



**OOGA OOGA**

*JANUARY, 2009*



**PALMETTO BASE SUBMARINE VETERANS  
NEWSLETTER**



**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  
Ron Friend**



**District Commander  
Jerry Stout**

### **Palmetto Base Members**

Joe Gawronski – Vice Commander  
DW Eggleston – Secretary  
Tommy Richardson – Public Relations  
Brian Steffen – Storekeeper

Russ “Pappy” Cline - Treasurer  
Mark Basnight – Chaplain  
Jim “Snake” Stark – Chief Of Boat

Milt Berkey  
Tracy Charbonneau  
Allen “Buzz” Danielsen  
Joe Geiger  
Glenn Harris  
Mike House  
John Krause  
Ken Middleton  
Tom O’Brien  
Ted Schneeberg  
LE Spradlin

Randy Browning  
Judy Cline  
Mae Friend  
Kelly Grantham  
Bill Hicks  
Gil Kaelin  
Dick Lane  
Bob Miller  
Rebecca Richardson  
Leonard Snell  
Jeffrey Wagner

James Charbonneau  
William Cox  
Julian Galloway  
John Green  
Stoney Hilton  
Jim Kirby  
Bill Lindler  
John Morgan  
Sam Sanders  
John Solis  
Tom Ward

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Treasury Summary Report

(No business meeting in Dec.) Next meeting – Tue. Jan. 20 @ Crab Shack 1800 social, 1900 business

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12-31-08



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UNITED STATES SUBMARINE VETERANS INC.  
Palmetto Base

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Minutes – December 16, 2008



Christmas Party – Good time was had by all.





A CHRISTMAS AT SEA  
2008

We're alongside and loading  
stores,  
preparing for underway;

can't believe that we'll be  
gone  
another Christmas Day.

Fruits and Veggies,  
onions beans and corn,

the belly robbers have done  
their best  
to feed us well the day that  
Christ was born.

Every man that's lined up  
here

passing one box at a time,  
is thinking about his loved  
ones,  
not the stuff on which we  
dine.

The task is done, we're  
loaded up  
all systems are a "GO",  
the maneuvering watch is  
stationed  
and we're backing down real  
slow.

The sea detail gets to wave  
goodbye  
to our families on the pier,  
then drop below and secure  
the hatch,  
the harbor we'll soon clear.

A little roll to starboard  
as we hit that first ground  
swell,  
soon we find we're  
answering  
an "all ahead full" bell.

"Secure the maneuvering  
watch"  
that duty now is done,  
all stations will be manned  
now  
by good ole section one.

We're an hour out to sea  
and the captain clears the  
bridge,  
we've reached the deepest  
valley  
on the sea side of the ridge

"Rig for dive" the order  
comes  
and we go about our work,  
checking every valve and  
system,

looking for the slightest  
quirk.  
This ship is ready to go now  
beneath a rolling sea,  
I'll be responsible for you;  
you'll be responsible for me.

"Dive Dive"! the word is  
passed  
the alarm sounds loud and  
clear,  
and a hundred twenty  
brawny men  
submerge with nary a trace  
of fear.

That's the way a deployment  
starts;  
not many people will ever  
know,  
where we were, how deep  
we went,  
or where we were ordered to  
go.

Our hearts and thoughts are  
back home  
with our loved ones and out  
kin,  
but it will be a long long time  
till we're back with them  
again.

The days turn to nights;  
the nights they become days,  
who knows what the date is,  
it all becomes a haze.

Then, the Plan of the Day  
has a headline bold and  
clear,  
Santa has just pinged us;  
Christmas is almost here!

Out comes the lights and  
tensile  
and even a little tree,

because Christmas is a  
special day  
even down in the darkest  
sea.

It's amazing what sailors can  
do  
to decorate their space,  
surrounded by megaton  
missiles  
they can make a homey  
place.

Then! "battle stations  
torpedo"  
and a "weapon's system  
readiness test",  
just to prove once again  
this crew is the very best.

Well, now it's Christmas day  
and with all the stores we  
loaded,  
the cooks will outdo  
themselves,  
the crew will all be bloated

The Captain makes a little  
speech  
and shares a Christmas  
prayer,  
that honors all our many  
faiths;  
reminding us why we're  
there.

