

COLUMBUS BASE SUBMARINE VETERANS

VOLUME 10, ISSUE 3

April 2014



The Green Board



ALL SEAS ARE NAVIGABLE

2014 Tolling of the Boats Ceremony and Submarine Birthday Dinner



Rick Isbell, Veterans
Affair Liaison present-
ing the Base with the
Mayor's Proclamation



View more pictures from
the ceremony and dinner on
the website

www.columbusbase.com



Tolling of the Boats



USS Pickerel (SS-177) Lost with all hands (74 men) by Japanese surface attack off Honshu, Japan on 3 April 1943



USS Grenadier (SS-210) Lost on 22 April 1943, 10 miles west of Len Voalan Strait in the Indian Ocean. Scuttled after being badly damaged by bombs. Sixty-one men were taken prisoner, four men died as POWs. Fifty-seven men survived the war.



USS Snook (SS-279) Lost with all hands (84 men) on 8 April 1945 to unknown causes off of Formosa.



USS Gudgeon (SS-211) Lost with all hands (78 men) during a Japanese air and surface attack on 18 April 1944 in the Northern Marianas.



USS Thresher (SSN-593) Lost with all hands (129 men) on 10 April 1963 off the New England coast.

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 loyalty and patriotism to the United States of America and its Constitution.”

Commander's Corner

By Jim Tolson



I just pulled my first dandelion, so spring must be here. Thanks to Dave Creekmore, Woody Cook, Bill Anderson, Dave O'Carroll, Clutch Koogler, Bob McDaniel and Dan Fuller for their help moving the Honor Flight wheel chairs. The first flight was April 5th with 6 more to follow.

The Tolling Ceremony and Submarine Birthday dinner provided an enjoyable time. There were several attending that have never seen the Tolling Ceremony. Thanks to everyone that worked to make the dinner a success. Mayor Coleman proclaimed April 5th, 2014 as Tolling of the Bells Day in honor of the ceremony. Thanks to Rick Isbell for presenting the proclamation to Columbus Base.

Columbus Base awarded an Eagle Scout award to Patrick Shemenski on March 22nd in Pataskala. Thanks to Mike and Karen Thurston for arranging the presentation.

Columbus Base has been accepted for the USSVI section of the Washington DC Memorial Day parade May 26, 2014 from 2-4 pm. So far, Galin Brady, Bob Frier, George Petershagen and John Kidwell (Cincy Base) are pulling the boat to Washington DC. Cliff Dodson, Woody Cook, Tim Barker and Jim Tolson are traveling by van. If you are interested in going, let me know.

I downloaded several free PDF documents that were interesting reading. The U.S. Naval War College (NWC) recently unveiled the public online digitization project of Fleet Adm. Chester Nimitz's 4,000 page operational diary, known as The Nimitz Graybook. Covering activities and correspondence of the Pacific Command from December 7, 1941 to August 31, 1945, the Graybook is a historical record of operations and planning in the Pacific during World War II and serves as a window into Nimitz's decision making process during the war. The Nimitz Graybook is available (free) at www.usnwc.edu/graybook. Thanks to Clutch for sharing the information. It is good reading since we have been remembering the WWII lost boats.

The upcoming parades and Highway Cleanup activities will help shake off your cabin fever. It will be good to be outside without a snow shovel.

Activities

- April 12, 2014 Highway Cleanup, 0830
- May 3, 2014 Columbus Base Monthly Meeting at the American Legion Leasure-Blackston Post 239, 700 Morning Street, Worthington, OH 43085. 1200 social & sea story hour, 1300 meeting
- May __, 2014 Kap(SS) 4 Kid(SS) at Nationwide Children's Hospital (TBD)
- May 17, 2014 New Albany Founders Day Parade, 1100 step off.
- May 26, 2014 Washington DC Memorial Day parade, 2-4 pm.



