



Hawgfish Scuttlebutt



Published monthly by the USS Razorback Base of the United States Submarine Veterans, Inc.

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Upcoming Events:

- Work day Oct. 11 beginning at 0900 on the Razorback
- October 27th – Navy Day

October 2008

Commander's Corner

Shipmates, here it is the color season of the year. We have had a mild summer and plenty of rain, so hopefully we will have beautiful colors on our trees.

As we celebrate the anniversary of the US Navy, let us remember all our shipmates who gave their all for our freedoms. Some of our Navy personnel are now serving in unfamiliar roles in the military as support for our troops in the War on Terror. Remember these brave men and women also.

The national convention is now passed and we look forward to the 2009 convention in San Diego. The hotel, Town and Country Resort, is now taking reservations so you might want to get your reservations made early as the International Submarine Association is holding their convention concurrently with ours and they are taking up rooms on a rapid basis. You can get the phone number on National's website under the "convention's" link.

We will have a workday on Saturday, October 11 on Razorback. AIMM has purchased larger Air Compressor so we can now use 3 and maybe even 4 air chisels to chip paint from the hull. For those who want to do it the old way, we have chipping hammers available also. The hull has to be taken down to bare metal in order to remove the rust that has resided on it since her transfer from Turkey. We are also working towards removing the clamshells and chipping the metal in the superstructure so as to remove the rust in that area, prime and paint it so the rust does not run out over the ballast tanks when it rains. If anyone wants to work on this project, you are welcome to come to Razorback any day of the week and AIMM personnel will be glad to get everything set up for you to work. This will be a long term project as there is a lot of surface area to clean up and paint.

Our next activity is our Navy Anniversary Dinner on October 25 at

1730. It will be a dinner at the Cock of the Walk Restaurant in Maumelle. This is always a great time to get together and tell sea stories and just visit. Please contact me at raywewers@suddenlink.net or 479-967-5541 if you plan to attend so we can get a room set aside for us.

Our next regular meeting will be held at The American Legion Post in Little Rock on Saturday, November 22, 2008 and our Christmas Party will be held on the barge at Razorback on Saturday, December 13, 2008. If anyone is interested, I would like to get a group together to visit our veterans at Ft. Roots on Sunday, November 9, 2008. Please let me know if you are interested and will get this set up with the staff at Ft. Roots.

Please make an attempt to attend the remaining functions we have this year.

Ray Wewers,
Base Commander

[Submarines Lost/Damaged During the Month of October](#)

[USS O-5 \(SS-66\)](#) **11-Oct-1923**. Two men lost.

[USS S-44 \(SS-155\)](#) **7-Oct-1943**. 56 men lost and two taken as POW. Both survived the war.

[USS Wahoo \(SS-238\)](#) **11-Oct-1943**. All hands lost (79).

[USS Dorado \(SS-248\)](#) **12-Oct-1943**. All hands lost (78).

[USS Escolar \(SS-294\)](#) **17-Oct-1944**. All hands lost (82).

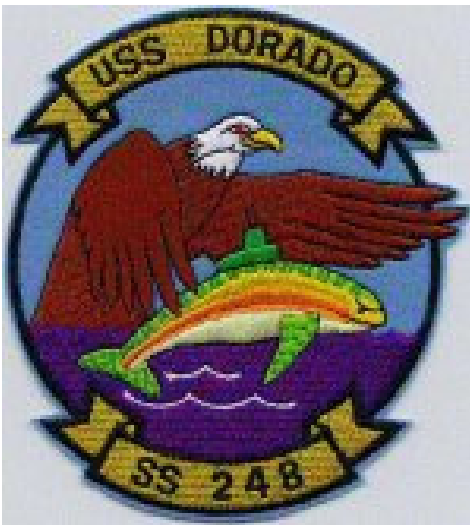
[USS Shark II \(SS-314\)](#) **24-Oct-1944**. All hands lost (90).

[USS Seawolf \(SS-197\)](#) **3-Oct-1944**. All hands lost (102).

USS TANG (SS 306) **24-Oct-1944**. 78 men lost. 9 taken POW and survived the war. CDR Richard O'Kane was awarded the Medal of Honor for his leadership and heroism as CO.

[USS Darter \(SS-227\)](#) **24-Oct-1944**. All the crew was rescued by USS Dace.

