



1MC



The official newsletter of the Wolverine Base, United States Submarine Veterans, Inc.

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WOLVERINE BASE AT THE ST. CLAIR SHORES MEMORIAL DAY PARADE



Wolverine Base members proudly marched in the 68th St Clair Shores Memorial Day Parade on May 30. The 2½ mile parade route ran down Jefferson Avenue through the heart of St. Clair Shores. Parade-goers were 3 - 4 persons deep on both sides of the road for the entire route. World War II submarine veteran MoMM2(SS) Carl Stramer was our own Grand Marshall, riding in Phil Klintworth's 1995 LeBaron convertible.

Wolverine Base COB Ted Smiglewski and Treasurer Bob Walsh carried the banner, and Base Commander Fred Kinsel followed in his Jeep, outfitted with a submarine diving alarm. Each time Fred sounded two blasts, Ted and Bob yelled out "Dive, Dive," to the delight of the crowd. Bob, Ted and Jim Stramer also passed out small American flags to children along the parade route. As an unexpected

bonus, a submarine veteran, watching from the crowd, joined us for the remainder of the parade.

Following the parade, Base members proceeded to the Cpl. Walter F. Bruce VFW Post 1146, a short distance down Jefferson Avenue, and conducted the Tolling of the Boats ceremony. The ceremony was observed by many folks attending the other festivities being held at the VFW Post.



EAGLE SCOUT RECOGNITION

Two new Eagle Scouts from Troop 111 in Lansing, MI, were recognized at a Court of Honor on June 6. Scouts Connor Short and Ty Fedewa were presented their USSVI certificates by Wolverine Base Eagle Scout Chair Phil Klintworth. Ty's father, one of the adult leaders of the Troop, is a former submariner, having qualified in USS Gurnard (SSN-662). Pictured at right are Ty, Mike, Connor, and Phil.



OPERATION SUNSHINE



Operation Sunshine was a scientific expedition conducted by the U.S. Navy in the summer of 1958. A crew of just over 100 sailors piloted the USS Nautilus (SSN-571) under the North Pole. The Nautilus was chosen for the mission because its nuclear reactor allowed it to remain submerged longer than a conventional submarine. The mission was completed successfully on August 3, 1958 when the Nautilus and her crew crossed under the North Pole.

The Nautilus departed from Groton on August 19, 1957 for her first attempt at sailing under the Pole but it was unsuccessful because of the ice being too deep. Another attempt was not made until the next summer. On July 23, 1958, the Nautilus left the Pearl Harbor naval base heading north towards the Bering Strait. She and her crew crossed under the pole at 2315 on August 3 and continued on for four more days until exiting from under the polar ice where Captain Anderson radioed to President Eisenhower "Nautilus 90 North".

Once in Iceland on August 7, Anderson was flown back to the United States to meet with the President. The commander was awarded the Legion of Merit, and the Nautilus received a Presidential Unit Citation, the first one ever conferred in peacetime. Once Anderson was back with the crew, USS Nautilus began its journey back the New London. She entered New York Harbor with a hero's welcome and a parade. Her journey home established another first – travelling over 3,100 miles submerged in six days with an average speed of more than 20 knots. She finally returned home to Connecticut on August 29, 1958 for an upkeep period and a well-deserved rest.



Nautilus entering New York harbor after her historic Arctic transit

The Nautilus's journey also created new technology with advanced navigation and guidance systems. The new system used inertial navigation that comprised of motion sensors and gyroscopes that continuously

calculated position and orientation. Beyond the technological discoveries made on the voyage and the shortcut for world travel, Nautilus' trip to the North Pole was a reminder to the American people of their country's strength and perseverance. The story of SSN 571's trip is worth retelling because it is a part of our history. It represents America's pioneering spirit and the ability to achieve the impossible. It symbolizes and conveys a message that should be passed on for generations to come.

Taken from Anderson, W. R., & Keith, D. (2008). *The Ice Diaries: The Untold Story of the Cold War's Most Daring Mission*. Nashville, TN: Thomas Nelson

MUSEUM SUBMARINES

A continuing feature of the *1MC* is a roster of current USN museum submarines, and some information about each. The current list follows. The data is taken mainly from the website of the Historic Naval Ships Association [www.hnsa.org].