Office of the Mayor
City of Columbus
Ohio

PROCLAMATION

WHEREAS, the Mayor of the City of Columbus, Ohio has the responsibility to recognize occasions of outstanding significance; and

WHEREAS, the freedom and security that citizens of the United States enjoy today are direct results of the vigilance of and sacrifices given by members of the United States; and

WHEREAS, since 2003 the Columbus Sub Vets Base has served our community well with many outreach programs for injured and younger ROTC students; and

WHEREAS, the US Submarine Veterans have memorialized their fallen crew members in a ceremony called the Tolling of the Bells in order to remember the submarines that have been lost during the 113 year history of the US Submarine Service; and

WHEREAS, the nation regularly calls on all Americans to pause and remember those Seamen who gave their lives in defense of freedom, and to honor all other Sailors who have served and are now serving our Country, together with their families; and

NOW, THEREFORE, I, Michael B. Coleman, Mayor of the City of Columbus, Ohio, do hereby proclaim April 5th, 2014 as a day of remembrance for the

Tolling of the Bells Day

in Columbus, and urge all members of our community to join in recognition of this significant occasion and the achievements above mentioned.



IN WITNESS WHEREOF, I have hereunto set my hand and caused the Great Seal of the Mayor of the City of Columbus, Ohio, to be hereto affixed this 5th day of April 2014.

Michael B. Coleman
Mayor



Holland Club Inductee
George “Randy”
McWilliams



Randy enlisted in the Navy December 5, 1961 in Santa Ana, California. As a teenager Randy was a Sea Explorer and spent a great deal of time with the Navy. He wanted an education from the Navy and felt that submarine service appeared to be the best path.

Randy qualified in May 1962 for his Silver Dolphins on the USS Tiru (SS-416) based at Pearl Harbor. He re-enlisted in February 1965 onboard the USS Flasher (SSN-613) of which he was also part of the pre-commissioning crew, Groton, CT. He qualified for his Gold Dolphins in November 1970 on the USS Carbonero (SS-337) which was also based at Pearl Harbor. Randy converted to Warrant Officer, August 1, 1969 (WO-1 Machinist) on the USS Dolphin (AGSS-555).

Retired January 31, 2000, CINCPACFLT Staff, Pearl Harbor, HI. Thirty-eight years, 2 months continuous service. His rank at retirement Captain.

Randy also served on the USS permit (SSN-594) July 1964-October 1964, Mare Island Naval Shipyard, CA. USS Irex (SS-482), May 1965-January 1967, Groton, CT. USS Dolphin (AGSS-555) February 1967-October 1969, Kittery ME. USS Carbonero (SS-337) October 1969-December 1970, Pearl Harbor, HI and the USS Dolphin (AGSS-555) San Diego, CA.

Randy's favorite port was Yokosuka, Japan. Favorite duty was on the USS Dolphin where he served as Engineer, QM of the Watch, OOD, Throttleman and Auxiliary-man.

Randy is married to Carol Jones McWilliams and has 4 children, 2 boys and 2 girls.

Man known as kissing sailor in WWII-era image dies



A jubilant American sailor clutching a white-uniformed nurse in a back-bending, passionate kiss as he vents his joy while thousands jam Times Square to celebrate the long awaited-victory over Japan

AP 3/14/14 By RAMIT PLUSHNICK-MASTI of Associated Press

HOUSTON (AP) — A man who became known for claiming he was the sailor kissing a woman in Times Square in a famous World War II-era photo taken by a Life magazine photographer has died. Glenn McDuffie was 86.

McDuffie died March 9 in a nursing home in Dallas, his daughter, Glenda Bell, told The Associated Press.

A mail carrier and semi-professional baseball player after he returned from World War II, McDuffie's life became more exciting about six years ago when Houston Police Department forensic artist Lois Gibson was able to identify him as the young man leaning over the woman in his arms to kiss her.

By taking about 100 pictures of McDuffie using a pillow to pose as he did in the picture taken Aug. 14, 1945, by photographer Alfred Eisenstaedt, Gibson said, she was able to match the muscles, ears and other features of the then-80-year-old McDuffie to the young sailor in the original image.

"I was absolutely positive," Gibson said of the match. "It was perfect."

The identification remained controversial, partly because other men also claimed to have been the sailor in the image, but also because Life magazine, whose photographer had died years earlier, was unable to confirm that McDuffie was in fact the sailor, noting Eisenstaedt had never gotten names for those in the picture.

