



OOGA OOGA

February, 2010



PALMETTO BASE SUBMARINE VETERANS NEWSLETTER



Mrs. Anne Armstrong, Counsellor to the President was chosen as the sponsor of the LOS ANGELES (SSN-688). As the sponsor, Mrs. Armstrong was asked to christen the ship using the traditional bottle of Champagne. Mrs. Armstrong tried over a dozen swings in an attempt to break the bottle and splash champagne on the bow of LOS ANGELES. It took a second, a spare, bottle to do the trick. "The second bottle was to christen the LOS ANGELES: the first bottle was to show that the ship and her crew are staunch and strong and unyielding."

OUR CREED: To perpetuate the memory of our shipmates who gave their lives in the pursuit of 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.



**Base Commander
Tommy Richardson**



**District Commander
Jerry Stout**

Palmetto Base Officers

Vice Commander: Brian Steffen

Jr. Vice Commander: D. W. Eggleston

Treasurer: Brian Steffen

Chaplain: Mark Basnight

Webmaster: Mark Basnight

Secretary: Randy Browning

Chief of the Boat: Jim "Snake" Stark

Storekeeper: Brian Steffen

Events Chair: Allen "Buzz" Danielson

Liaison Officer: D. W. Eggleston

Committee Chair: Tom O'Brien

Ship's Photographer: Jim Null

Bereavement Chair: Randy Browning

Kap(SS) for Kid(SS) Chair: Don Van Borsch

Members

Milt Berky

James L. Charbonneau

Tracy R. Charbonneau

Judy Cline

Ronald Friend

Charlotte Friend

Julian Galloway

Joseph E. Gawronski

Joseph L. Geiger

Glenn E. Harris

Stoney Hilton

Michael House

Fernando Iglesias

John Jeffries

Charlie Kerr

Jim W. Kint

James N. Kirby

George "Scram" Kokolis

John J. Krause

Harold R. Lane

William M. Lindler

Charlie MacKenzie

Eddie McVicker

Bob Miller

Mark Morgan

Tom Paige

Larry Peay

Rebecca Richardson

Sam Sanders

Ted R. Schneeberg

James P. Scott

Leonard M. Snell

John Solis

L. E. Spradlin

Jeffrey M. Wagner

J. P. Watson



UNITED STATES SUBMARINE VETERANS INC.
Palmetto Base

February Birthdays

James L. Charbonneau – February 1st

John Jeffries – February 13th

Leonard M. Snell – February 12th

Jerry Stout – February 14th

Minutes – January 19, 2010

- December minutes voted on and accepted.
- 20 members and 5 guests were present.
- Treasury has \$2285.15 and treasurer's report accepted.
- Base Commander inducted Don Van Borsch into the Palmetto Base's "Dolphin Hall Of Fame" inaugural class.
- Base Commander awarded framed certificate of appreciation to Ron Friend for his contributions as past Commander.
- Yearly dues that were due January 1, 2010 have not been paid by many members. At this time there are 7 National dinks and 18 Base dinks.
- There were five guests at the meeting. Three had earned the "Pin" and are joining Palmetto Base. Mark Wright (Von Stuben), Tom Paige (John Marshall) and Mervin Gillespy (Redfin).
- Buzz reported on deployments of Navy personnel.
- It was recommended that Master Chief Mackenzie's training of Navy personnel for deployment be written up for several publications including the "American Submariner".
- Don Van Borsch discussed Kap(SS) 4 Kid(SS) program including recent and future fund raising at gun show and Fort Jackson. We need member volunteers to help at these functions.
- Brian Steffen discussed veteran benefits and dealing with the VA. Anyone seeking benefits would be well advised to consult with Brian.
- Next parade will be in Leesville at the Chicken Festival.
- Spring social is being planned.

- Changes to the bylaws were voted on and accepted. The latest bylaw revision will be posted on our website.
- Fernando Iglesias won the depth charge.
- Get your nominations to the Secretary for the election of officers in March.