Then it's back on watch again  
our thoughts stray back to  
home,  
families are all together now  
and we seem all alone.

The loneliest day of the year  
we're told  
for sailors gone to sea,  
is Christmas.....  
it's just a lonely place to be.

Then the watch is over  
and we think of our duty call,  
that we be strong, brave and  
loyal  
lest our wonderful country  
fall.

Three hundred million  
Americans  
are counting on us this night,  
to keep them safe and  
peaceful  
should an enemy pick a fight.

It's our Christmas present to  
the world,  
being out here on our  
station,  
though few beyond our  
families  
know how we serve our  
nation.

Think of us on Christmas day,  
pray for us before you sleep;  
that will be your Christmas  
present

for your brothers down in  
the oceans deep.

O'Bie

**JANUARY B'DAYS** - DW Eggleston, LE Spradlin, Jim "Snake" Stark, Bill Lindler, Ron Friend and Tommy Richardson.

## LEXINGTON, SC - CHRISTMAS PARADE

**Palmetto Sub Vets march in the Christmas parade with the USS Palmetto (SS-803)**







## **South Carolina Submarine Flag Officially Recognized**

Rebecca and Tommy presented Governor Sanford with the South Carolina Submarine flag during one of their social gatherings. The Governor has expressed an interest in the Submarine Veterans organization and we are scheduled to be officially recognized by the Governor in February or early March.



**Palmetto Base** is very fortunate to have as our Public Relations Officer a man who is able to get the Submarine Veterans recognition in the news media and with State Officials. Thanks to Tommy Richardson and our team of Sub Vets, we are in the process of building a strong USSVI base.

EDITORS NOTE: The SC Submarine flag is available to all SC USSVI bases and their members. Contact SK Brian Steffen at [BSing4evr@aol.com](mailto:BSing4evr@aol.com).

EDITORS NOTE: The following was previously emailed to the sub vets but due to the interest in and significance of the article, it seems appropriate to also include in our newsletter.

## Run Silent Run Deep

### Stealth Beneath the Sea: The 'Wet Cold War'

During the Cold War with the Soviet Union from 1948 to 1991, the U.S. Navy launched more than 2,000 secret missions against the Kremlin. The men who manned these "underwater U-2s" have gone largely unheralded. --- by David Colley

USS LAPON SSN-661 shown in October 1967.  
In 1969, the sub trailed a Soviet SSBN  
for 40 days in the North Atlantic .

It was an eerie throwback to the Cold War. On April 4, 1997 , a Russian cargo ship spying on the USS OHIO off Washington's Puget Sound fired a laser beam at a Canadian helicopter. The new Russia was relying on an old Soviet tactic -- trawlers known as AGIs for Auxiliary General Intelligence.

When the Cold War supposedly ended in 1991, the U.S. Submarine Force numbered 61,000 sailors, 34 missile subs and 89 attack subs.  
"The U.S. and Soviet Union had fought a vast, undeclared and sometimes chillingly violent Cold War under the sea," wrote Chris Drew and Michael Millenson in the *Chicago Tribune*.

Movies like *The Hunt for Red October* brought that war home to unsuspecting Americans, but few knew how real the deep-sea struggle actually was.

It was "the struggle for domination of the hydroscape of the world -- the Wet Cold War -- a war within a war that may well be the most significant theater of all," wrote Thomas S. Burns in *The Secret War for the Ocean Depths*, where "the ultimate naval weapon" was the submarine: "King of the Seas."

The undersea conflict was waged beneath the ice floes of the North Atlantic , in the shallow waters of the Mediterranean and through the deepest canyons of the Pacific. It was carried on under the Arctic ice cap where U.S. attack subs stalked Soviet ballistic missile subs. It reached the coastlines of the U.S. and Soviet Union . Submarines sometimes snuck into harbors or lurked as they waited to shadow an adversary's boat.

On the seafloor both sides positioned sophisticated listening devices. The more advanced U.S. system, called Sound Surveillance System (SOSUS), consisted of strings of hydrophones planted at strategic spots on ocean bottoms. SOSUS was so sensitive that the Navy tracked Soviet subs thousands of miles from U.S. shores.