USS DORADO (SS-248) October 12, 1943 – All Hands Lost (78)



DORADO, a newly commissioned submarine, under LCDR E. C. Schneider, sailed from New London, Connecticut, on October 6, 1943 for Panama. She did not arrive at Panama nor was she heard from at any time after sailing.

The Commander in Chief, United States Fleet, in his comments concerning the Court of Inquiry covering the case, lists three possible causes for the loss of DORADO, operating casualties, enemy action, and attack by friendly forces.

The standard practice of imposing bombing restrictions within an area of fifteen miles on each side of the course of an unescorted submarine making passage in friendly waters and fifty miles ahead and one hundred miles astern of her scheduled position was carried out and all concerned were notified. A convoy was so routed as to pass through the bombing and attack restriction area surrounding DORADO on the evening of October 12, 1943, assuming correct navigation and adherence to schedule by both.

A patrol plane which was assigned by Commandant, NOB, Guantanamo to furnish air coverage on the evening of October 12, received faulty instructions as to the location of the bombing and attack restriction area surrounding DURADO and at 8:49 PM, local time, the plane delivered a surprise attack of three depth charges on an unidentified submarine. About two hours later, the plane sighted another submarine with which it attempted to exchange recognition signals without success. This submarine fired upon the plane. A German submarine was known to be operating near the scene of these two contacts.

Because of the lack of evidence, the Court of Inquiry was unable to reach definite conclusions as to the cause of the loss of DORADO.

Navy News

Navy confirms lost WWII sub has been found



AP Associated Press

Fri., Oct. 3, 2008

PEARL HARBOR, Hawaii - The Navy has confirmed the wreckage of a sunken vessel found last year off the Aleutian Islands is that of the USS Grunion, which disappeared during World War II.

Underwater video footage and pictures captured by an expedition hired by sons of the commanding officer, Lt. Cmdr. Mannert L. Abele, allowed the Navy to confirm the discovery, Rear Adm. Douglas McAneny said Thursday in a news release. McAneny said the Navy was very grateful to the Abele family.

"We hope this announcement will help to give closure to the families of the 70 crewmen of Grunion," he said.

The Grunion was last heard from July 30, 1942. The submarine reported heavy anti-submarine activity at the entrance to Kiska, and that it

had 10 torpedoes remaining forward. On the same day, the Grunion was directed to return to Dutch Harbor Naval Operating Base. The submarine was reported lost Aug. 16, 1942.

Japanese anti-submarine attack data recorded no attack in the Aleutian area at the time of the Grunion's disappearance, so the submarine's fate remained an unsolved mystery for more than 60 years, the Navy said. Abele's son's, Bruce, Brad, and John, began working on a plan to find the sub after finding information on the Internet in 2002 that helped pinpoint USS Grunion's possible location.

In August 2006, a team of side scan sonar experts hired by the brothers located a target near Kiska almost a mile below the ocean's surface. A second expedition in August 2007 using a high definition camera on a remotely operated vehicle yielded video footage and high resolution photos of the wreckage.

Navy Pay Raise Passes Senate

Submitted by: Ronald L Martini

The Senate passed a measure that would permit \$612.5 billion in spending for national defense programs, including \$70 billion for operations in Iraq and Afghanistan. It also includes a 3.9 percent pay increase for military personnel, half a percentage more than President Bush requested.

Sailor dies after working on rudder ram

The Navy identified the sailor who died Saturday aboard the ballistic-missile submarine Nebraska as

Machinist's Mate 3rd Class (SS) Michael A. Gentile of Fairfield, Maine. "Our sincerest condolences and prayers continue to go out to the family and friends of Petty Officer Gentile," officials said in the statement.

Gentile apparently had become "entangled and pinned" in the rudder ram during a cleaning evolution, according to an item posted on the Naval Safety Center's Web site. The Nebraska arrived in port in Pearl Harbor, Hawaii, on Monday, officials said.

"None of the other crew members were injured. The crew was brought into port to address the needs of the crew because of this tragedy" and to help in the investigations into the incident. The sailor was taken off the submarine by medevac helicopter, but he died en route to the hospital.

The Silent Service

By Rod Powers, About.com

Meet Machinist's Mate 3rd Class Trevor Kopp and his 154 brothers.

Kopp and his family live in King's Bay, Ga., a fitting place to raise a family of 155 men with its low cost of living and traditional southern hospitality.