Attendees

Mark Basnight	John J. Krause	Tommy Richardson
Milt Berky	Eddie McCain	James Scott
Butterball	Robert McKnight	John Solis
Allen "Buzz" Danielson	Bob Miller	Jim "Snake" Starke
D. W. Eggleston	Mark Morgan	Brian Steffen
Ronald Friend	Jim Null	Don Van Borsch
Julian Galloway	Tom Paige	Jeffrey Wagner
Merv Gillespy	Larry Peay	Mark L. Wright
Fernando Iglesias		

"DOLPHINS" - the Submariner's Insignia



"Life is simple - either you're qualified or you're not!"

History of the Submarine Dolphins

The insignia of the U.S. submarine service is a submarine flanked by two dolphins. Dolphins, attendants to the Poseidon, Greek god of the sea and patron deity to sailors, is sometimes referred to as the sailor's friend. They were also chosen to represent the Submarine Service because of the characteristic way in which dolphins dive and surface.

On 13 June 1923, Captain E. J. King, Commander, Submarine Division Three (later Fleet Admiral and Commander in Chief, U.S. Fleet, during WW II), suggested to the Secretary of the Navy via the Bureau of Navigation (now known as BuPers) that a distinguishing device for qualified submariners be adopted. He submitted a pen-and-ink sketch of his own showing a shield mounted on the beam ends of a submarine, with dolphins forward of, and abaft, the conning tower. The suggestion was strongly endorsed by Commander Submarine Division Atlantic. Over the next several months the Bureau of Navigation solicited additional designs from several sources. Some combined a submarine with a shark motif. Others showed submarines and dolphins, and still others used a shield design. A Philadelphia firm, Bailey, Banks & Biddle (BB&B), which had done work in the field of Naval crests, was approached by the Bureau of Navigation with the request that it design a suitable badge. Two designs were submitted by the firm, one of which was the 1926 class crest from the Naval Academy. These two designs were combined into a single concept. It was a starboard angle on the bow view of an "O" class submarine, proceeding on the surface, with bow planes rigged for diving, flanked by dolphins in a horizontal position with their heads resting on the upper edge of the bow planes. On 20 March 1924, the Chief of the Bureau of Navigation recommended to the Secretary of the Navy that the design be adopted. The recommendation was accepted by Theodore Roosevelt, Jr., Acting Secretary of the Navy. His acceptance is dated March 1924. Today the original BB&B design is used by many manufactures without modification, while others choose to take some artistic license, especially in updating the class of submarine depicted.

The submarine insignia was to be worn at all times by officers and men qualified in submarine duty attached to submarine units or organizations, ashore and afloat, and not to be worn when not attached. In 1941 the Uniform Regulations were modified to permit officers and men qualified who were eligible to wear the submarine insignia after they had been assigned to other duties in the naval service, unless such right had been revoked.

The officers' insignia was a gold metal pin (gold plating over "sterling" silver, or bronze), worn centered above the left breast pocket and above the ribbons and medals. Enlisted men wore the insignia, embroidered in silk, white silk for blue clothing and blue silk for white clothing. This was sewn on the outside of the right sleeve, midway between the wrist and elbow. The device was two and three-quarters inches long.

In 1943, the Uniform Regulations were modified to provide that: "Enlisted men, who are qualified and subsequently

promoted to commissioned or warrant ranks, may wear enlisted submarine insignia on the left breast until they qualify as submarine officers, at which time this insignia would be replaced by the officers' submarine pin."

In mid-1947, the embroidered device shifted from the sleeve of the enlisted men's jumper to above the left breast pocket. On 21 September 1950, a change to the Uniform Regulations authorized officers the option of either a gold bullion embroidered sew-on insignia, or gold plated pin-on insignia. Enlisted submariners were given the option of either a silver bullion embroidered sew-on insignia, or a "sterling" silver (or silver plated), metal pin-on insignia for the dress uniform. This was in addition to the silk embroidered insignia sewn on the undress uniform.