'Pigboats' to Nukes

The undersea Cold War began not long after WWII as hostility increased between the U.S. and Soviet Union . The Navy's subs were nothing more than upgraded WWII "Pigboats" - - their speed was as minimal as was their diving depth.

As the Cold War intensified, the design and propulsion systems of U.S. subs changed radically. First came the nuclear sub, USS NAUTILUS, in 1954. Nuclear power was combined with a hydrodynamic, cigar-shaped hull design that revolutionized submarine warfare. American subs now cruised for months at depths of hundreds of feet at speeds

sometimes faster than surface vessels.

In 1960, the U.S. revolutionized warfare by introducing "boomers," guided missile subs (SSBNs) that replaced cruise missile boats (SSGNs). The first of the SSBNs, the GEORGE WASHINGTON, was a Skipjack class sub converted to carry 16 Polaris missiles.

It was followed by the improved Lafayette class of Poseidon missile boats. The Ohio class subs, with Trident missiles, are reputed to be the quietest subs to ever go to sea.

U.S. attack subs (SSNs) combined speed with quiet running. They were assigned to defend carrier battle groups, maintain the nation's sea lanes and to target Soviet SSBNs and attack subs. Skipjack, Permit and Sturgeon classes of the 1960s and 1970s were followed by the Los Angeles class subs of the 1980s-90s.

The Los Angeles boats are "the greatest nuclear predator, Soviet or American, ever to take to the seas," wrote the editors of the Time-Life book, *Hunters of the Deep*. The improved Seawolf class will take the Navy into the 21st century.

The Soviet Union 's sub fleet was developed to counter the U.S. threat. The Russians struggled for decades to match the quietness and speed of U.S. subs. They ran through a series of classes, Novembers, Alfas, Victors, Akulas and Sierras. By the late 1980s, the Soviets had reached near parity with U.S. boats.

Aggressive U.S. patrolling was necessary particularly since the Soviets maintained a fleet of some 350 boats of all types. The U.S. had about 123 subs.

#### **Intelligence-Gathering**

Once both nations fielded SSBNs, assuring mutual annihilation, intelligence-gathering was paramount. Ascertaining the characteristics and capabilities of each country's submarines became crucial to national security.

U.S. subs began spying on the Soviets in May 1948, when the USS SEA DOG conducted reconnaissance patrols along the Siberian coast. The USS BLACKFIN picked up where SEA DOG left off.

A decade later these missions were more daring and essential.

In 1957, the USS GUDGEON, the first sub to circumnavigate the globe, was caught snooping around the Soviet naval base at Vladivostok inside Russian territorial waters. For 30 hours the sub was cornered and depth-charged by Russian destroyers. GUDGEON finally was forced to surface to restore its air supply. It came up ready to fight, but was allowed to withdraw.

Soviet actions in the Atlantic and Mediterranean gave impetus to operations to collect electronic communications and photographic intelligence. Soviet subs began patrolling in the Mediterranean in 1958-59. (By 1967, 13 Russian boats were on patrol duty there.)

In May 1959, the USS GRENADIER, off Iceland, detected, tracked and held down a Soviet sub until she was forced to surface.

*Operation Holystone*, also known as Pinnacle, Bollard and Barnacle, was launched that same year. Its focus was intelligence-gathering. Sub commanders sometimes took extraordinary risks to obtain information on Soviet naval developments.

USS HARDER in 1961 sailed into the channel at Severomorsk Soviet naval base on the Barents Sea. "It seemed like forever," recalled one crewman, "but the run was probably less than an hour."

In 1963, the USS SWORDFISH slipped into the middle of a Soviet anti-submarine warfare (ASW) exercise in the North Pacific. The Soviets depth-charged SWORDFISH for two days. But SWORDFISH was nuclear-powered and did not have to surface for air.

SWORDFISH survived and the mission provided the U.S. with an intelligence bonanza as the Navy recorded the Soviet's radio chatter and plotted their radar search patterns. For special operations conducted between 1963-65, SWORDFISH crewmen were awarded

Navy unit commendations and the captain received the Legion of Merit.

#### **On Station Near the USSR**

U.S. subs regularly took up station off Soviet ports to learn as much as possible about Soviet movements and capabilities. A favorite American tactic was to secretly shadow Soviet boats as they left port on a mission.

