



# 1MC



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

Volume 2021, No. 1

## In Memoriam – Dennis Halstead



Dennis Bloom Halstead, of Chesterfield Twp., Michigan departed on Eternal Patrol on 27 November 2020 at the age of 78. He is the first member of Wolverine Base to leave on Eternal Patrol.

Born on 3 August 1942 in Detroit, Michigan to Stafford White Halstead and Sophia Bloom Halstead, and brother to the late Becky Halstead, Alan Halstead ((Sandy), the late Loretta Runey and Gary Halstead. Dennis was proud to serve in the U.S. Navy and fondly recalled his time aboard the USS Nautilus (SSN-571) and often shared stories of his experience. He was a Holland Club member, and an active member of Escolar Base, Wolverine Base, and Groton Base, attending the Wolverine Base meeting less than two weeks before his passing.

Subsequent to his naval service, Dennis studied to become a pharmacist at Wayne State University and eventually owned and operated Anchor Bay Pharmacy in New Baltimore and Clinical Center Pharmacy in Troy, Michigan. Up until his passing, he continued to work as a pharmacist. An integral part of the New Baltimore community, Dennis was well known for his involvement with the Bay-Rama Fishfly Festival, First Congregational Church, Goodfellows and many other organizations.

He was married to the love of his life and best friend, Joanne Halstead, who passed away in December 2004. His love will be forever felt and remembered by his children Wendy Willming (Paul), Greg Hoffman (Bonnie), Jeff Hoffman, Gary Hoffman and Jay Hoffman. Dennis loved being a grandfather and was extremely proud of all his grandchildren: Michael Hoffman, the late Steven Hoffman, Scott Hoffman, Laura Willming, Matthew Willming and Kara Willming (Fiance' Conner Wagner).

An Eternal Patrol ceremony was conducted on 14 December by Larry Morin, Escolar Base Chaplain, and Ron Wilkins, Wolverine Base Chaplain, with Fred Kinzel, Wolverine Base and Central District 6 Commander attending. Wolverine Base has made a Memorial Donation to Vets Returning Home in memory of Dennis.



Sailor, rest your oar.

## More About Stickleback

1MC Volume 2020, No. 2 contained an article about the discovery of the USS Stickleback (SS-415), sunk following a collision with the destroyer escort USS Silverstein (DE 534) during exercises off Oahu on 28 May 1958. The following is a first-person account of the 1958 event by a Stickleback crewmember, as published on the website SubmarineSailor.com. **This is a real no-sh\*\*\*er sea-story.**

I had been aboard about seven months, I had passed the test for Fireman and I was about a month away from qualifying. We were doing our final local underway before leaving for WesPac.

The Chief of the Boat Vern Atha put Mike Fallet and me on mess cooking the day before our last underway. The morning we got sunk Mike and I started mess cooking. We were in the After Battery when we got underway that morning. We were just going out for the day to provide ASW target services for the USS Silverstein DE-534. I remember it was right before noon meal, we were submerged and we lost power and took a tremendous down angle and started going down. Emergency lights went on and shortly after that I heard them start blowing main ballast tanks. The blow went on for a long time and we started to run out of air. EN1 (SS) Leon Mungerson was Auxiliaryman of the watch and was on the blow manifold. He put the Captains Air Bank on service and it was the damnedest noise I had ever heard. I thought the boat was exploding. He did not equalize pressure slowly; he just slammed the Captains Air Bank stop valve wide open. There was a WHAMMMM as the relief valve lifted. It was the loudest noise I had ever heard!