But, unlike most families, what binds these men together isn't their last name. After all, each one of Kopp's brothers comes from a different set of parents. No, what makes these men brothers is what they call home – a 560 foot-long steel boat with no windows, no fantail, and in the event of a casualty – no easy escape. These brothers are submariners.

"The difference in damage control philosophies

between us and a surface ship is that if we start sinking because of a casualty, there's nowhere to escape," said Chief Electronics Technician (SS) William Murtha, USS Maine's (SSBN 741) Blue Crew 3M and drill simulator coordinator. "We can't jump on any life boats, abandon the ship or parachute out of a plane to avoid the fire, flooding or catastrophic mechanical failure."

Every submariner is familiar with what hundreds of feet of overhead seawater can do to a submarine if it found its way into the boat. They know that a fire anywhere in the enclosed steel tube can fill the boat with smoke in about 10 minutes; or that the tubular design of a submarine, meant to aid its smooth swim through the ocean, when faced with a fire, turns the boat into a super-sized convection oven.

But they go to sea anyway, cruising below the ocean's cloak. Most people, many Sailors included, think they're crazy. But like any family, when nobody else understands them, they understand each other.

"To be a submariner you have to be different," said Murtha. "It takes a unique mindset to handle being isolated from people, the sun and fresh air as long as we are. Most people just can't handle the thought of being underwater, but submariners never really think about it. We try to tell people that being submerged at 400 feet is just like sitting on your couch in the living room, but I guess they just can't get past having that much water above their heads." Murtha's words go a long way in understanding why the submarine warfare qualification process, the one and only passage into the "Dolphin"-

wearing brotherhood, has always been mandatory.

"Earning your Dolphins is what signifies to the rest of the crew that you can and will be trusted with our lives," said Electronics Technician 2nd Class (SS) Joseph Brugeman. "I know everyone aboard personally, and that level of familiarity allows me to trust them in a casualty situation. I couldn't imagine trusting my life and the life of the boat with anyone I didn't know personally. If you're on my boat and you're wearing Dolphins, then I trust you, period. I don't care if you're a yeoman, cook, missile technician or mechanic – I know you've got my back. It doesn't get any more intimate than that."

When a new Sailor reports aboard any submarine and gets his boat's submarine warfare qualification card, he'll find blocks for pneumatics, hydraulics, sonar and even the weapons systems. What he won't find any signatures for is the very thing that wearing Dolphins is all about – trust. But once you're wearing them, trust is the one thing that rank and rating knowledge can't compare to.

"Wearing Dolphins means much more than knowing how to draw all of the boat's hydraulic, steam, electronic and air systems," said Culinary Specialist 3rd Class (SS) Jeff Smith, the Blue Crew's night baker. "It means more than being able to explain how a drop of seawater outside the boat makes it into your cup in the galley. No, wearing Dolphins means that the crew trusts you to know how to save the boat regardless of the casualty, and regardless of your rating or rank. Earning that trust makes you much more than a professional Sailor, it makes

you a member of the submarine family."

Having a cook comment on the aspects of damage control may not be the quote of choice on most Navy ships, but on submarines, wearing Dolphins is all that matters.

"On my boat," said CDR Robert Palisin, Maine's Blue Crew commanding officer, "everyone is expected to know how to save the boat. We don't discriminate based on what your rating or even your rank is. My cooks should and do know how to fight a fire in the engine room, just like my nuclear trained mechanics are expected to know how to isolate a power supply if smoke comes from the sonar shack. Everyone on a submarine is the damage control party – everyone."

Palisin was careful to explain that damage control is much more than just knowing what to do if something bad happens. It's being confident enough in your knowledge of the boat's systems to speak up if someone else on the crew is about to make a mistake that affects ship's safety.

"In the submarine force, we put an emphasis on being right more than what a Sailor's rank might be, because everyone aboard a submarine is expected to be a backup to his shipmate," said Palisin. "Even I, as the captain of this boat, would expect the most junior Sailor to jump up and down screaming his head off if I made a mistake that endangered the ship. Our lives depend on knowing that we can count on each other to watch our backs, to make sure the safety of the ship is placed well ahead of rank or rate."

Palisin, like all boat captains, makes sure his crew knows how to fight any casualty by constantly running casualty

drills throughout the boat's deployment. After all, practice makes perfect, and when you have only yourselves to count on, being perfect is the only standard good enough to keep you alive.

