**

*Harry Beach\* Rosa Beach\* Glenn Boothe*

*Jerry Bowers\* Regy Bronner\* Anita Bronner\**

*John Clark Dennis Cline\* Mike Daly\**

*Larry Davis Jr.. Mike Delleney\* Ron Eggert*

*Mark Elftmann\* Frank Elliott\* Jerry Ellis\**

*Jack Everett\* Christopher Ferguson\**

*Harold Fisher\* Janet Fisher\* Michael Goble\**

*Howard Grover\* Dennis Henderson*

*Bill Hunt\* Burna Jamieson Pete Juhos\**

*Debbie Juhos\* Alvin Lehman\* Matt Lettau\**

*James MacLean\* George Miyao\* Tom Moniz\**

*Hans Nettle Harry Pagett Roger Paul\**

*Gene Ratto\* Max Rhinehart\* Tom Rumsey\**

*Joe Ryan\* Louie Slayton Joel Walton*

*David Worth Barry Wyatt\**

## VA Information

### Veteran Designation on California Driver License and ID Card

A new law for 2023 - **Veteran Designation on Driver's Licenses (SB 837)** eliminates the \$5 fee for obtaining a military "VETERAN" designation on a driver's license or identification (ID) card.

Eligible veterans have the opportunity to add the word "VETERAN" to the front of their driver license or ID card to indicate that they have served in the U.S. Military. It can also play a critical role in enabling access to certain privileges, and benefits associated with being a veteran without having to carry and produce a Certificate of Release or Discharge from Active Duty.

Interested veterans need to present a valid DD Form 214 to a local CVSO to receive a Veteran Status Verification form. Then, the veteran takes the CVSO verification form to a DMV field office for processing. DMV could charge the standard cost of a new, renewal, or duplicate license fee for this enhancement.

<https://www.calvet.ca.gov/Veteran-Designation>



## USSVI-GOLD COUNTRY BASE MEETING MINUTES October 28, 2023

CALL TO ORDER: Meeting called to order @ 13:03 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 Chad Clay, Guest Speaker and Naval Youth liaison tolled the bell for each Lost Boat; one additional toll in memory of those shipmates on Eternal Patrol.

MEMBER INTRODUCTION: There were 22 members and 3 guests in attendance including 2 new members.

### GUEST SPEAKER COORDINATOR CHAD CLAY INTRODUCTION OF GUEST SPEAKER:

Rod Borba, President, Cordova Girls Softball

### FORMAL REPORTS:

BASE COMMANDER: Les Jamison

Motion to increase Holiday party to \$50. Seconded and passed.

John Kelley had 8 new tires put on the float at the cos of \$510.67. Motion to repay John to replace the cost of the tires. Approved.

VICE COMMANDER: Mark Elftmann

See JVO and Subvet check in.

CHIEF OF THE BOAT (COB) Gene Ratto

No report

SECRETARY: Diana Clay

No report

TREASURER Base Treasurer: Nick Sadowy

The books are in balance. Gold Country Base does not publicly release financial information in the Newsletter. Any base member can request a report from Base Treasurer via email.

MEMBERSHIP: Nick Sadowy

We have 107 members

PAO / NEWSLETTER EDITOR: Barry Wyatt

Barry will publish the Newsletter in mid-November.

Anyone with a sea story is welcome to contribute it to the newsletter.

HOLLAND CLUB CHAIR: Lenard Lee - No report

EAGLE SCOUT CHAIR: Gil Miller - No report

CHAPLAIN REPORT / BINNACLE LIST: Howard Grover - No report

BASE PHOTOGRAPHER: - No report

NAVY YOUTH LIASON: Chad Clay - No report

HISTORIAN: Roger Paul - No report

WEB-MASTER: Ed McCarthy

Doing well, working on errors on cell phones.

STOREKEEPER: Jerry Wentland

New calendars are in. Price of calendars increased to \$9.68. Motion made to sell the calendars for \$15.

Passed

Some shirts are available for \$15.

KAPS4KIDS COORDINATOR: Les Jamison

No report, still waiting on Kaiser.

*(minutes continued on the next page)*

## **USSVI-GOLD COUNTRY BASE MEETING MINUTES October 28, 2023 (continued)**

SUBVET CHECK-IN PROGRAM: Mark Elftmann

Still waiting for phone numbers of members

Only one Tim Spooner award application received. Still needs more. There is a link on the regional newsletter for anyone to apply. It is an award for service to the base.

FOLSOM JVO: Mark Elftmann - No report.

EVENTS COORDINATOR: Gene Ratto, Ed McCarthy, Les Jamison

Veteran's Day parade – November 11—Auburn. Position in parade still coming. Street is closed off by 9:45. Parade starts at 10:50 am, Lincoln Way and Cleveland Avenue.

Bass Pro event – November 12, 9:00 am.

December 7 event at Discovery Park, we will have Assemblymember Josh Hoover as the guest speaker.

Holiday party—December 15—at our VFW hall, 5:00. \$50 entry to help pay for all costs.