Enlisted dolphins



earliest - silk embroidered



for Summer Whites



early silk variation



CPO's gray embroidered - '43 to '49



sterling "deep wave"
pin-back - 50's
by Hilborn & Hamburger



silver bullion thread - 50's



"WestPacs" - 50's & 60's
made in Yokosuka



sterling, clutch-back
60's & 70's - mfg. by Gemsco



contemporary - utility

USS LOS ANGELES (SSN 688)



USS LOS ANGELES, the fourth naval ship to be named after the City of Los Angeles, is the lead ship of her class. Designed as a follow-on to the STURGEON - class submarines built during the 1960s, the LOS ANGELES - class incorporates improved sound quieting and a larger propulsion plant than previous classes. Her many capabilities include wartime functions of undersea warfare, surface warfare, strike warfare, mining operations, special forces delivery, reconnaissance, carrier battle group support and escort, and intelligence collection. Her missiles can hit on target 75 percent of the Earth's land surface.

General Characteristics: **Awarded:** January 8, 1971

Keel laid: January 8, 1972

Launched: April 6, 1974

Commissioned: November 13, 1976

Builder: Newport News Shipbuilding Co., Newport News, Va.

Propulsion system: one nuclear reactor

Propellers: one

Length: 360 feet (109.73 meters)

Beam: 33 feet (10 meters)

Draft: 32,15 feet (9.8 meters)

Displacement: Surfaced: approx. 6,000 tons Submerged: approx. 6,900 tons

Speed: Surfaced: approx. 15 knots Submerged: approx. 32 knots

Armament: four 533 mm torpedo Tubes for Mk-48 torpedoes, Harpoon and Tomahawk missiles

Cost: approx. \$900 million

Homeport: Pearl Harbor, HI.

Crew: 12 Officers, 115 Enlisted

Pearl Harbor Bids Farewell to USS Los Angeles

*Mass Communication Specialist 2nd Class Ronald Gutridge,
COMSUBPAC Public Affairs, Jan. 14, 2010*

PEARL HARBOR – USS Los Angeles (SSN 688) departed Naval Station Pearl Harbor, Jan. 14, for her final voyage to Puget Sound Naval Shipyard for inactivation.

Los Angeles has faithfully patrolled the world's oceans for 33 years, conducting all but one of her 18 deployments in the Pacific. She is the fourth naval ship to be named after the city of Los Angeles, and is the lead ship of her class. Her many capabilities include wartime functions of undersea warfare, surface warfare, strike warfare, mining operations, special forces delivery, reconnaissance, carrier battle group support and escort, and intelligence collection.

“Los Angeles has been on the Pearl Harbor waterfront for 32 years, and it is with some sadness that we are now making our final voyage,” said Los Angeles Commanding Officer Cmdr. Steven Harrison. “I am very proud of each and every Sailor onboard. We all have worked very hard to keep this warship at the forefront of submarine operations and the crew has done a fantastic job meeting every operational requirement.”

Launched on April 6, 1974 at Newport News Shipbuilding and Drydock Company in Newport News, Va., Los Angeles was commissioned on Nov. 13, 1976. She hosted President Jimmy Carter and the First Lady on May 27, 1997, for an at-sea demonstration of the capabilities of the nation's newest fast-attack submarine. She then made her first operational deployment to the Mediterranean Sea in 1977 and was awarded a Meritorious Unit Citation.

In 1978, Los Angeles transferred to the Pacific Fleet and was assigned to Submarine Squadron 7, home ported in Pearl Harbor, Hawaii. The sub and her crew operated with distinction over the next 32 years, conducting 17 Pacific deployments. Along the way, Los Angeles earned eight Meritorious Unit Citations, a Navy Unit Citation, and the coveted Marjorie Sterrett Battleship Award, awarded to the Pacific Fleet's top warship. Additionally, she was awarded her squadron's annual Battle Efficiency "E" for excellence in combat readiness eight times. Los Angeles participated in four multinational "Rim of the Pacific" or RIMPAC exercises, and visited numerous foreign ports in Italy, Republic of the Philippines, Diego Garcia, Hong Kong, Mauritius, Australia, Japan, Republic of Korea, Canada and Singapore.