"We practice responding to casualties so much that we do it instinctively," said MM2(SS) Jim Crowson. "Our training has to be instinctive. Otherwise, we might get scared first instead of responding if the real thing ever goes down. At 400 feet, there's no time to be scared. I'm not trying to sound macho—it's just the reality of how to survive when all you may have are seconds before the boat sinks below crush depth."

Despite going to sea on a boat with no windows, no fantail, no helipad or even a hatch to allow in some tension-breaking fresh salt air, submariners are still Sailors at heart. These brothers all volunteer for submarine duty, and their commitment is no different than the Sailors on aircraft carriers, cruisers or even tugboats. They just make a few extra bucks (submarine special duty pay) doing it, which comes in handy when you have 154 brothers' birthdays to buy for.

They love their country, uphold the Navy's Core Values of honor, courage and commitment and want to make it back safely from every deployment. As the silent service, though, they'd just rather you didn't talk about it.

Navy Retires Mini-Rescue Sub

The Mercury News
10/03/2008

SAN DIEGO—The Navy has retired the last of its mini-rescue subs built after the 1963 sinking of a nuclear-powered

submarine during deep water diving tests.

The Navy officials say the Mystic was retired on Wednesday. The 49-foot-long mini-sub was operated by the Navy's Deep Submergence Unit based in San Diego.

The Mystic, which can dive up to a mile below the ocean's surface, was built after the sinking of the USS Thresher killed all on board.

Navy officials say the mini-sub never carried out a real underwater rescue, although it was featured in several movies and television shows, including the short-lived NBC television series "Surface."

Poll Concluded: Why are you a member of USSVI?

Submitted by: Pat Householder
on 10/1/2008

The question was asked in this Poll to pick the single ONE MOST important reason why you belong to USSVI. Clearly, it is not the ONLY reason, but it should be the most important.

The responses were:
- 68%: The men who died in submarines need a voice to remember them.

- 26%: Hanging around other submarine veterans is fun
- 6%: I'm not really sure why I belong. I just know I need to.

Thank you to all who participated. A new polling question is now available at www.ussvi.org regarding the recent national election.

Policy Change for Replacing ID Cards

Submitted by: John P. Dudas
on 9/30/2008

September 22, 2008
Air Force News

RANDOLPH AFB,
Texas -- Homeland Security Directive 12 now requires

retirees and family members seeking to renew or replace a military identification card to provide two types of ID.

Retirees and family members needing identification cards must have two of the following types of current identification -- one of which must include a photo:

- Driver's license or ID issued by a state or outlying U.S. commonwealth or possession
- ID card issued by federal, state or local government agencies or entities
- School ID card with a photograph
- Voter's registration card
- U.S. military ID card
- U.S. passport
- Certificate of U.S. citizenship
- Certificate of naturalization

For persons younger than 18, who are unable to present a document previously listed, they may bring:

- School record or report card
- Clinic, doctor or hospital record
- Day-care or nursery school record

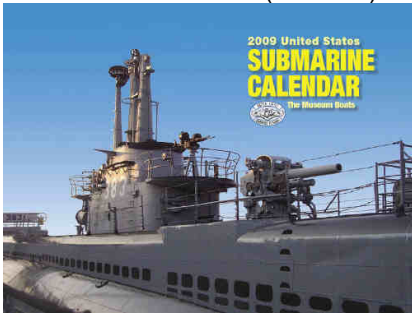
The listing above is not all inclusive. A list of acceptable documents can be found at www.uscis.gov/files/form/I-9.pdf, Page 4.

Before visiting a military ID card issuing facility, people may want to call first to determine what specific documents may be required, and to verify the process to renew or replace an ID card. For contact information and the location of the nearest ID card issuing facility, visit www.dmdc.osd.mil/.

Razorback Base Storekeeper News

2009 USSVI calendars are here and for sale at a member price of \$10.00 each or two for \$18.00. Don't think of these as just another calendar

with twelve months, each with an individual picture. The 2009 USSVI calendar has color photos of each museum submarine including our own USS RAZORBACK (SS 394).



Now you might ask, "Why would I pay for a calendar when I get them in the mail or at a local retailer?" In promoting our museum boats and their efforts to preserve our national heritage, purchasing them is one way to ensure their legacy never ends. Let me know if you are interested.



