

# COLUMBUS BASE SUBMARINE VETERANS

VOLUME 10, ISSUE 9

October 2014



# The Green Board



ALL SEAS ARE NAVIGABLE

## Adopt a Highway

Adopt a Highway cleanup on Saturday October 11th. With Woody Cook are two Franklin Heights Cadets who have already joined the Navy. The Cadet on the left is going to gas turbine school and the Cadet in the middle is going to be a corpsman.





## Tolling of the Boats



**USS O-5 (SS-66)** Lost on 29 October 1923 with the loss of 3 men when it was sunk after a collision with the SS Ababgarez (owned by the United Fruit Company) off the Panama Canal. Torpedoman Mate 2nd Class (SS) Henry Berault received the Congressional Medal of Honor for his heroic actions.



**USS Dorado (SS-248)** Lost with all hands (76 men) by an air attack on 12 October 1943 in the SW Atlantic



**USS Seawolf (SS-197)** Lost with all hands (82 crew and 17 U.S. Army) on 3 October 1944 when it was mistaken for a Japanese submarine and sunk by friendly destroyers just north of Morotai, Republic of the Philippines.



**USS S-44 (SS-155)** Lost on 7 October 1943 with the loss of 54 men when it was sunk by surface craft off Paramushiru, Kuriles. Two men survived and were taken prisoner.



**USS Wahoo (SS-238)** Lost with all hands (80 men) during a Japanese air and surface attack on 11 October 1943 in LaPerouse Strait off northern Japan.



**USS Escolar (SS-294)** Lost with all hands (82 men) by possible Japanese mine in the Yellow Sea off China on 17 October 1944



**USS Darter (SS-227)** Lost on 24 October 1944 when it became grounded on Bombay Shoal off Palawan then was destroyed. All of the crew were rescued by the USS Dace.



**USS Shark II (SS-314)** Lost with all hands (90 men) on 24 October 1944 when it was sunk by Japanese surface craft in the channel midway between Hainan and Bashi Channel.



**USS Tang (SS-306)** Lost with 78 men on 25 October 1944 when it was sunk by her own torpedo in the north end of the Formosa Strait. Nine of the crew were taken prisoner and survived the war. Her commanding officer, Richard O'Kane, received the Congressional Medal of Honor.

## Commander's Corner

By Jim Tolson



Frank Lloyd may be on to something as he travels the country wearing his dolphin ball cap. I was recently waiting for my car to be serviced and a fellow walked by wearing a USS Whale (SSN-638) ball cap. As we swapped sea stories, I found out he was a sonar man and has seen us in the Worthington Parade. He sounded interested in attending our meetings. For those that wear a dolphin ball cap all the time, thanks. I need to be wearing my dolphin ball cap more often.

We had a beautiful day for Highway Cleanup on Saturday October 11. Thanks to Wade Kiger for the great job organizing and leading Highway Cleanup this year.

November 7 (Friday) is the Columbus Veteran's day parade. Bruce Sanderson and his family are scheduled to be with us for the parade. Free parking will still be available at Veteran's Memorial. You will need to enter parking through the Broad Street west gate next to the rail road tracks.

I received an email this month from our shipmate George Petershagen. He witnessed the respect shown to Ltjg. Stephen Byus in Chillicothe. Thought you might be interested to know that Stephen was honored at the Grand Ole Opry by Vince Gill. Don't think the coward that killed Steve Byus realized he was providing another American hero for us to honor.

<http://www.youtube.com/watch?v=kSrsvAI7Bdg>

The Central Ohio Homeless Veterans Stand Down is Tuesday October 21. Columbus Base will be represented again by our bell. More information is at <http://centralohiostanddown.com/>

It is time for Shipmate of the Year nominations. You will soon receive an email asking for your nomination. Start working on that nomination now.

Hope to see you at the next meeting.