Yet for McDuffie, Gibson's word was enough. A well-respected forensic artist who was in the 2005 Guinness Book of World Records for helping police identify more suspects than any other forensic artist, Gibson said McDuffie was ecstatic when she told him the results he had waited 62 years to hear.

And so began a whirlwind lifestyle of going to air shows, gun shows, fundraisers and parties to tell his story. Women would pay \$10 to take a picture kissing him on the cheek, Gibson said.

"He would make money and kiss women," Gibson said. "He had the most glamorous life of any 80 year old."

McDuffie had told the AP he was changing trains in New York when he was told that Japan had surrendered.

"I was so happy. I ran out in the street," said McDuffie, then 18 and on his way to visit his girlfriend in Brooklyn.

"And then I saw that nurse," he said. "She saw me hollering and with a big smile on my face. ... I just went right to her and kissed her."

"We never spoke a word," he added. "Afterward, I just went on the subway across the street and went to Brooklyn."

Gibson's daughter, Bell, said on anniversaries of the war's end her father would recall that moment and the air of excitement in Times Square.

For years it bothered him that he wasn't identified as the man in the photo, she said, and he turned to Gibson for help to clear it up.

"He wanted to do it before he died," she said.

McDuffie is survived by his daughter and two grandchildren. His funeral will be held March 21 at the Dallas-Fort Worth National Cemetery.

Submitted by Bob Holt



AP Photo: Pat Sullivan

Glenn McDuffie holds a portrait of himself as a young man, left, and a copy of Alfred Eisenstaedt's iconic Life magazine shot of a sailor, who McDuffie claims is him, embracing a nurse in a white uniform in New York's Times Square, at his Houston home in 2007.



The Loss Of The Thresher: Why It Should Be Remembered Every Year

Michael Hiltzik, Los Angeles Times, Apr 10

The lessons of cataclysmic events tend to be overlooked when we remember them only on major anniversaries. The sinking of the U.S. nuclear submarine Thresher is a perfect example.

The Thresher went down during a trial cruise off the coast of Maine 51 years ago today, with the loss of all 129 on board. The event shocked an American public accustomed to thinking of its nuclear Navy as the epitome of crack engineering and technical expertise.

Two current events remind us that its sinking is as relevant today as it was on the 50th anniversary last year, and indeed every year since 1963. One event, the loss of Malaysia Airlines Flight 370, reinforces the Thresher disaster's message that the sea gives up its secrets only reluctantly; the sub's wreckage was not found for two months, despite its location at the time of its sinking being known.

The second event is Fukushima, the Japanese nuclear reactor disaster that continues to reverberate across the nuclear industry, three years after the event. The destroyed Fukushima nuclear plant is still leaking radioactive water into the ocean, and the industry in Japan and worldwide is in disarray, in part because the lessons taught by the Thresher have never been learned.

A recap: The Thresher was the first of a new class of nuclear submarine designed to operate at greater depths, at higher speeds and for longer periods than its predecessors. It involved new techniques in welding and metal fabrication and new hull steel. Its construction was assigned to the Portsmouth Naval Shipyard in an effort to upgrade that yard's technical capabilities. Supervision was kept away from Adm. Hyman Rickover, whose rigorous construction and crew-training standards had successfully launched the nuclear Navy.

Design and construction were rushed. Even though inspections turned up alarming inadequacies in Portsmouth's work, especially in welding, the haste continued. Rickover stepped in and forced a few improvements, but not enough. Plus, by the time the boat was ready for its sea trials, the captain and executive officer were new to the vessel and many of the crewmen were still effectively training.

On April 9, 1963, the Thresher cast off from Portsmouth. About 25 hours later, it began its test dives off the continental shelf, far deeper than could be reached by its escort's rescue equipment. At 8:53 a.m. on April 10, the Thresher radioed to the escort that it was proceeding to its test depth of 1,300 feet. Twenty minutes later a calm voice radioed, "Experiencing minor difficulties ... Attempting to blow" -- that is, to blow water from its ballast tanks with compressed air in an effort to surface.

The next few transmissions were garbled. Soon after that one of the radio operators heard a sound he thought he recognized -- the sound of a ship breaking up. Three and a half hours later, the Thresher was declared lost.