The United States Navy is steeped in customs, courtesies and rituals. One of the least known among these is the guardianship of World War II submarine Hero and Medal of Honor recipient Rear Admiral Richard H. “Dick” O’Kane’s cribbage board, traditionally held by the oldest submarine in the Pacific Fleet.

USS Kamehameha (SSN 642) was the longest commissioned of the oldest submarines to safeguard the board. When Kamehameha was decommissioned in 2002 after nearly 37 years of service, the board was cleaned and restored and passed on to USS Parche (SSN 683). Parche was the namesake of one of the most highly decorated subs to serve in the Pacific Fleet during WWII. When Parche decommissioned in July 2005, the cribbage board was passed on to Los Angeles. With the decommissioning of Los Angeles, the board is being passed on to the oldest remaining submarine, USS Bremerton (SSN 698).



USS Los Angeles (SSN 688) Commanding Officer Cmdr. Steven Harrison (left) passes on the “Dick O’Kane cribbage board” to USS Bremerton (SSN 698) Commanding Officer Cmdr. Howard Warner during a departure ceremony held at the Naval Station Pearl Harbor submarine pier. The guardianship of the cribbage board is traditionally held by the oldest submarine in the Pacific Fleet. Los Angeles departed Naval Station Pearl Harbor Jan. 14, for her final voyage to Puget Sound Naval Shipyard for inactivation. (U.S. Navy photo by Mass Communication Specialist 2nd Class Ronald Gutridge.)

“It is with great pride that I hand over the “Dick O’Kane cribbage board” to Cmdr. Howard Warner, Commanding Officer of Bremerton,” said Harrison. “I hope the crew of Bremerton enjoys re-living history playing this great game as much as we have.”

Having outlived, outrun, and outclassed her competitors, Los Angeles set the mark for submarine design, maintenance and operations for decades to come.

The Honorable Linda Lingle, Gov. of Hawaii and James Aiona Jr., Lieutenant Gov. therefore proclaimed Jan. 14, 2010, USS Los Angeles Day in dedication to her builders, the U.S. Navy, the Submarine Force, and the boat’s crews, past and present, for their unfailing dedication to their shipmates, the Navy, the state of Hawaii and the nation.

Submarine Los Angeles Is Decommissioned From Active Fleet

By Tony Perry, Los Angeles Times, January 24, 2010

After Entering Service In 1976 As The Navy's Most Innovative Underwater Warship, It Is Headed For Retirement As Its Oldest. Hundreds Gather In San Pedro For A Tradition-Rich Ceremony.

The nuclear-powered attack submarine Los Angeles had been in the fleet for a dozen years, mostly patrolling the Pacific to keep a close watch on Russian subs, when Caleb Schrum was born.

On Saturday, Schrum, now 21 and a Navy petty officer second class, gently lowered the American flag on the aft of the Los Angeles at the conclusion of a tradition-rich ceremony in San Pedro in which the submarine was decommissioned from the active fleet.

The vessel that entered service in 1976 as the Navy's most innovative underwater warship is headed for retirement as its oldest submarine. Soon the Los Angeles will head for the Puget Sound Naval Shipyard in Washington, where its nuclear reactor will be removed.

Under a clear sky at the Port of Los Angeles, several hundred former submariners and invited guests gathered to hear the Los Angeles described as "the first and the finest" and praised for a career that included 18 long-range deployments. The Los Angeles was the first of a new class of submarines, the Los Angeles class.

"I'm going to miss her," said Chuck Wells, 54, who was the submarine's first helmsman, guiding it to depths that, because of the need for secrecy, he can only say were "beyond 400 feet."

John Christensen, 74, who served as the first captain of the Los Angeles, remembered the sub's speed and agility. "We had an order: 'Rig the ship for high speed,' " he said. "What that meant was 'hang on.' "

True to the submariners' nickname, "the silent service," members were not allowed to talk about their Cold War adventures. "We did things you couldn't tell the civilians about," said Frank Lister, 72, the sub's first top enlisted man.