### Activities

Nov 1, 2014	Columbus Base Monthly Meeting at American Legion Leasure-Blackston Post 239, 700 Morning Street, Worthington, OH 43085. 1200 social & sea story hour, 1300 meeting
Nov 7, 2014	Columbus Veterans Day Parade, noon step off. Same route as last year through downtown Columbus.
Nov 9, 2014	Logan Veterans Day Parade
Nov 23, 2014	Gahanna Festival of Lights Parade, color guard, with Sea Cadets
Dec 6, 2014	Christmas Dinner / Fire Fighters for Kids Toy Collection, VFW Hilliard

### 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."**

Robinson Meyer, The Atlantic, Oct 8



*Sixty years after the birth of the nuclear navy, 'looking back at a first-person account*

In the middle of last century, out in southern Idaho, amid the sagebrush and the steppes, the Navy kept a secret site. In that place - dry and arid, far from the sea and very much unlike it - scientists and engineers simulated a nuclear-powered submarine.

It was more than a mere war game. The scientists and engineers had created one of the first nuclear reactors ever. That reactor - and their simulation - would then essentially be replicated inside the USS Nautilus, the world's first nuclear-powered submarine.

The Nautilus turned 60 last week, and the U.S. Navy celebrated both its anniversary and six decades of a nuclear navy. That nuclear navy now encompasses some 80 ships. All of the navy's submarines and aircraft carriers are nuclear-powered.

To celebrate that anniversary, we've dug up an article from the archives of The Atlantic: "Admiral Rickover's Gamble," by Commander E.E. Kintner. The title of the piece references Admiral Hyman G. Rickover - at the time of writing, only a vice-admiral - who is now known as the "father of the nuclear navy," but that epithet didn't come easy. As the 1959 account details, Rickover bet much on the success of his test reactor, risking even his men's lives.

Kintner, the author, was responsible directly to Rickover. In the story, he first details why a nuclear submarine was such a remarkable innovation, and why a nuclear reactor aboard a submarine meant so much more (and was so much more challenging to build) than one aboard a ship:

They realized that the installation of an atomic power plant would be much more difficult in a submarine than in a surface ship, but they made the decision - the first example of the daring aggressiveness of Rickover's methods - because the rewards of success would be greater in a submarine than in a surface ship. A nuclear submarine, not requiring air for combustion of fuel in its engines, would be able to divorce itself from the earth's atmosphere and thus would be a true submarine rather than a surface ship which could submerge only for short periods. It would be an "underwater satellite."

Rickover further ordered that the test reactor be built to the configurations of a submarine. The team could have built it "breadboard" - that is, could have splayed its contents across a room so that they would be easier to fix - but Rickover wouldn't have it. He knew, writes Kintner, that the nuclear submarine team needed to finish ASAP. He was on a tight deadline: "Eight years had passed since Hiroshima and [...], except for the Navy's program, no U.S. atomic power project was anywhere near fruition."

"And so," writes Kintner, the test reactor, the Submarine Thermal Reactor Mark I, "although located almost as far from sea water as possible in the North American continent, was a true seagoing power plant - no shore-based engineering short cuts were allowed in its construction."

The story picks up in the spring of 1953, when construction of the "Mark I" was completed. But "many serious problems" remained, and we'll let Kintner take it from here:

The pumps and valves and heat exchangers, turbines, electrical generators, thermometers, control panels - all the many hundreds of items which made up the complex and interrelated systems of the plant - had been mechanically and electrically tested until they were as nearly perfect as they could be made. The crews had practiced for a week at carefully opening the main turbine throttle from an oil-fired boiler so as to disturb the reactor as little as possible. They were rehearsed in casualty drills, and STR Mark I was ready for an attempt at power operation.

Captain Rickover, who had followed preparations on an hourly basis, flew to Idaho in company with Atomic Energy Commissioner Thomas E. Murray, a man who had contributed much support to the Navy's nuclear propulsion program and who was to have the honor of opening the turbine throttle valve, admitting steam generated by a power reactor into a turbine for the first time. Murray knew that eight years had passed since Hiroshima and that, except for the Navy's program, no U.S. atomic power project was anywhere near fruition. He knew also that the Navy and the AEC were committing almost one quarter of a billion dollars to the project whose success was now to be determined.