Razorback Coins also make a great Christmas gift.

Contact Billy Hollaway
Base Storekeeper
retldoun@earthlink.net

AAAAA

Show Respect...

I just wanted to get the day over with and go down to Smokey's for happy-hour. Sneaking a look at my watch, I saw the time, 1655. Five minutes to go before the cemetery gates are closed for the day. My full dress uniform was hot in the August sun. Oklahoma summertime was as bad as ever --the heat and humidity at the same level -- both too high.

I saw the car pull into the drive, 69 or 70 model Cadillac Deville, looked factory-

new It pulled into the parking lot at a snails pace. An old woman got out so slow I thought she was paralyzed; she had a cane and a sheaf of flowers--about four or five bunches as best I could tell.

I couldn't help myself. The thought came unwanted, and left a slightly bitter taste: She's going to spend an hour, and for this old soldier, my hip hurts like hell and I'm ready to get out of here right now! But for this day, my duty was to assist anyone coming in.

Kevin would lock the gate and if I could hurry the old biddy along, we might make it to Smokey's in time.

I broke post attention. My hip made gritty noises when I took the first step and the pain went up a notch. I must have made a real military sight: middle-aged man with a small pot gut and half a limp, in marine full-dress uniform, which had lost its razor crease about thirty minutes after I began the watch at the cemetery.

I stopped in front of her, halfway up the walk. She looked up at me with an old woman's squint.

Ma'am, may I assist you in any way?

She took long enough to answer.

Yes, son. Can you carry these flowers? I seem to be moving a tad slow these days.

My pleasure, ma'am. Well, it wasn't too much of a lie.

She looked again. Marine, where were you stationed?

Vietnam, ma'am.. Ground-pounder. 69 to 71.

She looked at me closer. Wounded in action, I see. Well done, marine. I'll be as quick as I can.

I lied a little bigger: No hurry, ma'am.

She smiled and winked at me. Son, I'm 85-years-old and I can tell a lie from a long way off. Let's get this done. Might be the last time I can do this. My names Joanne Wieserman, and I've a few marines Id like to see one more time.

Yes, ma'am. At your service.

She headed for the World War I section, stopping at a stone. She picked one of the flowers out of my arm and laid it on top of the stone. She murmured something I couldn't quite make out. The name on the marble was Donald S. Davidson, USMC: France 1918.

She turned away and made a straight line for the World War II section, stopping at one stone. I saw a tear slowly tracking its way down her cheek. She put a bunch on a stone; the name was Stephen X. Davidson, USMC, 1943.

She went up the row a ways and laid another bunch on a stone, Stanley J. Wieserman, USMC, 1944.

She paused for a second. Two more, son, and well be done

I almost didn't say anything, but, Yes, ma'am. Take your time.

She looked confused. Where's the Vietnam section, son? I seem to have lost my way.

I pointed with my chin. That way, ma'am

Oh! she chuckled quietly. Son, me and old age ain't too friendly.

She headed down the walk Id pointed at. She stopped at a couple of stones before she found the ones she wanted. She placed a bunch on Larry Wieserman, USMC, 1968, and the last on Darrel Wieserman, USMC, 1970. She stood there

and murmured a few words I still couldn't make out.

OK, son, I'm finished. Get me back to my car and you can go home.

Yes, ma'am. If I may ask, were those your kinfolk?

She paused.

Yes, Donald Davidson was my father, Stephen was my uncle, Stanley was my husband, Larry and Darrel were our sons. All killed in action, all marines.

She stopped. Whether she had finished, or couldn't finish, I don't know. She made her way to her car, slowly and painfully.

I waited for a polite distance to come between us and then double-timed it over to Kevin, waiting by the car.

Get to the Out gate quick. I have something I've got to do.

Kevin started to say something, but saw the look I gave him. He broke the rules to get us there down the service road. We beat her. She hadn't made it around the rotunda yet.

Kevin, stand at attention next to the gatepost. Follow my lead... I humped it across the drive to the other post.

When the Cadillac came pattering around from the hedges and began the short straight traverse to the gate, I called in my best gunny's voice: TheenHut! Present Haaaarms!

I have to hand it to Kevin; he never blinked an eye -- full dress attention and a salute that would make his DI proud.