For people who don't drive at night, we might organize drivers to pick them up.

Annual Lost Boats memorial service—January 27 or 4<sup>rd</sup> Saturday in January (27<sup>th</sup>) Veteran's Memorial Circle at West Sacramento River Park.

GUEST SPEAKERS COORDINATOR: Chad Clay

December 7 speaker is Assemblymember Josh Hoover. He is trying to get a colorguard to present the colors.

WESTERN REGION DIRECTOR: Pete Juhos

Base dues are due by the end of December. \$25 due for the base and \$25 for the national.

If life member, no \$25 to national.

Old Business:

Minutes from September are accepted.

First Call to Morning Chow:

Date & Time – November 14, 2023 at 9:30 am @ Denny's Restaurant on North Sunrise

Next Base Meeting: Next meeting will be on November 25, 2023

50/50 Won By: \$54 Pete Juhos donated back to the base.

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**



# Joe Cooke TM2 (SS)

Eternal Patrol

July 17, 2023

Joe joined the Navy in 1970 and was discharged in 1975. He qualified in Submarines on the USS Guitarro SSN-665 in 1973. He also served on the USS Seawolf. Joe joined USSVI and the Mare Island Base in 2009 he also was a dual member of the Gold Country Base. He served Gold Country both as Secretary and Vice Commander for a short time. He his survived by his wife Sherry.



# 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 Bronner SOG3 (SS) and his wife Anita**

**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.**



**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.**

# Base Member Bio

## Michael Rayfuse ETR 2 (SS)

Born & raised in Sacramento in the Arden/Arcade area. Attended grade school in the San Juan School District and High school at La Sierra High in Carmichael, graduating in June 1960.

I enlisted on September 27th of 1960 with the Nuclear Power Program and Submarine School ahead of me.



Did Boot camp in San Diego, then

“ET-A” school at Treasure Island

S.F. Timing was good as I checked in at T.I. on Dec 20 ish and was told to show up the first week of January with no charge to my 30 days annual leave.

Graduated “A” school in early July and had a week to get to New London Conn. For Sub School, which I completed in mid-November, with orders to Pearl Harbor and duty on the USS Wahoo SS-565.

Following 9 months of chipping, scraping and cranking (they called it “mess cooking” then) I was allowed to change out of my whites (from topside watch) and tasted the water of Pearl Harbor for a non-voluntary swim call. This was in August

1962.

With orders to Nuke School I left Pearl for Nuke School at Mare Island joining class 62/4. I got out of there in the top 1/3rd of the class in March and reported to NPTU Idaho Falls at the A1W prototype. The USS Thresher went down shortly after I started at NPTU Idaho.

I was 96% qual'd with Orders to the USS Daniel Boone dry docked in Mare Island. (launched but not commissioned) -would have been a plank owner. However, a Drunk Sailor from class 63/1 rear ended me while I was stopped at a red light, and I lost 4 days of qual time. They Dropped me and I was sent back to Mare Island again to await orders.

I worked in the motor pool driving officers and their families from Travis AFB to San Francisco International -SFO) or SFO to Travis. Most were headed west to pearl or beyond or returning from the same. While awaiting orders in Vallejo JFK was assassinated.

In late November I finally got new orders to the USS Greenfish SS 351 back in Pearl Harbor. Joining ships company during local OPS I got familiar with a FRAM III boat just in time to go into the yards at PHNSY. During this period, we received the PUFFS addition, with the attending mods for the fire control system, more air conditioning, greater freshwater capacity and additional Navigation equipment. Also, the MK 45 torpedo was added to the quiver.

*(continued on next page)*

# Base Member Bio

## Mike Rayfuse Continued

In the 3+ years aboard, we transited once to EastPac (fall of 1964) for a sonar calibration in Dabop, Washington State. We visited Seattle Wash. And Vancouver BC before returning to Pearl Harbor. After our EastPac we returned to Pearl and got ready for the first of 2 WestPacs where we called upon Yokosuka, and Atami Japan, Keelung Taiwan, Bangkok Thailand, Subic Bay, Philippines, Palau and 2 visits to Hong Kong. Of course, there were a couple of long trips to nowhere interspersed with the port visits.

Both WestPacs were in the January to July time frame in 65 & 66 with one typhoon or major storm each trip. After returning to Pearl Harbor in July I decided that was enough and separated in Dec 1966.

Staying in Hawaii I went to work waiting tables in Waikiki while attending University of Hawaii. I found additional work at the University after a Civil Engineering professor mentioned a SEA GRANT he had received involving Wave Forces on underwater pipelines and scuba diving. That was my intro to data gathering/recording and telemetry systems. I was paid to configure the data system and SCUBA dive for 2 years.

My Stepmother passed leaving my father vulnerable so I returned to the mainland and found work with Honeywell in the industrial controls group where I found out that a hard hat and a clipboard will get you in almost anywhere.