That first operation was amazingly successful. After a two-hour run, during which power levels of several thousand horsepower were achieved, the reactor was shut down. Six years of study, organization, planning, conniving, fighting for funds, building laboratories, manipulating people, developing new materials and devices had paid off. The first day of Mark I had surprised its most optimistic proponents.

There were many happy people in the Idaho desert the night of May 31, 1953. The happiest was Captain Rickover, who had had the vision, constantly forced the program against opposition, and provided the technical judgment to steer it through areas far beyond those previously known.

Then followed a month of careful, precise building up in power level. Test operations went on night and day, seven days a week. Power was increased in small steps. What could happen on these increasing steps could only be conjecture until the trial run had been completed. Every man at the desert site knew the danger associated with each increase in power.

The first feasibility question to be answered affirmatively was that of safety. Mark I turned out to be a calm and stable machine and even when treated roughly, as its inexperienced operators often treated it, showed no tendency to become an atomic bomb. There was no indication of any dangerous overheating in the reactor fuel elements. The shield designers were surprised to find that radiation levels were less than half of those which they had calculated, indicating that the Nautilus could easily carry her radiation shield. As additional physics data became available, the estimate of reactor life was greatly increased.

The major difficulty was with the numerous safety circuits, any one of which could cause the reactor to shut down suddenly. These circuits were meant to be extremely tender in their operation; they were, in fact, so sensitive as to provide a serious difficulty to the operators. A submarine propulsion plant not capable of operating without emergency shutdowns under sea motion and depth-charge attack would not be satisfactory, yet the Mark I had a constant plague of "scrams" from such slight causes as vibration from a crew member's walking through the reactor compartment or a bolt of lightning striking a Montana power line three hundred miles away.

As the crew gained operating experience, and as additional information was obtained concerning safety, the number of signals causing "scram" was selectively reduced to less than twenty. By this means, and by intensive crew training, the problem was licked. As a result, the Nautilus experienced very little difficulty of this sort.

On June 25, 1953, full design power was reached. Not one part of the plant indicated failure to meet the rigid specifications. In less than a month after power generation by the world's first nuclear power plant, Mark I was running smoothly at its maximum rating. The one remaining question was whether the machinery could withstand long high-power running.

The operating crews began a forty-eight-hour test at full power to obtain important physics information. At the twenty-four-hour point the data obtained seemed sufficient, and the engineers intended to shut down the plant. Rickover, who was at the site, inadvertently learned of this plan and immediately overruled it. He had visualized that if the forty-eight-hour run turned out well, they should continue on a simulated cruise across the Atlantic. He reasoned that such a dramatic feat, if successful, would end the doubts in the Navy that nuclear power was a feasible means for propelling ships. It would give the project the momentum and breathing space needed to carry on the development without constant harassment until the Nautilus could get to sea.

I was the senior Naval officer at the site. I felt that extension of the run was unwise considering the many uncertainties, and told Rickover that beyond forty-eight hours I could not accept responsibility for the safety of the \$30 million prototype. Rickover directed me to proceed with the simulated voyage.

Charts of the North Atlantic were posted in the control room and a great-circle course to Ireland plotted. The position of the ship after each four-hour watch was computed and marked on the chart. For watch after watch, the course plotted in the control room crawled toward Ireland. No submarine had covered more than twenty miles submerge at full speed. A propulsion unit, even for a surface ship, need steam only four hours at a full power to obtain acceptance for Naval use.

At the mid-point of the Atlantic crossing, the operation seemed to be going well. As one of the Nautilus crew members standing watch in the hull state, "She just sits there and cooks." A veteran marine engineer, familiar with the large quantities of fuel oil which would have been required to drive a ship so far with a conventional propulsion plant, pointed to the propeller shaft and then to the reactor and said, "So much comes out back here, and nothing goes in up there!"