Name	Hull No.	Location	Configuration	Website
USS Marlin	(SST-2)	Omaha, NE	SST	parks.cityofomaha.org/.../281-freedom-park
USS Cod	(SS-224)	Cleveland, OH	Fleet boat	www.usscod.org/
USS Drum	(SS-228)	Mobile, AL	Fleet boat	www.ussalabama.com/
USS Silversides	(SS-236)	Muskegon,	Fleet boat	www.silversidesmuseum.org/
USS Cavalla	(SS-244)	Galveston, TX	Guppy II	www.galvestonnavalmuseum.com/
USS Cobia	(SS-245)	Manitowoc, WI	Fleet boat	www.wisconsinmaritime.org/
USS Croaker	(SS-246)	Buffalo, NY	Guppy II	www.buffalonavalpark.org/
USS Bowfin	(SS-287)	Honolulu, HI	Fleet boat	www.bowfin.org/
USS Ling	(SS-297)	Hackensack, NJ	Fleet boat	www.njnm.org/
USS Lionfish	(SS-298)	Fall River, MA	Fleet boat	www.battleshipcove.org/
USS Batfish	(SS-310)	Muskogee, OK	Fleet boat	www.warmemorialpark.org/
USS Becuna	(SS-319)	Philadelphia, PA	Guppy IA	www.phillyseaport.org/
USS Clamagore	(SS-343)	Mount Pleasant, SC	Guppy III	www.patriotspoint.org/
USS Pampanito	(SS-383)	San Francisco, CA	Fleet boat	www.maritime.org/
USS Razorback	(SS-394)	North Little Rock, AR	Guppy II	www.aimmuseum.org/
USS Torsk	(SS-423)	Baltimore, MD	Fleet snorkel	www.historicships.org/
USS Requin	(SS-481)	Pittsburgh, PA	Fleet snorkel	www.carnegiesciencecenter.org/
USS Dolphin	(AGSS-555)	San Diego, CA	Deep diving	www.sdmaritime.org/
USS Albacore	(AGSS-569)	Portsmouth, NH	Experimental	www.ussalbacore.org/
USS Nautilus	(SSN-571)	Groton, CT	SSN	www.ussnautilus.org/
USS Growler	(SSG-577)	New York, NY	SSG	www.intrepidmuseum.org/
USS Blueback	(SS-581)	Portland, OR	Teardrop hull	www.oms.edu/submarine

Featured in this issue is USS Dolphin (AGSS-555)

History

Dolphin's keel was laid on 9 November 1962 at the Portsmouth Navy Yard, Kittery, Maine. She was launched on 8 June 1968, sponsored by Mrs. Maggie Shinobu Inouye, (née Awamura), wife of U.S. Senator Daniel K. Inouye, and commissioned on 17 August 1968 with Lieutenant Commander J.R. McDonnell in command. Dolphin's hull number, "555", is unusual in that it was taken out of sequence. At the time of her 1968

commissioning, the five other new submarines commissioned that year (all Sturgeon class SSNs) had hull numbers ranging from 638 to 663. Dolphin's hull number was taken from a block of cancelled hull numbers from the World War II vintage Tench class boats, the last of which was commissioned in 1951. The reason for the selection of "555" as Dolphin's hull number is not known.



Although Dolphin was responsible for many "firsts", she is not associated with any specific historic event during her nearly forty years of service. Rather, it was her unique, extreme deep-diving capability that set her apart and has continually placed the vessel at the forefront of undersea naval research during her entire career. In November 1968, she set a depth record for operating submarines that still stands. In August 1969, she launched a torpedo from the deepest depth that one had

ever been fired. Employed by both Navy and civilian researchers, the submarine was equipped with an extensive and impressive instrumentation suite to support multiple missions. Since the boat's commissioning in 1968, it has amassed a startling record of scientific and military accomplishments, including