I worked on data gathering and controls for 20 years with the last 8 years focused on CAD computers and their Networks. Served customers in everything from pharmaceuticals, milling machines, mainframes, potato chip fryers, chocolate factories, sewer treatment plants, aerospace NC mills, Peterbuilt truck factories, Heat treating plants, Vacuum furnaces, Cement plants, Ceramics, Co-Gen power plants and repairing PC's and laptops.

Laid off after 20 years, in 2001, I found placement with the State of California at the Dept of Water Resources, Environmental Services Organization -where I maintained water quality instruments throughout the Delta to ensure that the pumps in the south delta (California Aqueduct) did not suck the ocean into the delta.

Later I configured and programmed a modern telemetry system that replaced the older outdated instrumentation, making the data available real-time instead of driving to the delta monthly to offload tapes (before memory sticks).

I retired from the state in 2014 at 72 years old and have concentrated on my family, (4 kids, 6 grands, and 1 great grandchild).

I still have a passion for the sea. Racing sailboats, both multihulls and monohulls for 50 years now. I have participated in 12 national championship events and 2 world championships. My best finish was 2nd at a multihull Nationals, and a 3rd place in a monohull Nationals. Locally I have done better with recent wins at Folsom Lake.

I have Raced in Canada twice and Mexico 3 times, plus 3 trips to florida, 2 to Ohio, and 1 time each in Washington, Minnesota and Maine. I have chartered sailboats in Southern California and the Dutch East Indies (Saint Martin).



# Base Member Bio

## Chad Clay CS3 (SS)

Born in Madera, California and raised in the big city of Chowchilla. Chowchilla did not have a hospital at that time.

Joined the Navy January 1963, after two years in the Army National Guard. Discharged January 1967. Did one more year of ARNG after while in college at Augustana in Sioux Falls, SD.

I am a Plank Owner of and qualified on the USS Daniel Boone, SSBN 629, in 1965. Was assigned to the Boone while it was in new construction at Mare Island. I was sent TDY to the USS Barb SSN596 in late 1963. They had had some illnesses or such and myself and Karl Christensen were assigned. Lucky us, we did 6 weeks of mess duty to free up the regular crew members.



Made Commissary man 3rd while on the Boone.

In 1966, got my wish and was transferred to the USS Volador for a West Pac Cruise. Would have reenlisted for another West Pac, but it did not happen.

After my discharge, I attended college then left for a police officer position. Then moved back to California, where I worked as a production manager for the Vendo Company in Fresno. If you have purchased a soft drink from a machine, chances are it was a Vendo machine.

Met my wife Diana in Fresno, (You all know her, she's our Base Secretary and the love of my life) Diana worked for the IRS and convinced me to apply for a position as a Revenue Officer. I was hired and worked for them in both the Redding and Sacramento offices. I retired from there in 2001.

We have been married 42 years and have one daughter, Kelly and two sons, Chad and Connor and 5 grandchildren.

I have coached fastpitch softball for 47 years. Coached travel ball for California Breeze and have been a high school coach for 27 years.

**BE SURE TO BRING UP  
POLITICS  
DURING THANKSGIVING  
DINNER. IT WILL SAVE  
YOU MONEY ON  
CHRISTMAS GIFTS!**

*Follow me for more Holiday Tips*

# Gold Country Base News

## The 2023 Auburn California Veterans Day Parade And Community Ceremony Honoring Korean War Era Veterans



## Veterans Day Weekend



## Gold Country Base Upcoming Events

**Thursday December 7<sup>th</sup>, 2023 is the  
82<sup>nd</sup> Anniversary  
of the attack on Pearl Harbor**

*"Yesterday, December 7, 1941 — a date which will live in infamy — the United States of America was suddenly and deliberately attacked by naval and air forces of the Empire of Japan." **President Franklin D. Roosevelt***



### **Guest Speaker:**

**California State Assemblymember Josh Hoover (AD7)**

**Color Guard – Grant Union High School JROTC**

**Bugler - Baldwin Wong**

**Piper – Neil Henderson**

**When: Thursday , December 7, 2023 0900 (Rain or Shine)**

**Where: Discovery Park, Sacramento, CA**

More Information: Contact Ed McCarthy, Events Coordinator (916) 995-5196 or Barry Wyatt, Ceremony Coordinator (916) 600-1425 [sacsubvet@barrywyatt.com](mailto:sacsubvet@barrywyatt.com)

**The vehicle entry fee will be waived for this event.**

PLEASE USE THE COUPON CODE – SUBVETS23 at the Pay Station for your Parking Pass/Receipt. Any vehicle not displaying the parking pass will be subject to the park vehicle entrance fee.