Retired Rear Adm. John F. "Dugan" Shipway, the Los Angeles' skipper from 1981 to 1985, said that within minutes of setting sail the first time, he ordered a 30-degree dive as a test. Quickly a report came that a fire had broken out and a forward area was filling with smoke.

Shipway, 67, said he immediately figured that he would be removed as captain for having ordered a reckless maneuver. Then came a follow-up report: The smoke was from chicken baking in the galley. "Dugan's career was saved," he said. "Forever after that, we had sliders [sandwiches] for lunch on the first day we set sail."

The Los Angeles' home port was Pearl Harbor, Hawaii. The vessel had been given its name after L.A. officials convinced the Navy of the city's support for the Navy and particularly for the submarine service.



LOS ANGELES (Jan. 23, 2010) Sailors assigned to the fast-attack submarine USS Los Angeles (SSN 688) man the rails one last time during the boat's decommissioning ceremony at the Port of Los Angeles. Los Angeles will transit to Puget Sound Naval Shipyard in Bremerton, Wash. to begin the inactivation process. (U.S. Navy photo by Chief Mass Communication Specialist Jeffrey Wells/Released)

Councilwoman Janice Hahn, whose late father, longtime L.A. County Supervisor Kenneth Hahn, was at the submarine's 1976 commissioning, said she hopes the Los Angeles, in retirement, can return to the port as an attraction.

As part of the ceremony, the Los Angeles relinquished a cribbage board used by Medal of Honor recipient Richard O'Kane during World War II. Legend holds that O'Kane did particularly well during a game and that the next day his submarine sank two freighters.

By tradition, his cribbage board stays with the oldest submarine in the Pacific fleet for good luck. A rite of passage calls for young officers to play a game with the sub's captain.

Lt. Jack Shis, 26, who spent the last three years on the Los Angeles, remembers his first cribbage game. His next assignment is a shore billet in Naples, Italy, but he said he will miss the Los Angeles.

"This is a sad day for all of us," he said. "It's been a good experience, but all good things have to come to an end."

Nuclear Sub USS Los Angeles Decommissioned

KTTV Fox Los Angeles, January 23, 2010

The Navy's oldest active-duty nuclear submarine, the USS Los Angeles, was decommissioned during a ceremony in San Pedro today.

After patrolling the oceans for 32 years, conducting all but one of her deployments in the Pacific Ocean, the nuclear attack submarine was decommissioned during a ceremony in San Pedro, said Lt. Cmdr. David Benham of the Pearl Harbor-based Pacific Submarine Force.

The reactor and the submarine will be dismantled and scrapped at the Puget Sound Naval Ship Yard in Bremerton, Wash., said Gregg Smith, a spokesperson for the Seal Beach Naval Weapons Station.

The sub will make its way up the coast under its own power, Benham said.

"The planned hull life was 30 years, but it was extended. It was well built," Benham said. "She's already gone above and beyond her use. From May to November of this year, she was in the Pacific."

Benham called the USS Los Angeles a "fast attack submarine " designed for intelligence surveillance, strike warfare and reconnaissance.

The 361-foot-long submarine, staffed by 13 officers and 121 enlisted men, was first deployed to the Mediterranean in 1977.

The sub, which produced the equivalent of 35,000 horsepower and was capable of at least 30 knots submerged, was later made a part of the Pacific Fleet in Pearl Harbor and completed 17 deployments in the Pacific over 32 years.

The Navy is building another nuclear attack submarine, the USS California, which should be in operation in about a year, Benham said.

The spent fuel and reactor parts from the USS Los Angeles will be disposed of in Idaho, he said.