Once we got the down angle off and our descent stopped the next thing that happened was we started going to the surface in a hurry. (I was told later we went to 700-800 feet before recovering.) I think there were eight of us in the After Battery at the time. The next thing we heard was "ALL HANDS FORWARD!" over the 1 MC, and then about a minute later we heard, "TUBES AFT, CONN, LOAD AND SHOOT ONE RED FLARE" over the 1 MC. (I heard later the red flare was not fired because the Torpedoman on watch had gone forward when the word was passed for all hands to lay forward.) Then the Collision Alarm sounded. I don't remember who shut the water tight door between the Control Room and the After Battery. Then we hit the surface and within like about 30 seconds we were rammed by the Silverstein on the port side right at the bulkhead between the Control Room and the Forward Battery. There was a hell of a CRASH and shock from the collision. It shoved the boat to starboard and knocked all of us down. I remember after the crash I got on my feet and pulled the collision/flooding bill out of the bill holder. We then rigged the After Battery Compartment for collision/flooding. I looked through the dead light in the watertight door and the water was rising fast in the Control Room. All I could see was cork floating. I was thinking OH GOD THOSE GUYS ARE DEAD! You know how they say your life passes before your eyes at times like this, well it happened to me. I can remember to this day picturing my girlfriend from high school. I also remember telling Paul Duxbury not to worry we would get out alive. About four maybe five minutes after the collision the word was passed on the 1MC, "ABANDON SHIP" and we headed aft through the Engine Rooms, Maneuvering Room and into the After Torpedo Room.

The Chief of the Boat Vern Atha had been in the After Battery compartment with us when we got hit. Now he was handing out life jackets in the After Torpedo Room when we got there. All the compartments were empty as we went aft. Even the Electricians in Maneuvering were gone. We were the last out from our end of the boat. One of the things I noticed after I got topside was USS Sabalo SS-302 coming towards us in the distance. A third class Torpedoman dove in the water and started swimming towards the Sabalo. I will never forget the fear I saw in that mans eyes, I thought he was on the verge of panic. I didn't have much respect for him after that. Sabalo picked him up a few minutes later.

Immediately after the collision the guys in the Control Room, Sonar, and Radio escaped through the Conning Tower and dogged the lower hatch after the last man was out. Remember I told you that right after we blew the ballast tanks the

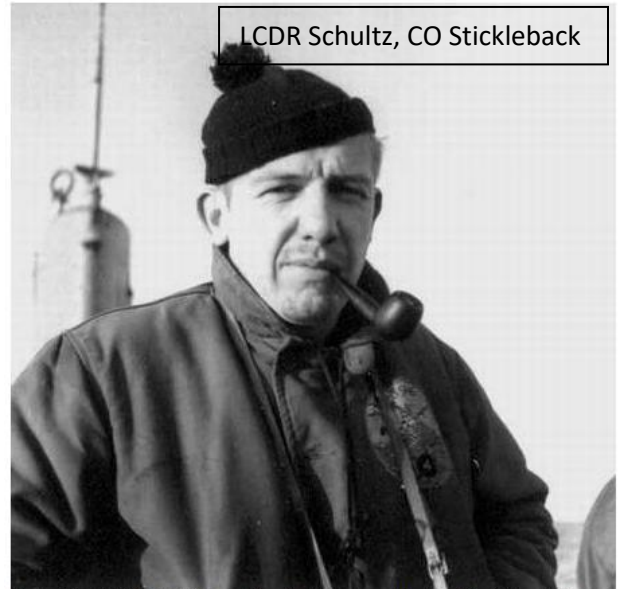


Photo of Quinly R. "Dutch" Shulz, during the time he was the XO of Torsk from 53-55 (1954 photo). Photo courtesy of the USS Torsk [website](#). More [links](#) to photos of Shulz are available on the Torsk site.

word was passed on the 1MC for all hands to lay forward, well there were eight guys in the Forward Battery on the way to the Torpedo Room at the time the Collision Alarm sounded. The watertight door to the Torpedo Room was shut and dogged at the time of the collision and they were trapped in the Forward Battery as it was flooding. Now I heard afterwards from one of the cooks who was trapped in the Forward Battery that he could see through the deadlight in the watertight door that one of the officers in the Torpedo Room was holding the dogging handles and wouldn't let them out. The guys in the Forward Battery were all yelling and screaming, "OPEN THE DOOR LET US OUT OF HERE!" Somebody in the Torpedo Room pushed the officer aside, opened the Watertight Door and let the eight guys out then shut and re-dogged it. The guys trapped in the Forward Battery were really pissed about what happened to them and the Cook told me he was so angry he could have killed the officer who was holding the door shut. If they hadn't got out of the Forward Battery when they did they probably would have died, if not from drowning then from Chlorine Gas as the battery cells flooded with seawater.