At the 60th hour, however, difficulties began. Carbon dust from the brushes depositing in the windings caused difficulty in the vital electrical generating sets. Nuclear instrumentation, operating perfectly at the beginning of the run, became erratic, and the crews could not be sure what was happening within the reactor core. One of the large pumps which kept the reactor cool by circulating water through it began making a worrisome, intermittent whining sound. We had not had any check on "crud" build-up; we feared that heat transfer would be so reduced by this point that the core would burn up. The most pressing problem, however, was caused by the failure at the sixty-fifth hour of a tube in the main condenser into which exhausted turbine steam was being discharged. Steam pressure fell off rapidly.

The Westinghouse manager responsible for the operation of the plant strongly recommended discontinuing the run. In Washington, the technical directors of the Naval Reactors Branch was so concerned that he called a meeting of all its senior personnel, who urged Rickover to terminate the test at once. But the Captain was adamant that it should continue until an unsafe situation developed. "If the plant has a limitation so serious," he said, "now is the time to find out. I accept full responsibility for any casualty." Rickover had twice been passed over by Naval selection boards for promotion to Rear Admiral. As a result of congressional action, he was to appear within two weeks for an unprecedented third time. If the Mark I had been seriously damaged, Rickover's prospects for promotion and his Naval career were ended.

The tensions surrounding the test increased the challenge to the crews, and as each watch came on duty it resolved it would not be responsible for ending the run prematurely. Crew members worked hard to repair those items which could be repaired while the plant was in operation.

Finally, the position indicator on the chart reached Fastnet. A nuclear-powered submarine had, in effect, steamed at full power non-stop across the Atlantic without surfacing. When an inspection was made of the core and the main coolant pump, no "crud" or other defects which could not be corrected by minor improvements were found. It was assured that the Nautilus could cross an ocean at full speed submerged.

A month after nuclear power was first produced, the most doubting among those who had participated in the STR project knew that atomic propulsion of ships was feasible, that it was only a matter of time before the technology developed for Mark I would bring about a revolution in Naval engineering, strategy, and tactics. We knew, too, that industrial nuclear power could be built on the same technological foundations. The Pressurized Water Reactor at Shippingport, Pennsylvania - the world's first solely industrial power reactor - was in fact developed from STR experience under Admiral Rickover's direction.

To those of us who had participated in the STR project, who knew how many chances were taken, how far previous engineering knowledge had been extrapolated, the fact that all the unknowns had turned out in our favor was a humbling experience. Rickover, paraphrasing Pasteur, put it this way: "We must have had a horseshoe around our necks. But then Nature seems to want to work for those who work hardest for themselves."

STR Mark I is now a flexible facility providing much of the experimental information for the Navy's nuclear propulsion program, which today includes thirty-three submarines, a guided missile cruiser, and the first nuclear-powered aircraft carrier. It provides the practical training for all the hundreds of officers and enlisted men who will man our nuclear fleet. The courage, the will, the judgment and resourceful which went into STR Mark I have made the United States Submarine Nautilus an outstandingly successful venture in man's long struggle with nature.



## COLUMBUS BASE MEETING MINUTES 04 OCTOBER 2014

### Call to Order:

1252 – Vice Commander, Tim Barker called the meeting to order. Galin Brady acting, COB led us in the salute to the flag. Co-Chaplain Sharon Lloyd conducted the invocation. Tolling of the lost boats was conducted by Co-Chaplain, Sharon Lloyd and acting COB, Galin Brady. Welcome to all by Vice Commander Tim Barker. There were 19 members and guests present.

### Secretary's Report:

Septembers report is in the Green Board and corrections were submitted.

### Treasurer's Report:

Jim Koogler reported on the status of the Treasury through the end of September 2014.

### Webmaster's Report:

Cliff Dodson reported no problems with the website.

### Chaplain's Report:

Sharon Lloyd reported that she talked with Tom Baughman's wife as she continues to deal with the kidney failure but is managing it.