### **12 December Holiday First Call to Morning Chow & Gift Exchange**

**0900 Denny's Restaurant, 100 North Sunrise, Roseville**

**Get in the holiday spirit by playing “Steal a Gift”. Bring a wrapped gift worth at least \$25. You will receive a number by blind draw. We then**

**pick the gifts in numerical order with the option to steal one that was picked before your turn to draw. The basic rule is a gift can be stolen only one time.**

**15 December Holiday Party: \$50 per person Doors open at 5:00pm Dinner at 6:00 NOTE! Because of space we are limited to 54 total attendees if you are planning on attending email or call Penny today ([pjamison1050@gmail.com](mailto:pjamison1050@gmail.com)) (352-598-9611) so your spot is reserve.**

**Pay on line at [goldcountrybase.org/donate](http://goldcountrybase.org/donate) or at our Nov meeting.**

**Menu: Tri Tip, Chicken & Ham with all the fixings, mac & cheese and desert.**

# 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](http://www.wrroundup.com)**



**Register  
Today**

# USSVI National News



From the Desk of National Commander Bill Andrea

Shipmates,

Thanksgiving Day is the one day a year where we gather with family and friends to share good food and good times. It is also the day we should be thankful that we live America, and while not perfect, it is still the best country on earth. Let's all be thankful for what we have, and be ever grateful to our brothers and sisters serving above and below the sea so that we may enjoy these freedoms. While Thanksgiving gatherings are not possible every day, we should be thankful every day.

On behalf of the Board of Directors, I wish everyone a happy and blessed Thanksgiving.

Happy Thanksgiving,

Bill Andrea

NC

# US Naval Sea Cadets



## US Naval Sea Cadet Corps

### SACRAMENTO DIVISION TS CALIFORNIA

#### Building Leaders of Character

The mission of the United States Naval Sea Cadet Corps is to build leaders of character.

Leadership opportunities and learning valuable skills open a wide variety of career paths for our cadets. Examples include public service, medicine, and law enforcement. Many will pursue higher education. While there is no requirement for military service, many cadets join the armed forces.

A recent poll showed that 65% of cadets were interested in joining the military. According to the U.S. Navy, more than 500 former Sea Cadets join the United States Navy in a typical year. 10% to 12% of graduating Sea Cadets will enter each incoming U.S. Naval Academy Class.



# Story From The Crew

In April 2022, I travelled to San Diego, CA to meet with members of the Deep Submergence Group Association (DSGA) for their first of many reunions. Originally scheduled to be held in 2020, it was delayed by the global pandemic response. The organization consists of both shipmates and industry leaders /contractors who served and supported the US Navy's Deep Submergence Program from its earliest inception to the present day. The units included DSV Trieste (DSV-1), DSV Alvin (DSV-2), DSV Turtle (DSV-3), DSV Sea Cliff (DSV-4), NR-1, USS Dolphin (AGSS-555), DSRV Mystic (DSRV-1), DSRV Avalon (DSRV-2), Submarine Rescue Unit (SRU), Deep Submergence Unit (DSU), Unmanned Vehicles, Deep-Sea Diving Detachment, and Commander Submarine Development Group ONE. Industry leaders included Martin 'Marty' Klein ([https://en.wikipedia.org/wiki/Martin\\_Klein\\_\(engineer\)](https://en.wikipedia.org/wiki/Martin_Klein_(engineer))) who designed and produced towed side-scan sonar systems; Lockheed Advanced Marine Systems; Sperry, and Mare Island Naval Shipyard (Ocean Engineering). Today, only DSV Alvin remains operational, leased by the Navy to the Woods Hold Oceanographic Institute (WHOI). All other



**Pete & Marty Klein are standing in front of the Pressurized Rescue Module (PRM-1). It replaced the DSRV, and is located at the Undersea Rescue Command, San Diego, CA;**



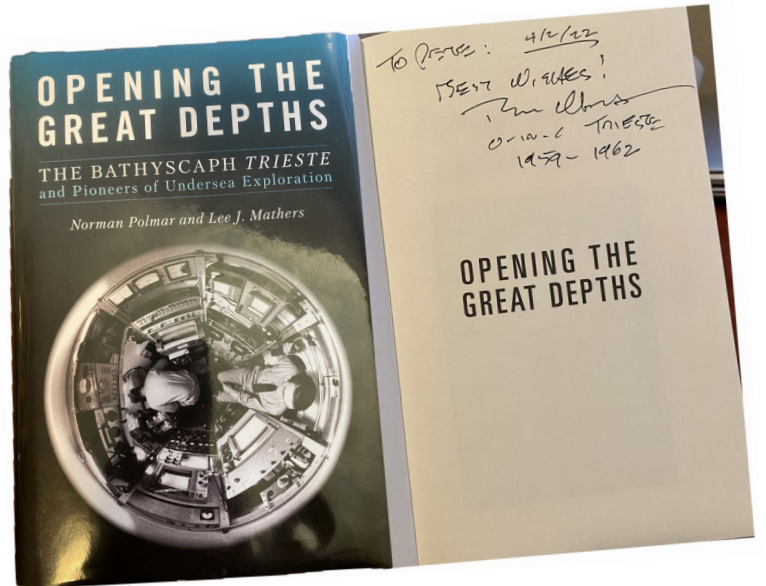
**Captain Don Walsh & Pete at 2022 DSGA Reunion**

units have been decommissioned; most find themselves placed in publicly accessible museums. I had the distinct pleasure and honor to meet Captain Don Walsh during the event's banquet dinner. His recounted experiences of the trials and tribulations in the development, operation, and maintenance of DSV Trieste (and its several variations) rang familiar with my own experiences aboard DSV Turtle. Though our depth capabilities were very different, the evolution of technology and systems created during Trieste's days were further honed and enhanced during my time with DSV Turtle (Jan 1985 – Sept 1990). The challenges of maintaining watertight integrity on then lead-acid batteries, hydraulic systems, ballasting systems, propulsion systems, object identification and retrieval systems, and navigation and communication systems outside the personnel sphere remain as true then in the late 1950's as they do today.