- first successful submarine-to-aircraft optical communications
- development of a Laser Imaging system of photographic clarity
- development of an Extreme Low Frequency (ELF) antenna for Ohio-class submarines
- evaluation of various low probability of interception active sonars
- first submarine launch of a mobile submarine simulator (MOSS) system
- first successful submarine test of BQS-15 sonar system
- development of highly accurate (10 cm) towed body position monitoring system
- development of a new Obstacle Avoidance Sonar system

Fire and evacuation at sea

On 21 May 2002, at about 2330 PDT, while operating approximately 100 miles (160 km) off the coast of San Diego, California, Dolphin was cruising on the surface, recharging her batteries, when a torpedo shield door gasket failed, and the boat began to flood. Due to high winds and 10-to-11-foot (3.0 to 3.4 m) swells in the ocean, approximately 70 to 85 tons of seawater entered the ship, an amount perilously close to the boat's reserve buoyancy. The flooding shorted electrical panels and started fires.

After 90 minutes, with fire and flooding beyond the ability of the crew to control, Dolphin's commanding officer, ordered the crew of 41 and two civilian Navy employees to abandon ship. The Oceanographic Research ship McGaw was operating in the vicinity and immediately responded to the call for assistance. USS Thach (FFG-43) also came alongside Dolphin and rescued several crewman from the water. The quick response of the crew placed the submarine in a stable condition. Submarine Support Vessel Kellie Chouest got underway from San Diego early on 22 May to assist, and Dolphin was towed back to San Diego the following day.

In mid-2006, the Navy decided to retire Dolphin, citing the \$18 million her operations cost annually. She was deactivated on 22 September 2006, and decommissioned and struck from the Naval Vessel Register on 15 January 2007. Her 38-year career was the longest in history for a US Navy submarine.

Dolphin was officially transferred to the San Diego Maritime Museum in September 2008, to become the eighth vessel in their floating collection. She was opened to the public for the first time on 4 July 2009.

The Maritime Museum of San Diego

The Maritime Museum of San Diego enjoys a worldwide reputation for excellence in restoring, maintaining and operating historic vessels. The museum has one of the world's finest collections of historic ships, including the world's oldest active ship, *Star of India*. All ships and exhibits are available for public tours.



COMING EVENTS

18 Jul	1400	Picnic at Jim Thelander's [5802 Lakeshore, Ft. Gratiot, MI]
15 Aug	TBD	5th Annual Bubblehead BBQ [Ozzie's house - 3701 Brookshire St., Trenton, MI 48183]
30 Aug – 4 Sep		USSVI National Convention – Orlando, FL
19 Sep	1600	Monthly base meeting, Hamlin Pub (22 Mile Rd & Hayes, Shelby Twp)



LOST BOATS [July – September]

USS S-28 (SS-133)

Lost on July 4, 1944 with the loss of 49 crew members. She was conducting training exercises off Hawaii with the US Coast Guard Cutter Reliance. After S-28 dove for a practice torpedo approach, Reliance lost contact. No distress signal or explosion was heard. Two days later, an oil slick was found near where S-28 had been. The exact cause of her loss remains a mystery.

USS Robalo (SS-273)

Lost on July 26, 1944 with the loss of 81 crew members while on her 3rd war patrol. She struck a mine about 2 miles off the coast of Palawan. Four men survived and swam ashore, then were imprisoned by the Japanese. Unfortunately, they were put on a Japanese destroyer and lost when that destroyer was sunk.

USS Grunion (SS-216)

Lost on July 30, 1942 with the loss of 70 crew members while on her first war patrol near Kiska Harbor. She radioed that she sank two sub-chasers and damaged a third, but was never

heard from again. Grunion's mangled remains were found in the Bering Sea in 2006 off the Aleutian Island of Kiska.

USS Bullhead (SS-332)

Lost on August 6, 1945 with the loss of 84 crew members in the Lombok Strait while on her 3rd war patrol when sunk by a depth charge dropped by a Japanese Army plane. Bullhead was the last submarine lost during WWII.

USS Flier (SS-250)

Lost on August 13, 1944, with the loss of 78 crew members while on her 2nd war patrol. Flier was transiting on the surface when she was rocked by a massive explosion (probably a mine) and sank within less than a minute. 13 survivors, some injured, made it into the water and swam to shore. 8 survived and 6 days later friendly natives guided them to a Coast Watcher and they were evacuated by the USS Redfin (SS-272).