The Navy investigation concluded, on necessarily scant evidence, that an electrical failure possibly caused by a water leak had caused the Thresher's reactor to shut down. Its efforts to surface by blowing ballast were confounded by ice forming in its ballast valves at great depth, freezing the valves. When it sank to about 2,400 feet, its hull imploded in a split second.

But the real cause of the sinking was haste, which led the Navy to ignore accumulating problems in design, construction and operating procedures. Rickover lectured the investigative board that "the real lesson to be learned is that we must change our way of doing business to meet the requirements of present-day technology."

The frightening irony is that Rickover repeated essentially the same lecture 35 years later, when he was asked to testify before the panel investigating the Three Mile Island disaster.

"Properly running a sophisticated technical program requires a fundamental understanding of and commitment to the technical aspects of the job and a willingness to pay infinite attention to the technical details," he said. "If you ignore those details and attempt to rely on management techniques or gimmicks, you will surely end up with a system that is unmanageable."

Have the nuclear industry and its regulators learned that lesson? On the evidence of Fukushima and of the half-baked regulatory response to that disaster in the U.S., the answer is no. Until it's yes, the threat of disaster predicted by the Thresher and Three Mile Island will continue to exist, and the promise of nuclear-generated electric power will not be met.

Navy Decommissions USS Miami at Portsmouth Naval Shipyard

The Navy held a ceremony March 28 for the Los Angeles-class attack submarine known as "Big Gun."

Posted by [Dan Tuohy](#), March 28, 2014 at 03:22 PM From the Portsmouth Patch



The U.S. Navy decommissioned [the USS Miami](#) on March 28 in a ceremony at the Portsmouth Naval Shipyard.

The Los Angeles-class attack submarine, first commissioned in 1990, was affectionately known as "Big Gun" and had a storied service record. It was the first nuclear-powered submarine to transit the Suez Canal. In the late 1990s, it launched Tomahawk cruise missiles during Operation Desert Fox in Iraq and Operation Allied Force in Kosovo, according to the [U.S. Navy](#).

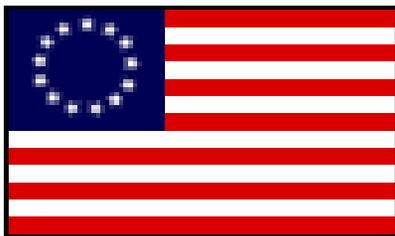
The "Big Gun" moniker was bestowed after the submarine became the first sub since World War II to fire ordnance during combat in two different theaters, according to Navy chronicles of its service.

The submarine's end was precipitated by an act of arson, in which a civilian worker at the shipyard set fire inside it and caused an estimated [\\$400 million in damage](#) in May of 2012.

On this day in History—April 10th

1942 | USS Grayback (SS-208) : Grayback completed her 1st war patrol.

1944 | USS Drum (SS-228) : Drum departed Pearl Harbor on her 9th war patrol patrolling the waters around Iwo Jima and other islands in the Bonins. A reconnaissance in Chichi Jima gained intelligence for bombardment of the island later by sur-



New Member

Cecil Johnson

Parallel Parking in the Arctic Circle

By Thomas L. Friedman of the *New York Post*, Sunday March 29, 2014

ABOARD THE U.S.S. NEW MEXICO IN THE ARCTIC

I NEVER thought I'd ever get to see what the Arctic ice cap looks like from the bottom up.

It's quite stunning — blocks of blue ice tumbling around in a frigid sea amid giant, jagged ice stalactites. I was afforded that unique view while surfacing from beneath the Arctic Circle last weekend aboard the U.S.S. New Mexico, an attack submarine. I had spent the night on the sub as part of a group accompanying Adm. Jonathan Greenert, the chief of naval operations, who was observing the Navy's submarine arctic warfare exercise.

We had flown into the Arctic by small plane and landed on a snow airstrip at the Navy's ice research station Nautilus, 150 miles north of the North Slope of Alaska. When we got there, the New Mexico, which had been patrolling the waters below, had already found an opening of thin ice and slushy water. The sub used its conning tower, or sail, to smash through to the surface, then "parallel park," as one officer put it, between two floating islands of thick ice, and pick us up.