# Story From The Crew

Continued from page 22

A great read on this subject is 'OPENING THE GREAT DEPTHS – The Bathyscaph *TRIESTE* and Pioneers of Undersea Exploration' by Norman Polmar and Lee J. Mathers. I purchased a copy of this book after participating on a zoom conference call hosted by the Deep Submergence Group Association whose guest speaker was author Norman Polmar. I brought my copy to the DSGA reunion at which Captain Walsh entered his signature and a note. Needless to say, this copy won't be showing up at a future Gold Country Base raffle, or Western Region Roundup auction. The book describes how French physicist Auguste Piccard, and his son Jacques developed the bathyscaph *Trieste*. From its initial concept discussed in 1933 at a private meeting with aviation pioneers Amelia Earhart and Charles Lindbergh, balloonist Auguste Piccard, and publisher George Palmer Putnam; to finding and retaining funding for the project from government resources in France and Italy; piquing the interest of the U.S. government after World War II and its eventual acquisition and transfer to the U.S. Navy reads like the daring-do of a Tom Clancy or George Wallace novel. Except, this is real and physical. Some of us in USSVI were privileged to have served; PCS or TAD, some by luck (me), many by desire to return after a previous tour. Consider attending the 2024 Western Region Roundup; DSV Trieste and DSRV Mystic are prominently displayed at the Naval Undersea Warfare Museum in Keyport, WA.



Story provided by Gold  
Country Base Member  
and USSVI Western Re-  
gion Director Pete Juhos



# Story of Interest

## A GREAT SUBMARINE STORY

### Subject: USS Barb & Commanding Officer Lucky Fluckey

Thirty-nine years ago, an Italian submarine was sold for a paltry

\$100,000 as scrap. The submarine, given to the Italian Navy in 1953 was originally the USS Barb . . . an incredible veteran of World War II service . . . with a heritage that should not have been melted away without any recognition.

The U.S.S. Barb was a pioneer, paving the way for the first submarine to launch missiles and it flew a battle flag unlike that of any other ship. In addition to the Medal of Honor ribbon at the top of the flag identifying the heroism of its Captain, Commander Eugene 'Lucky' Fluckey and the bottom border of the flag bore the image of a Japanese train locomotive.

The U.S.S. Barb was indeed, the submarine that SANK A TRAIN! July 18, 1945 In Patience Bay, off the coast of Karafuto, Japan.

It was after 4 A.M. and Commander Fluckey rubbed his eyes as he peered over the map spread before him. It was the twelfth war patrol of the Barb, the fifth under Commander Fluckey. He should have turned the submarine's command over to another skipper after four patrols, but had managed to strike a deal with Admiral Lockwood to make a fifth trip with the men he cared for like a father.

Of course, no one suspected when he had struck that deal prior to his fourth and should have been his final war patrol, that Commander Fluckey's success would be so great he would be awarded the Medal of Honor. Commander Fluckey smiled as he remembered that patrol. Lucky Fluckey they called him. On January 8th the Barb had emerged victorious from a running two-hour night battle after sinking a large enemy ammunition ship. Two weeks later in Mamkwan Harbor he found the mother-lode... more than 30 enemy ships.



In only 5 fathoms (30 feet) of water his crew had unleashed the sub's forward torpedoes, then turned and fired four from the stern. As he pushed the Barb to the full limit of its speed through the dangerous waters in a daring withdrawal to the open sea, he recorded eight direct hits on six enemy ships.

What could possibly be left for the Commander to accomplish who, just three months earlier had been in Washington, DC to receive the Medal of Honor? He smiled to himself as he looked again at the map showing the rail line that ran along the enemy coastline.

Now his crew was buzzing excitedly about bagging a train!

The rail line itself wouldn't be a problem. A shore patrol could go ashore under cover of darkness to plant the explosives... one of the sub's 55-pound scuttling charges. But this early morning Lucky Fluckey and his officers were puzzling over how they could blow not only the rails, but also one of the frequent trains that shuttled supplies to equip the Japanese war machine. But no matter how crazy the idea might have sounded; the Barb's skipper would not risk the lives of his men.

Thus the problem... how to detonate the explosives at the moment the train passed, without endangering the life of a shore party.

**(continued on next page)**



# Story of Interest

continued

Thus the problem... how to detonate the explosives at the moment the train passed, without endangering the life of a shore party.