"Some [subs] have passed less than 50 feet below the hulls of Soviet vessels to take photos of their propellers and tape the sound of the blades churning," the *Chicago Tribune* reported.

In 1969, the USS LAPON tailed a Soviet sub in the North Atlantic for 40 days without being detected. LAPON's sonar operators became well acquainted with the daily sounds and habits on board the Soviet sub. They assigned nicknames to various Russian duty officers and could hear wrenches being dropped.

Such close encounters occasionally became deadly. In June 1970, the attack submarine USS TAUTOG was shadowing a Soviet missile sub in the northern Pacific. The Russian commander became suspicious and made a looping turn to check for a trailing American. "All of a sudden Ivan was coming screaming at us," recalls one TAUTOG crew member. The Soviet boat's propellers struck the American sub as she streaked over TAUTOG's sail. The 4,800-ton TAUTOG's hull withstood the blow, but the Russian sub wasn't so lucky. The collision probably ruptured the propeller shaft seals and seawater gushed into the hull. TAUTOG's sonar operators listened to the ghastly sounds as the Russian boat broke apart and sank.

Rumors persist that the USS SCORPION, lost near the Azores in May 1968, went down after colliding with a Soviet sub that may have been tailing the U.S. boat.

In 1986, USS AUGUSTA, an attack sub, ran into a Soviet nuclear sub in the North Atlantic while testing a new sonar system. In 1992, the USS BATON ROUGE, collided off northern Russia 's Kola Inlet with another Soviet nuclear sub.

"We knew the Soviets were out there, probably sometimes right beside us as we patrolled the vast areas of the Pacific," says James Crenshaw who served on the SSBN JOHN MARSHALL from 1976-80.

#### **'Special Ops'**

By 1970, the U.S. developed submarines designed for complex espionage operations. USS HALIBUT, USS SEAWOLF and USS PARCHE were refitted to perform "special ops" missions in and around the Soviet Union . The missions were so secret and sensitive, said one former crewmember, that crews of the subs were segregated from each other on base and curtains were placed around the vessels while in port.

To this day, sailors on those cruises are not allowed to speak about them. "I signed a paper that forbids me to talk about it for 80 years," said one sub vet.

Details of the PARCHE's operations are classified, but special operations have earned the sub five Presidential Unit Citations and three Navy Unit Citations.

But some aspects of the special ops missions are known. One of the most successful of these missions, code-named *Ivy Bells*, was the tapping of a vital Soviet undersea communications cable. The mission was carried out by USS HALIBUT, which crept into the Sea of Okhotsk , the bay separating the Kamchatka Peninsula from the Soviet mainland. Divers descended to the sea floor 400 feet below the surface to install a recording pod.

HALIBUT and her sister special ops subs also carried robots that could explore the ocean floor. "We had capabilities similar to those used to find the TITANIC," one crewmember said.

USS SEAWOLF and USS PARCHE also participated in recovering and replacing the recording device. According to one crewman, the subs would remain submerged on station for 30 days to record real time conversations, then leave the recording device behind for

several months.

The missions were so sensitive that at least one sub, SEAWOLF, was reportedly fitted with demolition charges fore and aft. If caught the crew would be given the option to leave the vessel before it was scuttled. "But with the water temperature at 28 degrees you're not going to live very long, so you might as well stay with the ship and go down," one crewman said.

On one cruise, SEAWOLF released fouled air that bubbled to the surface. A Soviet cruiser streaked by the next day. "Everyone was sweating bullets, but we remained pretty well masked," the crewmember recalled.

*Ivy Bells* continued until 1981 when its cover was blown by a U.S. spy.

The Russians also attempted to tap a U.S. undersea communication cable, apparently unsuccessfully. In 1985, U.S. spy satellites detected a Soviet sub loitering in a shallow part of the Atlantic . The Navy dispatched the attack sub USS BALTIMORE to secretly observe.

The Russian sub launched a sled and divers who probed the seafloor 300 feet below. The waters were too murky for the Americans to determine the Soviets mission, but they were digging and drilling, presumably to locate an undersea cable. The mission was believed to have ended in failure and tragedy when the sled and divers failed to return to the Soviet boat.