As we slipped back under water, the ship's upward-looking camera (specially installed for underice travel where you can't raise the periscope) carried a view of all the ice that had frozen around the sub in its few hours on the surface, which then cracked into huge chunks as we headed down. With the sub's officers constantly checking the sonar and camera — and barking out speeds and directions to the two pilots steering the sub with a joystick and digital readouts that glowed in the dark control room — we gently submerged. The trick was to avoid the ice keels — forests of ice stalactites that extended down from the thicker surface ice into the arctic waters. Once we safely descended about 400 feet, we proceeded on our way. Watching these officers maneuver an 8,000-ton nuclear sub, 377 feet long, through islands of unstable Arctic ice — we surfaced the same way — was a breathtaking and breath-holding experience.

But this wasn't tourism. Climate scientists predict that if warming trends continue, the Arctic's ice cap will melt enough that — in this century — it will become a navigable ocean for commercial shipping year round, and for mineral and oil exploration. Russia has already made extensive claims to the Arctic, based on the reach of its continental shelf, beyond the usual 12 miles from its coastline; these are in dispute. To prepare for whatever unfolds here, though, the U.S. Navy keeps honing its Arctic submarine skills, including, on our trip, test-firing a virtual torpedo at a virtual enemy sub, studying how differences in water temperatures and the mix of freshwater from melted ice and saltwater affect undersea weapons and the sounds a sub makes (vital for knowing how to hide), as well as mapping the Arctic's seabed topography.

"In our lifetime, what was [in effect] land and prohibitive to navigate or explore, is becoming an ocean, and we'd better understand it," noted Admiral Greenert. "We need to be sure that our sensors, weapons and people are proficient in this part of the world," so that we can "own the undersea domain and get anywhere there." Because if the Arctic does open up for shipping, it offers a much shorter route from the Atlantic to the Pacific than through the Panama Canal, saving huge amounts of time and fuel.

You learn a lot on a trip like this, starting with the fact that I'm not claustrophobic. Sleeping in the middle rack of three stacked beds, appropriately called coffins, I now know that.

The U.S.S. New Mexico broke through the ice 150 miles north of the North Slope of Alaska to pick up some passengers. Credit Joshua Davies Communication Specialist 2nd Class/U.S. Navy Photo



More important, you learn how crucial acoustics are when operating deep under ice with no vision and no GPS satellite to guide you. Or, as the New Mexico's captain, Todd Moore, 40, put it: It's like every day "engaging in a knife fight in a dark room: the only thing you can do is go after what you hear." You can't see the adversary. You can't see the ice keels, but you can hear enemy subs, surface ships, whales, calving icebergs, schools of fish and bounce sound waves off them with sonar to measure distances. The New Mexico not only carries supersensitive sonar but also tows a giant electronic ear 1,000 feet behind it that can listen to the ocean without interference from the sub's own engine noise.

"We can hear shrimp crackling 200 feet under water," explained Lt. Cmdr. Craig Litty. They can also hear someone drop a wrench in the engine room of a Russian sub several miles away.

You certainly learn how self-contained a sub is. The New Mexico repairs its own broken parts, desalinates its own drinking water, generates its own nuclear power and makes its own air by taking purified water, zapping it with electricity, separating the H₂O into hydrogen and oxygen, then discharging the hydrogen and circulating the oxygen. The only thing that limits them is food-storage capacity and the sanity of the 130 crew; 90 days underwater is no problem.

My strongest impression, though, was experiencing something you see too little of these days on land: "Excellence." You're riding in a pressurized steel tube undersea. If anyone turns one knob the wrong way on the reactor or leaves a vent open, it can be death for everyone. This produces a unique culture among these mostly 20-something submariners. As one officer put it: "You become addicted to integrity." There is zero tolerance for hiding any mistake. The sense of ownership and mutual accountability is palpable.

And that is why, said Adm. Joseph Tofalo, the Navy's director of undersea warfare, who was also on the trip, "There is no multiple-choice exam for running the sub's nuclear reactor." If you want to be certified to run any major system on this ship, he added, "everything is an oral and written exam to demonstrate competency."