### Membership Report/Introductions:

Vice Commander Tim Barker recognized our guest:

David E. Smith QM1 (SS) who qualified aboard the USS Clamagore SS-343

Still tracking,

Mike Milenovic who has joined the base as of 1 October qualified in 1987 onboard USS Simon Bolivar (SSBN 641), FTB2

Received email from Jim Killen was a plank owner aboard the USS James Madison (SSBN 627) ETR2 (SS).

Received email from Ben Williams, MM2 (SS) who qualified on the USS John Adams (SSBN 620)

Galin Brady has made contact with Sam Rolle who is going to enter the Navy and pursue becoming an ET and then to Sub School as Bruce Sanderson has previously.

### Committee Reports:

October 4 – 1800 Navy Ball, Aladdin Shrine Temple, Contact Udo Maroscher

October 11 – Highway Cleanup Wade Kiger. 0830

Don Gentile, American Legion Post #532

1571 Demorest Road, Columbus OH 43228

- November 1 – Noon, Base Meeting, American Legion Leasure-Blackston #239  
700 Morning Street, Worthington OH 43085
- November 5 (tentative) Move wheel chairs from airport to warehouse, Creekmore but they may stay at the airport. Dave will advise.
- November 7 – Columbus Veterans Day Parade, noon step off, Galin pulling submarine, Bruce Sanderson participating
- November 9 – 1500 Logan Veterans Day Parade, Galin pulling submarine, lunch for participants following the parade.
- November 23- (Sunday evening) Gahanna Parade of Lights, color guard Sea Cadets will be with us.
- December 6 – Christmas Dinner, Hilliard VFW, collecting of toys for children was brought up for consideration.
- Jim Koogler is still selling raffle tickets for the OSU/Indiana football game. The raffle is conducted by the Central Crossing NJROTC to raise funds for their Pearl Harbor Day participation. Jim will have more raffle tickets available. As an adjunct, Jim contacted the CO of USS Columbus (SSN 762), hoping to set up a tour of USS Columbus for the NJROTC group. CO is very appreciative of the Columbus Base support... for the boat, the crew, and the NJROTC.

**For the good of the Order:**

Received email from Bruce Sanderson that he will be marching in the Columbus Veteran Day parade with us. Lunch afterwards

Storekeeper Frank Lloyd - Anticipates calendars soon and will bring new ball caps

50/50 drawing winner Frank Lloyd

Don Crinkley – Fetzer red wine

Charles Sabino – Fetzer white wine

John Woodmansee – beer

Tim Barker – book

Rick Freeman –candy

Bill Anderson – pickles

Lee Mather – salsa

**Announcement of the next meeting:**

Next Columbus Base meeting

November 1, 2014

1200 Social Hour

1300 Afternoon Meeting

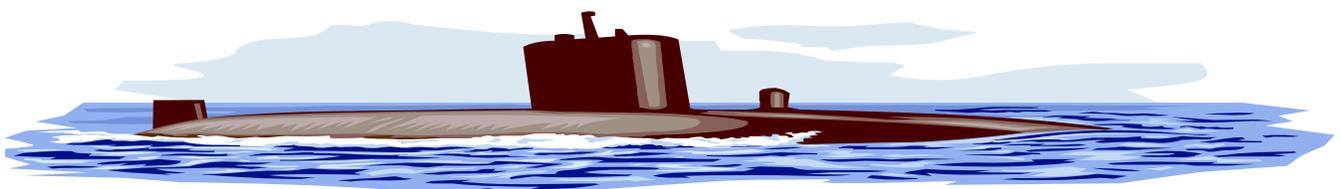
**American Legion Leasure-Blackston Post 239**

700 Morning Street

Worthington, OH 43085

Closing prayer (Benediction) was given by Co-Chaplain, Sharon Lloyd.

Adjournment of meeting – Vice Commander, Tim Barker



## Navy Humor

### ROUTE TO BECOMING AN ADMIRAL

Three men are sitting stiffly side by side on a long commercial flight. After they're airborne and the plane has leveled off, the man in the window seat abruptly says, distinctly and confidently, in a low voice, "Admiral, United States Navy, retired. Married, two sons, both surgeons."