PROBLEMS? If you don't search your brain looking for them, you'll never find them. And even then, sometimes they arrive in the most unusual fashion. Cruising slowly beneath the surface to evade the enemy plane now circling overhead, the monotony was broken with an exciting new idea: Instead of having a crewman on shore to trigger explosives to blow both rail and a passing train, why not let the train BLOW ITSELF up?

Billy Hatfield was excitedly explaining how he had cracked nuts on the railroad tracks as a kid, placing the nuts between two ties so the sagging of the rail under the weight of a train would break them open. "Just like cracking walnuts, "he explained. To complete the circuit [ detonating the 55-pound charge ] we hook in a micro switch... and mounted it between two ties, directly under the steel rail.

" We don't set it off . . the TRAIN will." Not only did Hatfield have the plan, he wanted to go along with the volunteer shore party.

After the solution was found, there was no shortage of volunteers; all that was needed was the proper weather... a little cloud cover to darken the moon for the sabotage mission ashore.

Lucky Fluckey established his criteria for the volunteer party: [ 1 ] No married men would be included, except for Hatfield,

[ 2 ] The party would include members from each department,

[ 3 ] The opportunity would be split evenly between regular Navy and Navy Reserve sailors,

[ 4 ] At least half of the men had to have been Boy Scouts, experienced in handling medical emergencies and tuned into woods lore.

FINALLY, Lucky Fluckey would lead the saboteurs himself.

When the names of the 8 selected sailors was announced it was greeted with a mixture of excitement and disappointment.

Among the disappointed was Commander Fluckey who surrendered his opportunity at the insistence of his officers that as commander he belonged with the Barb, coupled with the threat from one that "I swear I'll send a message to ComSubPac if the Commander attempted to join the demolition shore party."

In the meantime, there would be no harassing of Japanese shipping or shore operations by the Barb until the train mission had been accomplished. The crew would ' lay low ' to prepare their equipment, practice and plan and wait for the weather.

July 22, 1945 Patience Bay [ Off the coast of Karafuto, Japan ] Waiting in 30 feet of water in Patience Bay was wearing thin the patience of Commander Fluckey and his innovative crew. Everything was ready. In the four days the saboteurs had anxiously watched the skies for cloud cover, the inventive crew of the Barb had crafted and tested their micro switch.

When the need was proposed for a pick and shovel to bury the explosive charge and batteries, the Barb's engineers had cut up steel plates in the lower flats of an engine room, then bent and welded them to create the needed digging tools.

The only things beyond their control were the weather.... and the limited time. Only five days remained in the Barb's patrol.

Anxiously watching the skies, Commander Fluckey noticed plumes of cirrus clouds, then white stratus capping the mountain peaks ashore. A cloud cover was building to hide the three-quarters moon. So, this would be the night.

**(continued on next page)**

# Story of Interest

# continued

MIDNIGHT, July 23, 1945 The Barb had crept within 950 yards of the shoreline. If it was somehow seen from the shore it would probably be mistaken for a schooner or Japanese patrol boat. No one would suspect an American submarine so close to shore or in such shallow water. Slowly the small boats were lowered to the water and the 8 saboteurs began paddling toward the enemy beach. Twenty-five minutes later they pulled the boats ashore and walked on the surface of the Japanese homeland.

Stumbling through noisy waist-high grasses, crossing a highway and then into a 4-foot drainage ditch, the saboteurs made their way to the railroad tracks. Three men were posted as guards, Markuson assigned to examine a nearby water tower. The Barb's auxiliary man climbed the tower's ladder, then stopped in shock as he realized it was an enemy lookout tower . . . an OCCUPIED enemy lookout tower. Fortunately, the Japanese sentry was peacefully sleeping and Markuson was able to quietly withdraw to warn his raiding party.



The news from Markuson caused the men digging the placement for the explosive charge to continue their work more quietly and slower. Twenty minutes later, the demolition holes had been carved by their crude tools and the explosives and batteries hidden beneath fresh soil.

During planning for the mission, the saboteurs had been told that, with the explosives in place, all would retreat a safe distance while Hatfield made the final connection. BUT IF the sailor who had once cracked walnuts on the railroad tracks slipped or messed up during this final, dangerous procedure . . . his would be the only life lost.

On this night it was the only order the sub's saboteurs refused to obey, and all of them peered anxiously over Hatfield's shoulder to be sure he did it right. The men had come too far to be disappointed by a bungled switch installation.

1:32 A.M. Watching from the deck of the submarine, Commander Fluckey allowed himself a sigh of relief as he noticed the flashlight signal from the beach announcing the departure of the shore party. Fluckey had daringly, but skillfully guided the Barb within 600 yards of the enemy beach sand. There was less than 6 feet of water beneath the sub's keel, but Fluckey wanted to be close in case trouble arose and a daring rescue of his bridge saboteurs became necessary.

1:45 A.M. The two boats carrying his saboteurs were only halfway back to the Barb when the sub's machine gunner yelled, 'CAPTAIN !' There's another train coming up the tracks! The Commander grabbed a megaphone and yelled through the night, "Paddle like the devil !", knowing full well that they wouldn't reach the Barb before the train hit the micro switch.