Late at night, I was sipping coffee in the wardroom and a junior officer, Jeremy Ball, 27, came by and asked me if I could stay for Passover. He and two other Jewish sailors were organizing the Seder; the captain and several other non-Jewish shipmates said they'd be happy to join, but there was still room. Ball said he'd been storing "a brisket in the freezer" for the holiday and would pick up matzo when they surfaced in Canada.

Thanks, I said, but one night's enough for me. But I had to ask: How do all of you stand being away from your families for so long underwater, receiving only a two-sentence "family-gram" once a week?

"Whenever you board this submarine in port, that American flag is flying and you salute that flag," said Ball. "And every time I salute that flag, I remember the reason I joined the Navy: service to country, being part of something bigger than myself and in memory for the attacks of 9/11."

Remind me again what we're doing in Washington these days to deserve such young people?

<http://graphics8.nytimes.com/packages/video/multimedia/bundles/projects/2014/submarine/video/subclip2-1200.mp4>

Copy the above URL to your browser to see the video of the USS Mexico in the ice pack.

Submitted by Jim Tolson



COLUMBUS BASE MEETING MINUTES

Birthday Dinner and Tolling Ceremony

05 APRIL 2014

The meeting was called to order at 1800 by Commander, Jim Tolson. Chaplain Sharon Lloyd conducted the invocation. Welcome to all by Jim Tolson and guests were introduced. There were 39 members and guests present.

Sharon Lloyd passed a card around for us to sign for Helen Hoehl. Clutch and Bonnie Koogler are going to take the card to Helen.

Committee Reports: April 12th Highway Cleanup with the NJROTC and the May 26th Washington DC Memorial Day parade were briefly discussed.

A delicious meal with birthday cake was enjoyed by all.

The base conducted the complete Tolling Ceremony.

Rick Isbell provided greetings from Columbus Mayor Coleman and presented Mayor Coleman's Tolling of the Bells Day proclamation to Columbus Base.

50/50 was held

Next Columbus Base meeting is May 3rd at the Worthington American Legion.

Closing prayer (Benediction) was given by Sharon Lloyd.

The meeting was adjourned and everyone pitched in for cleanup.

Submitted by Jim Tolson



Adopt A Highway Schedule

April 12

June 7

August 9

October 11

And God created Ohio

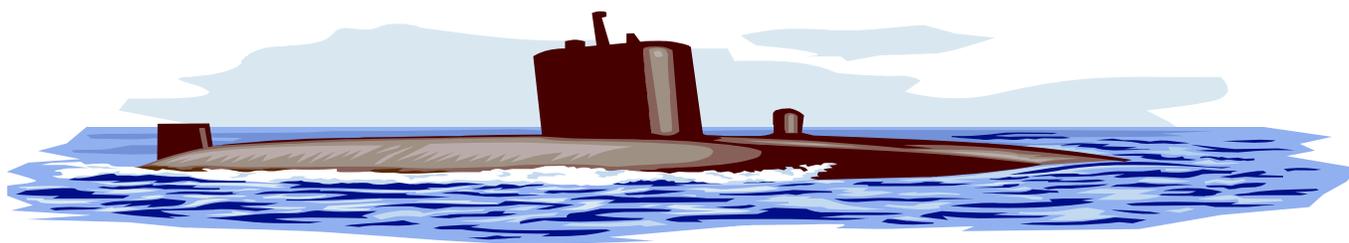
On the sixth day, God turned to Archangel Gabriel and said, "Today I am going to create an area of land called Ohio. It will be a land of outstanding natural beauty.

It shall have tall hills and rolling plains full of game and eagles, beautiful sparkling lakes bountiful with bass and streams full of trout, forests full of deer and turkeys, Valleys with fertile soil with an abundance of nutrients to grow things, and rivers teeming with fish."

God continued, "I shall make the land rich in resources so as to make the inhabitants prosper, I shall call these inhabitants Ohioans and they shall be known as the most friendly people on the earth."

"But Lord," asked Gabriel, "don't you think you are being too generous to these Ohioans?"

"Not really," replied God., "Just wait and see the kind of winters I am going to give them!"