After a few minutes the man in the aisle seat states through a tightlipped smile, Admiral, United States Navy, retired. Married, two sons, both judges."

After some thought, the fellow in the center seat decides to introduce himself. With a twinkle in his eye he proclaims: Master Chief Petty Officer, United States Navy, retired. Never married, two sons, both Admirals."

*Submitted by Bob Holt*



### Upcoming Events

Nov.	1st	1200	Monthly meeting at the Leasure-Blackston Post 239
Nov.	7th	1200	Columbus Veterans Day Parade
Nov.	9th	TBA	Logan Veterans Day Parade
Nov.	23rd	1800	Gahanna Holiday Lights Parade, color guard with the Sea Cadets
Dec.	6th	1700	Christmas Dinner / Awards banquet with toy collection Fire Fighters for Kids Toy drive

## Sailing Past 30 for the Ohio Class Boomers

### Navy Live Blog

Today marks an important milestone for our Ohio-class ballistic missile submarine (SSBN) force – the 30th anniversary of the commissioning of USS Henry M. Jackson (SSBN 730). The ship, its crew and the ship's sponsor, Anna Marie Laurence, are hosting a celebration in Bangor, Wash., today to give this day a fitting acknowledgement.

This anniversary is particularly noteworthy because USS Henry M. Jackson is now entering uncharted territory; service beyond the originally-planned 30-year service life for an Ohio-class SSBN. When the Navy first launched the ship back in 1984, Oct. 6, 2014 was an expected decommissioning date, not a birthday celebration with an eye on what is yet to come. Back in the 1990s, Navy leaders began looking at the lifespan of the Ohio Class, and after exhaustive engineering analyses by Commands across the Navy the service life of our "boomer force" was extended by 12 years to a total service life of 42 years.

The Ohio-class submarines of today have proven to be stealthy, flexible and capable of patrolling in vast open ocean areas well beyond the reach of any potential adversary, making them the world's most effective and credible deterrent force over their entire service life. Just last month, we celebrated the 4,000th strategic deterrent patrol of our ballistic missile submarine force. Though ships like Henry M. Jackson are getting up there in age, they are still highly-effective, well-maintained platforms that can deliver incredible second strike capability from anywhere in the world.

A historic day like this is a result of countless hours of hard work and preparation to lay the groundwork for the U.S. Navy to send ballistic missile submarines to sea, 24 hours a day, 365 days a year. The credit for this success belongs with the engineers, designers, maintenance technicians, shipbuilders, and many others who originally helped develop the idea of the Ohio Class. Many have passed on, and I can only wonder how they would marvel at their legacy and the resulting confidence we have in the sea worthiness and material condition of these ships.

The entire world has benefited from the continued sacrifice of so many Sailors, civilians and families who have either patrolled on an Ohio-class boomer or served in other ways to enable and support those who have. This includes the technical staffs, repair personnel, shipyard workers, trainers, personnel experts, and many others who have contributed their brainpower and sweat to this mission. The SSBN mission is also made possible thanks to the gracious support we receive from elected officials, local leaders and the communities where these ships are stationed in Bangor and Kings Bay, Ga.

Going forward, we need to maintain our focus on replacing today's Ohio-class SSBNs with a new SSBN that can provide the necessary sea-based deterrence our nation needs into the 2080s and beyond. To meet our mission requirements, the first Ohio Replacement ship is scheduled to begin construction in 2021 and is projected to go on patrol in 2031. Until the lines are cast off for that first patrol, the Sailors and civilians supporting the strategic deterrence mission will keep ships like USS Henry M. Jackson at the highest state of readiness, silently patrolling in defense of our nation and its allies.





**November Birthdays**

Sharon Lloyd	11-06
Dave O'Carroll	11-08
Clem O'Brien	11-12
John Palmer	11-14
George Trace	11-22
Ron Waldron	11-28



**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's**

Tolson's

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](mailto: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