LOS ANGELES (Jan. 23, 2010) Cmdr. Steven Harrison, commanding officer of the fast-attack submarine USS Los Angeles (SSN 688), addresses spectators and current and former Los Angeles crew members during the boat's decommissioning ceremony at the Port of Los Angeles. Los Angeles will transit to Puget Sound Naval Shipyard in Bremerton, Wash. to begin the inactivation process. (U.S. Navy photo by Mass Communication 1st Class Elizabeth

Navy Confirms Sunken Sub In Balabac Strait Is USS Flier

From Commander, Submarine Force, U.S. Pacific Fleet Public Affairs

(PEARL HARBOR, Hawaii) – Commander, Submarine Forces Pacific Fleet (COMSUBPAC), Rear Adm. Douglas McAneny announced today that a sunken vessel located in the Balabac Strait area of the Philippines is in fact the World War II submarine USS Flier (SS 250).

“I am honored to announce that, with video evidence and information provided by a team from YAP Films and assistance from the Naval History and Heritage Command, USS Flier has been located,” said McAneny. “We hope this announcement will provide some closure to the families of the 78 crewmen lost when Flier struck a mine in 1944.”

USS Flier, a 1525-ton Gato class submarine built at Groton, Connecticut, was commissioned in mid-October 1943. She departed from Pearl Harbor, Hawaii, for her first war patrol in January 1944. While entering the harbor at Midway Island during a storm, she went aground and was seriously damaged.

The damaged submarine was towed back to Pearl Harbor and finally reached the Mare Island Navy Yard, California, where she was repaired. Flier made another start on her first war patrol in May 1944, heading from Pearl Harbor to the waters off Luzon. While en route on 4 June she attacked and sank the transport Hakusan Maru. On June 13, she attacked a Japanese convoy off Subic Bay, receiving a depth charging in return, and on June 22-23, hit another convoy off Mindoro, apparently damaging one or more ships.

In early August 1944 Flier left Fremantle, Australia, for her second war patrol. On 13 August, while transiting shallow water to enter the South China Sea, she struck a mine and quickly sank. Fourteen of 86 crewmen escaped, but only eight survived the subsequent long swim to reach shore. After making their way by raft to Palawan and being protected by local people and a group of guerrillas, at the end of the month they were evacuated by the submarine USS Redfin (SS-272).

The last surviving crew member of Flier, Ens. Al Jacobson, never gave up the search for his lost shipmates. Sadly, Jacobson passed away in 2008, but his family was determined to continue the search. The family provided notes and research to the production company YAP Films, which investigates nautical mysteries, and Jacobson’s son Steve and grandson Nelson participated in the search.

“After my father retired in 1990, he became very active in the quest to understand more of what happened,” said Steve Jacobson. “He put together as much information as he could from naval records of the investigation and put together charts of where he believed Flier was. We provided YAP Films with everything my father had collected.”

In the spring of 2009, with the aid of the Jacobson family, the team from YAP Films located wreckage of a submarine in the area that USS Flier was lost. Father and son divers Mike and Warren Fletcher of the television show “Dive Detectives” captured the first views of the sunken submarine in more than 64 years. YAP Films provided the Naval History and Heritage Command with footage taken in the Balabac Strait to aid in the identification.

“The Flier discovery presented the Dive Detectives with one of our most challenging dives,” said Warren Fletcher. “At a depth of 330 feet there is little margin for error. As my father and I descended into the dark blue water, the unmistakable shape of a Gato-class submarine came into view. That moment made all of the hard work and danger pale in comparison with the feeling of pride it gave me to know that the Flier and her crew will not be forgotten.”

With the information provided by YAP Films, COMSUBPAC and the Naval History and Heritage Command examined the evidence and historical records and determined that the submarine found at the reported position could only be USS Flier. No Japanese or U.S. submarine other than Flier was ever reported lost in the area, and the gun mount and radar antenna clearly identifiable in the video matched historical photographs of USS Flier. Additional identifiable characteristics of the hull indicated that the wreck is

indeed a Gato-class submarine. These factors taken together led COMSUBPAC and the Naval History and Heritage Center to conclude that the wreck found by YAP Films could only be that of USS Flier.

"The Flier was found because all the right people came together for all the right reasons," said Mike Fletcher. "But mostly the Flier was found because of the love a family has for their dad."