1:47 A.M. The darkness was shattered by brilliant light . . . and the roar of the explosion! The boilers of the locomotive blew, shattered pieces of the engine blowing 200 feet into the air. Behind it the railroad freight cars accordioned into each other, bursting into flame and adding to the magnificent fireworks display. Five minutes later the saboteurs were lifted to the deck by their exuberant comrades as the Barb eased away . . . slipping back to the safety of the deep.

**(continued on next page)**

# Story of Interest

# continued

Moving at only two knots, it would be a while before the Barb was into waters deep enough to allow it to submerge. It was a moment to savor, the culmination of teamwork, ingenuity and daring by the Commander and all his crew. Lucky Fluckey's voice came over the intercom. "All hands below deck not absolutely needed to maneuver the ship have permission to come topside." He didn't have to repeat the invitation. Hatches sprang open as the proud sailors of the Barb gathered on her decks to proudly watch the distant fireworks display.

The Barb had sunk a Japanese TRAIN!

On August 2, 1945 the Barb arrived at Midway, her twelfth war patrol concluded. Meanwhile United States military commanders had pondered the prospect of an armed assault on the Japanese homeland. Military tacticians estimated such an invasion would cost more than a million American casualties.

Instead of such a costly armed offensive to end the war, on August 6th the B-29 bomber Enola Gay dropped a single atomic bomb on the city of Hiroshima, Japan. A second such bomb, unleashed 4 days later on Nagasaki, Japan, caused Japan to agree to surrender terms on August 15th.

On September 2, 1945 in Tokyo Harbor the documents ending the war in the Pacific were signed.

The story of the saboteurs of the U.S.S. Barb is one of those unique, little known stories of World War II. It becomes increasingly important when one realizes that the [ 8 ] eight sailors who blew up the train near Kashiho, Japan conducted the ONLY GROUND COMBAT OPERATION on the Japanese homeland during World War II.

[ Footnote : Eugene Bennett Fluckey retired from the Navy as a Rear Admiral, and wore in addition to his Medal of Honor . . [ 4 ] FOUR Navy Crosses . . a record of heroic awards unmatched by any American in military history.]

In 1992, his own history of the U.S.S. Barb was published in the award-winning book, THUNDER BELOW.

Over the past several years proceeds from the sale of this exciting book have been used by Admiral Fluckey to provide free reunions for the men who served him aboard the Barb, and their wives.

P.S. : He graduated from the US Naval Academy in 1935 . . lived to age 93



Story provided by  
Newsletter Editor  
Barry Wyatt



# Featured Boat

**USS *Daniel Boone* (SSBN-629)**, a *James Madison*-class ballistic missile submarine, was the only ship of the United States Navy to be named for Daniel Boone (1734–1820), the pioneer and frontiersman.

## Construction and Commissioning

The contract to build *Daniel Boone* was awarded to Mare Island Naval Shipyard at Vallejo, California, on 21 July 1961 and her keel was laid down there on 6 February 1962. She was launched on 22 June 1963 sponsored by Mrs. Margaret Smith Wakelin, wife of Dr. James H. Wakelin, Jr., a physicist who was the Assistant Secretary of the Navy (Research and Development) from 1959 until 1964. *Daniel Boone* was commissioned on 23 April 1964, with Commander George P. Steele, III, in command of the Blue Crew and Lieutenant Commander Alan B. Crabtree in command of the Gold Crew. Following her commissioning, *Daniel Boone* was assigned to Submarine Squadron 15, becoming the first ballistic missile submarine assigned to the Pacific Fleet.



## Operational History

During her first major overhaul, like the rest of her class, *Daniel Boone* was retrofitted with Poseidon C-3 missiles and the associated Mark 88 fire control system. Poseidon was replaced by Trident C-4 missiles and on 6 September 1980, *Boone* became the first *James Madison* operational with the new missile.

(continued on next page)

## USS *Daniel Boone* (SSBN-629)

### General characteristics

<b>Class and type</b>	<i>Lafayette</i> -class submarine (hull design SCB-216 Mod 3) <sup>[2]</sup> <small>[clarification needed]</small>
<b>Displacement</b>	7,320 long tons (7,440 t) (submerged) <sup>[1]</sup> 8,240 long tons (8,370 t) (submerged) <sup>[1]</sup>
<b>Length</b>	425 feet (130 m)
<b>Beam</b>	33 feet (10 m)
<b>Draught</b>	32 ft (9.8 m) <sup>[1]</sup>
<b>Installed power</b>	S5W reactor
<b>Propulsion</b>	<ul style="list-style-type: none"><li>2 × geared steam turbines 15,000 shp (11,000 kW)</li><li>1 × shaft driving one 7-bladed screw</li></ul>
<b>Speed</b>	Over 20 knots (37 km/h; 23 mph)
<b>Test depth</b>	Over 400 ft (120 m)
<b>Complement</b>	Two crews (Blue and Gold), 13 officers and 130 enlisted each <sup>[1]</sup>
<b>Armament</b>	4 × 21 inches (530 mm) Mark 65 <sup>[1]</sup> torpedo tubes bow; Mark 48 torpedoes <ul style="list-style-type: none"><li>16 × vertical launch missile tubes amidships, various small arms</li></ul>