Upcoming Events

May 3, 2014 Columbus Base Monthly Meeting at the American Legion Leasure-Blackston Post 239, 700 Morning Street, Worthington, OH 43085. 1200 social & sea story hour, 1300 meeting

May __, 2014 Kap(SS) 4 Kid(SS) at Nationwide Children's Hospital (TBD)

May 17, 2014 New Albany Founders Day Parade, 1100 step off.

May 26, 2014 Washington DC Memorial Day parade, 2-4 pm.



May Birthdays

Jan Creekmore	05
Sam Templeton	12
Jim Koogler	20
Wade Kiger	20
James Rivelli	22
Barbara McCorkle	23
Bruce Rinehart	28



The Conn

Base commander

Jim Tolson

Vice Commander

Tim Barker

Treasurer

Jim Koogler

Secretary

Woody Cook

Chaplain

Sharon Lloyd / Walt Fleak

COB

Dave Creekmore

Membership Chairman

Jim Tolson

Storekeeper

Frank Lloyd

Web Master

Cliff Dodson

Editor

Jan Creekmore

Activates Chairmen

Remember to bring your donations of coffee, tea and / or hot cocoa to the monthly base meeting. Your donations are very much appreciated by the veterans at the Chalmers P. Wylie Veterans Clinic



Editor's Note

If you have comments or articles, please contact the base newsletter editor.

Jan Creekmore at e-mail creek636@columbus.rr.com



Holland Club



Al Albergottie: 1960 USS Blenny SS-324
 John Alexander: 1945, USS Haddock SS-231
 Galin Brady: 1962, USS Swordfish SSN-579
 "Red Downard: 1960, USS Cutlass SS-478
 Bill Dumbauld: 1957, USS Caiman SS-323
 Ed Ellsworth (EP): 1944, USS Blackfin SS-322
 Dick Estell (EP): 1944, USS Scabbardfish SS-397
 Russ Ferguson: 1946, USS Haddo SS-255
 Bob Frier: 1960, USS Menhaden SS-377
 Ben Grimes (EP): 1944, USS Raton SS-270
 "Gus" Hoehl (EP): 1944, USS Flounder SS-251
 Bill Holly (EP): 1957, USS Ray SSR-271
 Gene Horton (EP): 1951, USS Chivo SS-341
 Bernie Kenyon: 1954, USS Hardhead SS-365
 John Leers: 1954, USS Sea Owl SS-405
 "Butch" Leffin: (EP) 1957, USS Hardhead SS-365
 Chuck Martin: 1956, USS Pomfret SS-391
 Lee Mather: 1954, USS Crevalle SS-291
 Bill McCorkle: 1956, USS Dogfish SS-350
 Randy McWilliams: 1963, USS Tiru SS-416
 Bill Meyer: 1963, USS Tigrone SS-419
 "Doc" Morin: 1957, USS Raton SSR-270
 Jim Morton (EP): 1963, USS Baya SS-318
 Joe Murphy (EP): 1947, USS Bugara SS-331
 Angelo Naso: 1963, USS Bluegill SS-242
 Marvin Pastor (EP): 1955, USS Razorback SS-394
 Clem O'Brien: 1944, USS Albacore SS-218
 Dave O'Carroll: 1957, USS Salmon SSR-573
 John Palmer: 1951, USS Guavina SSO-362
 John Pendleton: 1954, USS Toto SS-422
 Phil Philipps (EP): 1949, USS Segundo SS-398
 Bruce Rinehart: 1963, USS Tigrone SS-419
 Ron Rossington: 1954, USS Conger SS-477
 "CO" Smith (EP): 1944, USS Nautilus SS-168
 Denver Smith: 1943, USS Grayling SS-209
 Ken Strahm: 1960, USS Bream SS-243
 Sam Templeton: 1956, USS Trutta SS-42
 George Trace: 1951, USS Caiman SS-323
 Lynn Trump: 1960, USS Sea Cat SS-399
 Ron Waldron: 1953, USS Charr SS-328
 Robert Wells: 1947, USS Capitaine SS-336
 John Woodmansee: 1956, USS Hardhead SS-365