She drove through that gate with two old worn-out soldiers giving her a send-off she deserved, for service rendered to her country, and for knowing duty, honor and sacrifice.

I am not sure, but I think I saw a salute returned from

that Cadillac. Instead of The End, just think of Taps.

As a final thought on my part, let me share a favorite prayer: Lord, keep our servicemen and women safe, whether they serve at home or overseas. Hold them in your loving hands and protect them as they protect us.

Lets all keep those currently serving and those who have gone before in our thoughts. They are the reason for the many freedoms we enjoy.

In God We Trust, If we ever forget that were one nation under God, then we will be a nation gone under!

^ ^ ^ ^ ^

October Base Activity:

Cock of the Walk Dinner
October 25 – 5:30 p.m.
(John C. Barr, Membership Chair)

Our October activity will be at 5:30, Saturday, October 25th at *Cock of the Walk* in Maumelle

<http://www.cockofthewalk.biz/>. I will provide a map and directions for those of you attending. The restaurant features catfish and chicken and is inexpensive. We will order meals on individual checks.

Please let me know by Sunday, October 19th if you will be attending, and with whom. Would really like to have a good turnout for this submarine anniversary month. You can e-mail me at jcbarr@aristotle.net or call me at 501-663-6622.

^ ^ ^ ^ ^



October Birthdays

- October 1st – Jim Barnes
- October 2nd – Scott Pursley
- October 3rd – Doug Nunnery
- October 3rd – Gunner Stitz
- October 12th – Bob Howard III

- October 13th – Dexter Bates
- October 15th – Jim Mason
- October 18th – Mark Taylor
- October 20th – John Cameron
- October 23rd – David Sullivan
- October 24th – Nathan Hall
- October 25th – David Dinwiddie
- October 29th – Forest Harrell

Happy Birthday!

^ ^ ^ ^ ^

Treasures Report: September 2008

BEGINNING BAL.:	\$ 6611.88
DEPOSITS:	
Ships Store	69.00
Base Dues	30.00
TOTAL DEPOSITS:	\$ 99.00
EXPENSES:	
TOTAL EXPENSES:	00.00
ENDING BALANCE:	\$6710.88
CHARITYS	
Boat Maintenance Fund	
BEGINNING	718.03
ENDING BALLANCE	\$ 718.03
Base Charity Fund	\$ 1700.00
USS Snook Memorial	\$ 1797.26
TOTAL IN BASE FUNDS =	\$10926.17

Greg Schwerman
Base Treasurer



Thus ending the midwatch quick-draw competition.

HAWGFISH SCUTTLEBUTT

IN GOD WE TRUST

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Our Creed

"To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their Country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge of loyalty and patriotism to the United States Government and its Constitution."
WW II Boats on Eternal Patrol

Sealion (SS-195)	S-36 (SS-141)	S-26 (SS-131)
Shark I (SS-174)	Perch (SS-176)	S-27 (SS-132)
Grunion (SS-216)	S-39 (SS-144)	Argonaut (SS-166)
Amberjack (SS-219)	Grampus (SS-207)	Triton (SS-201)
Pickrel (SS-177)	Grenadier (SS-210)	Runner (SS-275)
R-12 (SS-89)	Grayling (SS-209)	Pompano (SS-181)
Cisco (SS-290)	S-44 (SS-155)	Dorado (SS-248)
Wahoo (SS-238)	Corvina (SS-226)	Scupin (SS-191)
Capelin (SS-289)	Scorpion (SS-278)	Grayback (SS-208)
Trout (SS-202)	Tullibee (SS-284)	Gurgeon (SS-211)
Herring (SS-233)	Golet (SS-361)	S-28 (SS-133)
Robalo (SS-273)	Filer (SS-250)	Harder (SS-257)
Seawolf (SS-197)	Darter (SS-227)	Shark II (SS-314)
Tang (SS-306)	Escobar (SS-294)	Albacore (SS-218)
Growler (SS-215)	Scamp (SS-277)	Swordfish (SS-193)
Barbel (SS-316)	Kete (SS-369)	Trigger (SS-237)
Snook (SS-279)	Lagarto (SS-371)	Bonefish (SS-223)
Bullhead (SS-332)		

Cold War Boats on Eternal Patrol

Scorpion (SSN-589)

Thresher (SSN-593)

Pledge of Allegiance

"I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all."