# Featured Boat

(continued)

*Daniel Boone* entered the Tenneco Shipyard at Newport News, Virginia sometime in late 1985 or early 1986 for refit. During post-refit sea trials on 7 April 1987 she ran aground in the James River at Newport News. This grounding occurred primarily because the OOD (Officer of the Deck), in an attempt to counter act tidal currents, lowered the SPM (Secondary Propulsion Motor) which was quickly and violently snapped off on a sandbar. The OOD then ordered the SPM retracted which, when retracted would have opened up an unpluggable 6" diameter hole in the hull. This potentially catastrophic mistake was countermanded by watch standers on the scene in the Machinery space. In spite of direct orders from the CONN and Maneuvering, the senior watch stander on the scene prevented the SPM from being retracted, preventing the submarine from sink-



ing in the James River. This accident, however, significantly delayed her departure from the refit yards because they had to obtain another SPM and repair the hull penetration in Tenneco Shipyard's dry dock. No ballistic missiles were on board.

## Decommissioning and Disposal

*Daniel Boone* was decommissioned on 18 February 1994 and stricken from the Naval Vessel Register the same day. Her scrapping via the Nuclear-Powered Ship and Submarine Recycling Program in Bremerton, Washington, was completed on 4 November 1994.



USS Daniel Boone (SSBN 629) was the Qual Boat of Gold Country Base Shipmate Chad Clay



# Navy Submarine News

## US, ROK Conduct Exercise Silent Shark

NAVAL BASE GUAM — The U.S. and Republic of Korea (ROK) navies completed the biennial combined theater anti-submarine warfare exercise Silent Shark in the vicinity of Guam, Oct. 22.

"We significantly increased our ability to carry out joint operations for TASW through fierce, realistic training," said Cmdr. Kim Il-bae, commanding officer, ROKS Jung Ji. "We will deter enemy aggression and are ready to firmly defend our seas."

The exercise reflects the United States' commitment to the Indo-Pacific region, and complements the many exercises, training, operations and other military cooperation activities conducted by U.S. submarine forces with the Republic of Korea navy.

"These combined training events maintain our readiness at a high level," said Cmdr. James Fulks, commanding officer, USS Topeka. "Our increasing interoperability with ROK submarines promotes democracy and provides security for the region."

Jung Ji also executed several scheduled port visits at U.S. Naval Base Guam, where the Los Angeles-class fast-attack submarine USS Annapolis (SSN 760) served as the host vessel.

During the in-port periods, the ROK submarine's leadership spoke with various area commanders including Capt. Carl Trask, commander, Submarine Squadron 15, and Capt. Brent Spillner, commanding officer of the Emory S. Land-class submarine tender USS Emory S. Land (AS 39). Additionally, Jung Ji's crew practiced seamanship and tactical maneuvers in the submarine trainer at Naval Submarine Training Center Pacific Detachment Guam, hosted tours of their vessel, toured Annapolis, and explored the local area.



Silent Shark has been conducted biennially since 2007. This year marks the 70th anniversary of the U.S-ROK alliance.

Commander, Submarine Group 7 directs forward-deployed, combat-capable forces across the full spectrum of undersea warfare throughout the Western Pacific, Indian Ocean and Arabian Sea.

U.S. 7th Fleet is the U.S. Navy's largest forward-deployed numbered fleet, and routinely interacts and operates with allies and partners in preserving a free and open Indo-Pacific region.

The Los Angeles-class fast-attack submarine USS Topeka (SSN 754) and Sonwonil-class diesel-electric submarine ROKS Jung Ji (SS 073), along with maritime patrol and reconnaissance aircraft from the "Fighting Tigers" of Patrol Squadron (VP) 8 and ROK Navy squadron 611, participated in the exercise to increase interoperability between the navies in the undersea domain and to provide opportunities to enhance the use of submarine tracking and engagement as a tool to maintain stability throughout the Western Pacific region.

# Support Gold Country Base Business



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The logo for ipromoteui, featuring the word 'ipromoteui' in a stylized, lowercase font.

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The logo for MendedLIFE.com, featuring the text 'MendedLIFE.com' and the tagline 'Something good is the making' in a cursive font.

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A photograph of Joel Walton, a man with a mustache wearing a baseball cap and a light-colored shirt, smiling.

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**Christian Family Counseling**

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## October/November 2023 Newsletter



**Overall 2022  
First Place**

“Clear the Baffles” is the official Newsletter for the Gold Country Base of the United States Submarine Veterans Inc. Published semi-monthly. Please submit ideas or articles to Publisher Barry Wyatt at ; [sacsubvet@barrywyatt.com](mailto:sacsubvet@barrywyatt.com) or contact me by phone at (916) 600-1425