The most publicized U.S. intelligence- gathering action -- secret for many years -- was the raising of a Soviet missile firing sub that sank in the mid-Pacific on March 8, 1968 . SOSUS picked up the sounds of the sub exploding and later USS HALIBUT, specially fitted with thrusters to enable it to sit motionless, located the wreckage using special cameras.

Roger C. Dunham, a second class petty officer aboard the HALIBUT during the operation, wrote a fictionalized account in his book, *Spy Sub*. Cmdr. Clarence E. Moore, who skippered it, received the Distinguished Service Medal for his work.

The deep sea salvage ship GLOMAR EXPLORER recovered all or part of the sub for evaluation by the Navy. It says the sub broke apart and only portions of its hull were raised. Some observers claim the entire vessel was retrieved. "Rumor is the Navy got what it wanted," said one former submariner.

'Still on Patrol'

The U.S. lost three subs during the Cold War. A fourth, USS STICKLEBACK, sank after being rammed by destroyer SILVERSTEIN May 30, 1958 , southeast of Pearl Harbor . All 82 crewmembers survived.

The first Cold War-era loss was the diesel boat USS COCHINO, which sank in the Greenland Sea off Norway in August 1949 following a battery explosion. COCHINO had been on a reconnaissance patrol. The Soviet publication *Red Fleet* subsequently claimed it sank "not far from Murmansk ."

One crewman was lost on COCHINO and six others from the sub USS TUSK were swept overboard in the frigid waters while attempting to save COCHINO in an "epic of incomparable heroism."

USS THRESHER went down 220 miles east of Boston in 8,400 feet of water with 112 crewmembers and 17 civilian workers aboard in April 1963. During search operations, Soviet "trawlers" passed through the area electronically sniffing for information.

While THRESHER's loss was devastating to the Navy, her sinking lead to a thorough investigation uncovering numerous flaws in the sub construction program. Reforms may have saved other U.S. undersea vessels and their crews.

SCORPION, with 99 men aboard, was lost 460 miles southwest of the Azores in 10,000 feet of water five years later. She had been assigned to Submarine Squadron 6, Division 62, with the 6th Fleet in the Mediterranean Sea .

At least 16 other U.S. crewmembers aboard submarines were lost to accidents during Cold War operations. No comprehensive figures, however, are available dating back to the end of WWII.

Some six Soviet subs are believed to have been lost. These include *S-117*, Dec. 15, 1952 ; *K-129*, March 8, 1968 ; *K-8*, April 12, 1974 ; and *KOMSOMOLETS* (42 died), April 7, 1989 . An unidentified nuclear sub is believed to have been scuttled in April 1970, and a Charlie class boat sank off Kamchatka in September 1983.

More Soviet subs may have been lost, unknown to U.S. intelligence or kept secret by both the Soviets and Americans. No one knows the number of Soviet submariners who lost their lives, but the presumed number is greater than U.S. losses.

#### Overdue Recognition

Only now are deserving submariners receiving medals for their service.

Wylie Miller served on classified missions between 1958 and 1962. "People on subs can't talk about where they've been - half of us didn't even know where we were anyway," he said after receiving an Armed Forces Expeditionary Medal 30 years after the fact.

"Now that information is available [through recent declassification], the Navy's catching up with us. Many present and former submariners stand to benefit by receiving awards for previously classified military operations."

Along with their prized *Dolphin* submariner insignia, since 1969 they also have earned SSBN Deterrent Patrol pins. These patrols lasted 90-105 days, with 60-70 days continually submerged.

The Navy Expeditionary Medal is also awarded to sailors who "operated under circumstances which after full consideration shall be deemed to merit special recognition." This is the classic definition of sub intelligence-gathering operations.

Individual decorations are even more guarded. Some received a "black" award: a medal that appears in the recipient's service file folder but which he is unable to wear on his uniform.

Sub missions have always been fraught with danger. In fact, President Theodore Roosevelt, after going down in the *PLUNGER* in Long Island Sound in 1905, ordered that enlisted men detailed to submarines be granted an extra \$10 a month in hazardous duty pay.

"Life aboard Cold War-era subs was austere," remembers Senior Chief Sonarman Bob von Allmen, who served on the *USS GROWLER*, 1950-62. "Crews of 100 were crammed into small spaces for extended periods. Patrol lengths normally ran around 82 or 87 days. "The *HALIBUT* was nuclear-powered and it carried five missiles, but the other missile boats were diesel-electric with all the accompanying hardships. Diesel boat sailors were required to take sponge baths from a bucket." VonAllmen justifiably remains proud of his special service.