Photo courtesy of Jim Vasko - [USS Current website](#)

Silverstein was holding her bow in the gash, Sticklebacks bow was still dry, and everyone in the Forward Torpedo Room went out through the Escape Trunk Hatch and made their way aft of the sail. So there we were, all hanging on topside waiting for direction on what to do next. Later, when Silverstein backed out of us the boat took on a port list and started down by the bow.

USS Greenlet ASR-10 arrived and came alongside to starboard and tied-up next to us. Leon Mungerson and one or two other guys were up forward trying to hookup air hoses from Greenlet to the External Salvage Air fittings to put air into the boat. Our skipper had the Greenlet provide a SCUBA rig for Mike Fallet (he had just completed SCUBA school a couple of weeks before and was the ships diver) and had him go over the side to inspect the damage. Fallet dove down to the bottom of the boat, went into the ballast tank through the

flood port, looked over the damage and saw the Wardroom curtains dangling out of the gash in the pressure hull. After that he went back out through the flood port, climbed back aboard and reported what he saw to the skipper. Mike Fallet had a big set of balls that day! What a Sailor! It wasn't to long after that that the skipper ordered most of the crew to board Greenlet and that's the last time I was aboard Stickleback.

The last message sent using Stickleback's call sign was actually sent from Greenlet. It reported latitude and longitude of the boat, all crew survived, and loss of everything except pay records. I don't know how they got the pay records off in that they were kept in the yeoman's shack in the Forward Battery Compartment. A Third Class Quartermaster took the Deck Log with him when he abandoned ship. Oh yah, somebody also got the Battle Flag off the boat during Abandon ship.

Leon Mungerson was one of the Stickleback old-timers; he put her back in commission in 1951. He was aboard over 6 years when the boat went down. He had been aboard the longest. He was a true diesel boat sailor. He was an Auxiliaryman and he knew the boat inside and out. I can still



Note Stickleback listing near center of photo. [Jim Vasko](#) photo.

picture him today up on the bow of the boat after Silverstein pulled out of us and Greenlet was alongside, hooking up external salvage air hoses. He was soaking wet and looked like a dying man. Maybe it was because of what he had just gone through, maybe it was fear he was going to lose the boat, his home, like it was for all of us. I can still remember it, the boat continued to sink lower and lower by the bow until water started lapping up the front of the sail. That's when the skipper finally left the boat and came aboard the Greenlet. The boat continued to sink lower and lower and finally she went over and the stern went up with the screws, rudder, and stern planes sticking out and then she was gone. The other long serving Stickleback sailor was a First Class Steward, and I don't remember his name. After the boat went down and we were on the Greenlet, Mungerson was soaking wet, and he and this Steward were hugging and crying. There were the longest serving sailors on Stickleback and they had lost their home.

We had about a two-hour run back to Pearl, all of us on the fantail of the Greenlet, it was early evening with one of those great Hawaiian sunsets. We were all standing, sitting, and lying huddled together like beaten dogs. It was pretty sad, almost like a movie with that Hawaiian sunset. When we got in we tied up by Subbase Repair. Our Chief Engineman by the name of "Pappy" Rail, (He was a WWII Submarine Veteran, had a Purple Heart Medal from being wounded on USS Sealion SS-195 during the attack at Cavite and made a bunch of war patrols on USS Sailfish SS-192 during the war.) was standing at the head of the brow and shook every man's hand when they left Greenlet. From there almost everyone went to the chapel.