"It was a pretty emotional experience," said Jacobson. "Although I was really confident of the position, you still don't know. Literally, it was exactly at the coordinates he said it would be. It is tremendous closure and I wish that my dad could have experienced this."

Former Commander-in-Chief of the U.S. Pacific Fleet Admiral Chester Nimitz once said, "When I assumed command of the Pacific Fleet on 31 December 1941 our submarines were already operating against the enemy, the only units of the Fleet that could come to grips with the Japanese for months to come. It was to the Submarine Force that I looked to carry the load until our great industrial activity could produce the weapons we so sorely needed to carry the war to the enemy. It is to the everlasting honor and glory of our submarine personnel that they never failed us in our days of great peril."

By the end of World War II, submarines had made more than 1,600 war patrols. Pacific Fleet submarines like Flier accounted for more than half of all enemy shipping sunk during the war. The cost of this success was heavy: 52 U.S. Pacific Fleet submarines were lost, and more than 3,500 submariners remain on "eternal patrol."

USS Barbel (SS-316)

Lost on:
2/4/1945

Lost on Feb 4, 1945 with the loss of 81 officers and men on her 3rd war patrol. Based on Japanese records, she was bombed near the southern entrance to the Palawan Passage. The day before, she reported she survived 3 depth charge attacks.



US Navy Official Photo



NavSource.org



NavSource.org

Class: **SS 285**

Commissioned: **4/3/1944**

Launched: **11/14/1943**

Builder: **Electric Boat Co (General Dynamics)**

Length: **312**, Beam: **27**

#Officers: **10**, #Enlisted: **71**

Fate: **Barbel sent a message reporting that she had been attacked three times by enemy aircraft dropping depth charges and would transmit further information on the following night. Barbel was never heard from again. 81 men lost.**

USS Shark I (SS-174)

Lost on:
2/11/1942

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.



US Navy Photo



NavSource.org



NavSource.org

Class: **SS 172**
Commissioned: **1/25/1936**
Launched: **5/21/1935**
Builder: **Electric Boat Co (General Dynamics)**
Length: **298**, Beam: **25**
#Officers: **5**, #Enlisted: **45**
Fate: **Shark was reported as presumed lost, the victim of unknown causes. 59 men lost**

USS Amberjack (SS-219)

Lost on:
2/16/1943

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.



US Navy Official Photo



NavSource.org



NavSource.org

Class: **SS 212**
Commissioned: **6/19/1942**
Launched: **3/6/1942**
Builder: **Electric Boat Co (General Dynamics)**
Length: **312**, Beam: **27**
#Officers: **6**, #Enlisted: **54**
Fate: **She reported having been forced down on the 13th by two destroyers, and that she had recovered an enemy aviator from the water and taken him prisoner. All further messages to the vessel remained unanswered. 74 men lost.**

USS Grayback (SS-208)

Lost on:
2/27/1944

Lost on Feb 27, 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.



US Navy Official Photo



NavSource.org



NavSource.org

Class: **SS 198**
Commissioned: **6/30/1941**
Launched: **1/31/1941**
Builder: **Electric Boat Co (General Dynamics)**
Length: **307**, Beam: **27**
#Officers: **6**, #Enlisted: **54**
Fate: **Sunk by Japanese aircraft in East China Sea.**
All 80 crewmen lost.

USS Trout (SS-202)

Lost on:
2/29/1944

Lost on Feb 29, 1944 with the loss of 79 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. She carried out several notable special missions, including carrying over two tons of gold bullion out of Corregidor in February 1942.



US Navy Official Photo



NavSource.org



NavSource.org

Class: **SS 198**

Commissioned: **11/15/1940**

Launched: **5/21/1940**

Builder: **Portsmouth Navy Yard**

Length: **307**, Beam: **27**

#Officers: **6**, #Enlisted: **54**

Fate: **Trout topped off with fuel at Midway and was never heard from again. Japanese records indicate that one of their convoys was attacked by a submarine on 29 February 1944 in the area assigned to Trout. Possibly one of the convoy's escorts sank the Trout.**