Richard Smith, a sub vet of many Arctic patrols between 1952 and 1961, related what WWII Medal of Honor recipient Adm. Gene Fluckey wrote to him. He congratulated Smith for being a veteran of "the most important war since men first stood on hind legs -- the Cold War."

"In this game of cat-and-mouse, the often narrow margin of victory goes to the proficient and the careful. A mistake -- the clang of a dropped wrench, the swish of cavitation made by the propeller's accelerating too fast, the pop of a light bulb can trigger an enemy torpedo. On these battlefields, warriors whisper." -- Vice Adm. R.Y. Kaufman, U.S.N. Ret.)

# A New Navy ! But will it submerge (OOOOGA)



## **U.S.S. Independence: A Triple Hulled, Weapon-Laden Monster That Is Surprisingly Affordable**

Last month, the US Navy and General Dynamics took the lid off the new U.S.S. Independence littoral combat ship (LCS). This beast will sail close to the shore and throw everything imaginable at an enemy target with shells, torpedoes and missiles. Plus, it can hustle at a rumored 60 knots. Basically, that means the enemy will have a difficult time escaping the wrath of this mighty vessel no matter where they are.

You could be sitting in a Port-a-Potty in the middle of the desert and this thing could hurl missiles at your comfort station. The best part is that the price tag tops out at only \$208 million, which is fairly frugal for the US government. That's why the Navy plans on building fifty five of them in the near future.



## United States Submarines lost in January

### USS Scorpion (SS-278)

Lost on:  
**1/5/1944**

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.



Class: **SS 212**  
Commissioned: **10/1/1942**  
Fate: **Lost with all hands. 76 men lost. Sunk by possible Japanese mine in the Yellow Sea off China**

Launched: **7/20/1942**  
Builder: **Portsmouth Navy Yard**  
Length: **307**, Beam: **27**  
#Officers: **6**, #Enlisted: **54**

## USS Argonaut (SS-166)

Lost on:  
**1/10/1943**

Lost on Jan 10, 1943 with the loss of 105 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 sunk her by gun fire.



Class: **SS 166**

Commissioned: **4/2/1928**

Fate: **On Jan. 10, 1943 Argonaut was forced to the surface by the depth charges from 3 Jap Destroyers and she was destroyed with all hands by surface fire. 105 officers and men went down with the submarine.**

Launched: **10/10/1927**

Builder: **Portsmouth Navy Yard**

Length: **381**, Beam: **34**

#Officers: **8**, #Enlisted: **80**

## USS Swordfish (SS-193)

Lost on:  
**1/12/1945**

Lost on Jan 12, 1945 with the loss of 83 officers and men somewhere near Okinawa, on her 13th war patrol. Probably was lost to a mine.



Class: **SS 188**

Commissioned: **7/22/1939**

Fate: **After repeated attempts to contact Swordfish by radio had failed, she was reported as presumed lost, the victim of unknown causes. 89 men lost. Swordfish (SS-193) earned eight battle stars for World War II service.**

Launched: **4/1/1939**

Builder: **Portsmouth Navy Yard**

Length: **311**, Beam: **27**

#Officers: **5**, #Enlisted: **50**

## USS S-36 (SS-141)

Lost on:  
**1/20/1942**

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.



Class: **SS S**  
Commissioned: **4/4/1923**  
Fate: **Scuttled 21 Jan 42 after running aground in Makassar Strait, Indonesia.**

Launched: **6/3/1919**  
Builder: **Union Iron Works**  
Length: **219**, Beam: **22**  
#Officers: **4**, #Enlisted: **34**

## USS S-26 (SS-131)

Lost on:  
**1/24/1942**

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.



Class: **SS S**

Commissioned: **10/15/1923**

Fate: **Rammed by PC-460 at night in the Gulf of Panama, S-26 sank on 24 January 1942 with the loss of 46 men Two men survived. Her hull was not salvaged.**

Launched: **10/22/1922**

Builder: **Fore River Shipbuilding Co**

Length: **219**, Beam: **22**

#Officers: **4**, #Enlisted: **34**