Pat Barron EN2 (SS) USN 1957-1961

Oral History recorded by Patrick Meagher December 3, 2002

[reproduced with permission of Mr. Meagher and Mr. Barron]

---

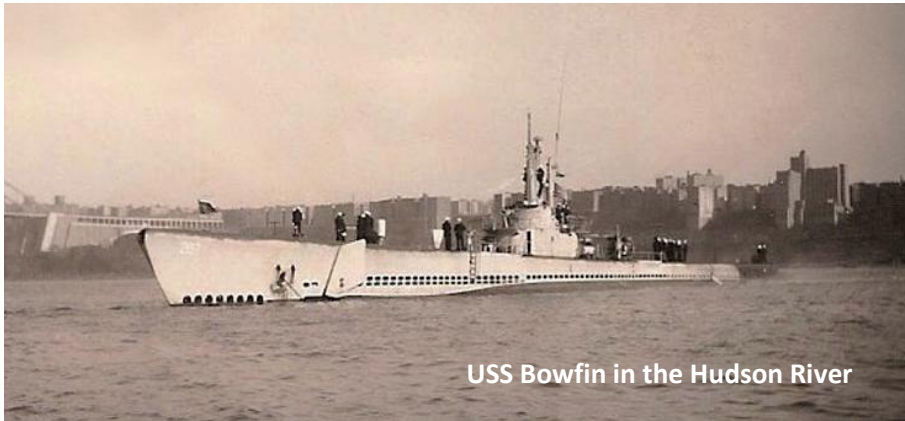
## MUSEUM SUBMARINES

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	<a href="http://parks.cityofomaha.org/.../281-freedom-park">parks.cityofomaha.org/.../281-freedom-park</a>
USS Cod	(SS-224)	Cleveland, OH	Fleet boat	<a href="http://www.usscod.org/">www.usscod.org/</a>
USS Drum	(SS-228)	Mobile, AL	Fleet boat	<a href="http://www.ussalabama.com/">www.ussalabama.com/</a>
USS Silversides	(SS-236)	Muskegon,	Fleet boat	<a href="http://www.silversidesmuseum.org/">www.silversidesmuseum.org/</a>
USS Cavalla	(SS-244)	Galveston, TX	Guppy II	<a href="http://www.galvestonnavalmuseum.com/">www.galvestonnavalmuseum.com/</a>
USS Cobia	(SS-245)	Manitowoc, WI	Fleet boat	<a href="http://www.wisconsinmaritime.org/">www.wisconsinmaritime.org/</a>
USS Croaker	(SS-246)	Buffalo, NY	Guppy II	<a href="http://www.buffalonaivalpark.org/">www.buffalonaivalpark.org/</a>
USS Bowfin	(SS-287)	Honolulu, HI	Fleet boat	<a href="http://www.bowfin.org/">www.bowfin.org/</a>
USS Ling	(SS-297)	Hackensack, NJ	Fleet boat	<a href="http://www.njnm.org/">www.njnm.org/</a>
USS Lionfish	(SS-298)	Fall River, MA	Fleet boat	<a href="http://www.battleshipcove.org/">www.battleshipcove.org/</a>
USS Batfish	(SS-310)	Muskogee, OK	Fleet boat	<a href="http://www.warmemorialpark.org/">www.warmemorialpark.org/</a>
USS Becuna	(SS-319)	Philadelphia, PA	Guppy IA	<a href="http://www.phillyseaport.org/">www.phillyseaport.org/</a>
USS Clamagore	(SS-343)	Mount Pleasant, SC	Guppy III	<a href="http://www.patriotspoint.org/">www.patriotspoint.org/</a>
USS Pampanito	(SS-383)	San Francisco, CA	Fleet boat	<a href="http://www.maritime.org/">www.maritime.org/</a>
USS Razorback	(SS-394)	North Little Rock, AR	Guppy II	<a href="http://www.aimmuseum.org/">www.aimmuseum.org/</a>
USS Torsk	(SS-423)	Baltimore, MD	Fleet snorkel	<a href="http://www.historicships.org/">www.historicships.org/</a>
USS Requin	(SS-481)	Pittsburgh, PA	Fleet snorkel	<a href="http://www.carnegiesciencecenter.org/">www.carnegiesciencecenter.org/</a>
USS Dolphin	(AGSS-555)	San Diego, CA	Deep diving	<a href="http://www.sdmaritime.org/">www.sdmaritime.org/</a>