USS S-39 (SS-144)

Lost on August 13, 1942 after grounding on a reef south of

Rossel Island while on her 3rd war patrol. The entire crew was able to get off and rescued by the HMAS Katoomba.

USS Harder (SS-257)

Lost on August 24, 1944 with the loss of 79 crew members from a depth charge attack by a minesweeper near Bataan while on her 6th war patrol. Harder had won a Presidential Unit Citation for her first 5 war patrols and CDR Dealey was awarded the Congressional Medal of Honor posthumously. Harder is tied for 9th in the number of enemy ships sunk.

USS Cochino (SS-345)

Lost on August 26, 1949 after being jolted by a violent polar gale off Norway caused an electrical fire and battery explosion that generated hydrogen and chlorine gasses. In extremely bad weather, men of Cochino and Tusk (SS-426) fought to save the submarine for 14 hours. After a 2nd battery explosion, Abandon Ship was ordered and Cochino sank. Tusk's crew rescued all of Cochino's men except for one civilian engineer. Six sailors from Tusk were lost during the rescue.

USS S-5 (SS-110)

Lost on September 1, 1920 when a practice dive went wrong and she sank bow-first, with her stern showing above the water. In a dramatic adventure, her exhausted crew was rescued during the next few days. Salvage attempts were unsuccessful, S-5 settled to the bottom and was abandoned.

USS Grayling (SS-209)

Lost on Sept 9, 1943 with the loss of 76 men near the Tablas Strait. Grayling was on her 8th war patrol and sank two ships before being lost.

USS Pompano (SS-181)

Pompano was sunk (between Sept 17 and Oct 5) with the loss of 77 men while on her 7th war patrol. Possibly lost on Sept 17, 1943. Japanese records show that a submarine was sunk in her patrol area on 17 September by air & depth charge attack off the Aomori Prefecture near Shiriya Zaki. Before being lost, she sank two enemy cargo ships. The exact cause of her loss remains unknown, but she probably was sunk by the air/sea attack above or fell victim to a mine on or after 9/25/1943. This boat's last recorded ship (Taiko Maru) sunk happened on Sept 25th, so she probably hit a mine on or after that date but before Oct 5th, when she was scheduled back at Midway.

USS S-51 (SS-162)

Lost on Sept 25, 1925 with the loss of 33 men when it was sunk after collision with SS City of Rome off Block Island.

USS Cisco (SS-290)

Lost on Sept 28, 1943 on her first war patrol with the loss of 76 men in the Sulu Sea west of Mindinao.

Eileen Mahoney's poem "In Waters Deep" sums up the loss of sailors at sea. It uses (intentionally) the same meter as "In Flanders Fields" by John McCrae

IN WATERS DEEP

In ocean wastes no poppies blow,
No crosses stand in ordered row,
There young hearts sleep... beneath the wave...
The spirited, the good, the brave,
But stars a constant vigil keep,
For them who lie beneath the deep.

'Tis true you cannot kneel in prayer
On certain spot and think. "He's there."
But you can to the ocean go...
See whitecaps marching row on row;
Know one for him will always ride...
In and out... with every tide.

And when your span of life is passed,
He'll meet you at the "Captain's Mast."
And they who mourn on distant shore
For sailors who'll come home no more,
Can dry their tears and pray for these
Who rest beneath the heaving seas...

For stars that shine and winds that blow
And whitecaps marching row on row.
And they can never lonely be
For when they lived... they chose the sea.

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Our purpose is To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution.

In addition to perpetuating the memory of departed shipmates, we shall provide a way for all Submariners to gather for the mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. We support a strong U.S. Submarine Force.

The organization will engage in various projects and deeds that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today.



Wolverine Base

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<https://www.ussvimich.org/>

Officers

Base Commander: Frederick J Kinzel

Sr. Vice Commander: Philip G. Klintworth

Secretary: Denise Walsh

Treasurer: Robert S. Walsh

Chaplain: Ron Wilkins

Chief of the Boat: Ted Smiglewski