USS Albacore	(AGSS-569)	Portsmouth, NH	Experimental	<a href="http://www.ussalbacore.org/">www.ussalbacore.org/</a>
USS Nautilus	(SSN-571)	Groton, CT	SSN	<a href="http://www.ussnautilus.org/">www.ussnautilus.org/</a>
USS Growler	(SSG-577)	New York, NY	SSG	<a href="http://www.intrepidmuseum.org/">www.intrepidmuseum.org/</a>
USS Blueback	(SS-581)	Portland, OR	Teardrop hull	<a href="http://www.oms.edu/submarine">www.oms.edu/submarine</a>

## Featured in this issue is USS Bowfin (SS-287)



USS Bowfin in the Hudson River

USS Bowfin (SS-287) is a fleet attack submarine that fought in the Pacific during WWII, and helped to make famous the term, "Silent Service." Bowfin was launched on 7 December 1942, exactly one year after the attack on Pearl Harbor. She was nicknamed the Pearl Harbor Avenger, so it is fitting that her permanent home is at Pearl Harbor, Hawai'i.

In World War II USS Bowfin conducted nine war patrols between 1943 and 1945. Most of her patrols in the South China Sea, Celebes Sea, off the East coast of Japan, and into the Sea of Japan. She was credited with with 67,882 tons sunk (16 vessels) plus 22 smaller craft.

In early 1972, World War II submariner and Pearl Harbor survivor ADM Bernard A. "Chick" Clarey and RADM Paul L. Lacy approached the Secretary of the Navy about acquiring Bowfin as a memorial to the U.S. Submarine Force at Pearl Harbor. With the assistance of Hawai'i Senator Daniel Inouye, the acquisition was secured, and Bowfin was towed from Seattle, WA to Pearl Harbor's Naval Inactive Ships Maintenance Facility.

In 1978, a non-profit organization, the Pacific Fleet Submarine Memorial Association, PFSMA, was formed and chartered. On 3 August 1979, they formally acquired Bowfin from the U.S. Navy, on condition that no part of the submarine may be activated for the purpose of navigation or movement of the submarine under her own power. Another condition stipulated that Bowfin must be maintained in a manner that would not be a discredit to the U.S. Navy or to the proud heritage of the submarine. At Pier 39, near downtown Honolulu, a group of volunteers from the civilian and military community eagerly assisted in restoring Bowfin after years of neglect. The Dillingham Corporation did much of the preliminary restoration work as many Navy League members worked hard to secure the necessary funds to support the project.



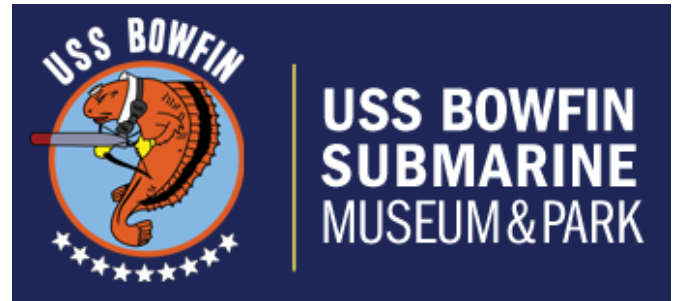
USS Bowfin in Pearl Harbor

In December 1980, Bowfin was moved to her present-day location at Pearl Harbor, adjacent to the World War II "Valor in the Pacific" National Monument. This is a fitting location for the submarine that had been launched a year after the attack on Pearl Harbor and nicknamed "The Pearl Harbor Avenger." Bowfin became the centerpiece of the new area around her that became known as USS Bowfin Submarine Museum & Park.

On 1 April 1981, Bowfin officially began her new career as a museum ship, and welcomed her first visitors on board. Bowfin was named a National Historic Landmark by the U.S. Department of the Interior in 1986.

## USS BOWFIN MUSEUM & PARK

With continuing restrictions for visitors to gain access to Navy Base Pearl Harbor, it was evident that the Pacific Submarine Museum, located on base, needed to move to a more accessible location. When USS Bowfin arrived as a museum ship, it was a perfect fit. In 1989 the Pacific Submarine Museum closed and transferred its entire collection to USS Bowfin Submarine Museum & Park. Today the museum houses thousands of artifacts, including most of the now-declassified WWII submarine patrol reports.



## COMING EVENTS

17 Jan	1600	Monthly base meeting, Hamlin Pub (22 Mile Rd & Hayes, Shelby Twp)
21 Feb	1600	Monthly base meeting, Hamlin Pub (22 Mile Rd & Hayes, Shelby Twp)
21 Mar	1600	Monthly base meeting, Hamlin Pub (22 Mile Rd & Hayes, Shelby Twp)

NOTE: If in-person meetings are not possible due to COVID restrictions, Zoom meetings will be scheduled. Check your email, the Base website, or the Base Facebook page for additional information.



## LOST BOATS [JANUARY – MARCH]

### USS Scorpion (SS-278)

Lost on Jan 5, 1944 with the loss of 77 officers and men in the East China Sea, on her 4th war patrol. It is assumed she was sunk by a mine.

### USS Argonaut (SS-166)

Lost on Jan 10, 1943 with the loss of 102 officers and men off Rabaul, on her 3rd war patrol. While attacking a convoy, she torpedoed a Jap destroyer who along with 2 other destroyers depth charged her. As she tried to surface, the destroyers sank her by gun fire.

### USS Swordfish (SS-193)

Lost on Jan 12, 1945 with the loss of 89 officers and men

somewhere near Okinawa, on her 13th war patrol. Probably was lost to a mine.

### USS S-36 (SS-141)

Lost on Jan 20, 1942 with no loss of life, on her 2nd war patrol. She ran hard aground on a reef and radioed for help. The entire crew was rescued by a Dutch ship after they scuttled her.

### USS S-26 (SS-131)

Lost on Jan 24, 1942 with the loss of 46 officers and men in the Gulf of Panama, on her 2nd war patrol. She was rammed by the USS PC-460 and sunk within seconds. The CO, XO and one lookout on the bridge, were the only survivors.

**USS Barbel (SS-316)**

Lost on Feb 4, 1945 with the loss of 81 officers and men on her 4th war patrol. Based on Japanese records, she was bombed near the southern entrance to the Palawan Passage.

**USS Shark I (SS-174)**

Lost on Feb 11, 1942 with the loss of 59 officers and men on her 1st war patrol. Shark was the 1st US submarine sunk by enemy surface craft in the Pacific. She was most likely sunk by depth charges.

**USS Amberjack (SS-219)**

Lost on Feb 16, 1943 with the loss of 72 officers and men on her 3rd war patrol. Off Rabaul, she was attacked by a Japanese patrol plane, attacked by a torpedo boat and then depth charged by a subchaser. One additional man was killed earlier on the last patrol.

**USS Grayback (SS-208)**

Lost on Feb 26, 1944 with the loss of 80 officers and men on her 10th war patrol. She appears to have been caught on the surface in the East China Sea by a Japanese carrier plane whose bombs made a direct hit. During this patrol she sank 4 ships totaling 21,594 tons and was tied for 11th in the number of ships sunk.

**USS Trout (SS-202)**

Lost on Feb 29, 1944 with the loss of 81 officers and men on her 11th war patrol. She was sunk by escorts in the middle of the Philippines Basin after sinking a passenger-cargoman and damaging another in a convoy.

**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 chargings in less than 200 feet of water by 3 Japanese destroyers. The crew abandoned ship and scuttled her. Of the 59 officers and men taken prisoner, 53 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.

**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 subsequently lost.

**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.

## Lost Harbor

by Leslie Nelson Jennings

**There is a port of no return, where ships  
May ride at anchor for a little space  
And then, some starless night, the cable slips,  
Leaving an eddy at the mooring place . . .  
Gulls, veer no longer. Sailor, rest your oar.  
No tangled wreckage will be washed ashore.**



**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**

### **Macomb County, Michigan**

**(586) 945-8561**

**<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