July 2021

SLO SUBVETS SCUTTLEBUTT

Monthly Newsletter of the
SLO SUBVETS
Central Coast of Calif.
www.slosubvets.com

Next Meeting:

Saturday July 10, 2021

Lunch 1200 hrs / Meeting 1300 hrs
American Legion Post #136
417 Orchard St., Arroyo Grande, CA

STATEMENT OF PURPOSE / 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. In addition to perpetuating the memory of departed shipmates, we shall provide a way for all Submariners to gather for the mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. We support a strong U.S. Submarine Force.

The organization will engage in various projects and deeds that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all their parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today.

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BASE OFFICERS

Base Commander:
Matthew "Pete" Gallagher III
pete_gallagher@att.net

Base Vice Commander:
David Dixon
ddixon8695@gmail.com

Base Secretary/Chaplain/POC:
Howard "YEO" Pommerening
Chief.yeo@comcast.net

Base Treasurer:
Richard Pescatore
slopescatore@yahoo.com

COB:
RJ Hansen
rrrjulius@charter.net

Storekeeper:
RJ Hansen
rrrjulius@charter.net

Base Membership Chairman:
David Dixon
ddixon8695@gmail.com

Base Webmaster:
Tim Churney
air2glass@yahoo.com

Past Base Commander:
Robert "Bob" Baker
subvetsslo@yahoo.com

COMMANDER'S REPORT - July

Shipmates,

I hope you all have a safe and sane 4th of July celebration. Now you can finish up with the rest of your summer if you have not yet enjoyed a summer get away. You have a month or so remaining.

I need to update you on my pending knee surgery. My surgery has been rescheduled from the July 5th date to August 16th due to a scheduling error. I will be able to attend the July and August meeting dates. Dave Dixon will be covering our meeting beginning in September until I am capable to resume my duties.

The Base has received Western Region #5 patches and we will begin distributing them to our Base membership at our July meeting. There will be no charge for the patches; however, Rich will gladly accept donations.

RJ Hansen has indicated he would like some cheeseburgers this coming Saturday, July 10th. I do not mind cooking them, but I would like to know who is coming to our July meeting. Please text me at 805.235.7313 if you plan on eating so I know how much food to buy. Come early. I can use some help as my knee is really beginning to impact my ability to get about, and I am eager to talk to all of you because it is time to get back to normal. Looking forward to seeing you all.

AS Always, proud to be a Brother of the 'phin,

Pete Gallagher
Commander
SLO Sub Vets

Pride Runs Deep
U.S. Submarine Force

In Remembrance

Daniel Joseph Castro

August 13, 1927 - November 18, 2020

SK1 (SS) — 1957-1986

USS Bugara (SS331)

On behalf of the Base membership,
the following remembrance was posted to
Dan's Neptune Society's Obituary Page...

To the family of our Base Shipmate, former SK1(SS) Daniel Joseph Castro:

The San Luis Obispo Base of the United States Submarine Veterans, Inc, wish to express our most sincere condolences reference "Dan's" passing. As a Base, we were deeply saddened by the news. Per tradition and protocol, "Dan's" name will be transferred from our Base "Active Roster", to join our other departed Base members on the honored role - "On Eternal Patrol". We posthumously render "Dan" a virtual "Hand Salute", with heart felt wishes for fair winds and following seas...

Again, with sincere condolences,

Pete Gallagher
Commander
San Luis Base, Central Coast of California
USSVI

The Convention is GO!!

The USSVI BOD voted unanimously to approve to hold the convention. There was much discussion about any Covid-19 and weather-related concerns. Florida is open for business, and masks are not required on the hotel property. The hotel property is a local storm shelter. That's not to say you can't wear a mask, but one with a sippy straw penetrating the covering is not readily available.

Got Channel Fever after your mid-deployment party has been mercilessly extended without recourse? Then find your ditty bag and liberty duds, and book your reservation for the 2021 USSVI National Convention. The convention website USSVI 2021 National Convention (https://ussviconvention.org/2021/) has all the details. The registration form follows, and the website has additional information including details to getting your room reservation made. Low fares with airlines will not stay around forever, so strike while the iron is hot

Debbie and I are booked, and will be looking forward to seeing you there!

Pete Juhos
District Commander, WD5
United States Submarine Veterans, Inc.

USSVI 2021 National Convention

August 30 – September 4

Rosen Shingle Creek

Name (to be used on badge): _____

Base: _____ Base Officer: Y/N/Position? _____

Address: _____

City: _____ State: _____ Zip Code: _____

Phone: _____ E-mail: _____

Spouse/Guest: _____

Emergency Contact/Phone (Required): _____ / _____

Qual Boat: _____ Hull No: _____ Year: _____

Date	Event		Cost	Qty	Total
Registration Fee (Non-refundable) (required to attend any Convention Event/Activity)			$25.00		
Tues 8/31	Kennedy Space Center Tour (min 35)	0800 - 1600	$85.00		
	Welcome Aboard Party	1900 - 2100	$25.00		
Wed 9/1	Holland Club Breakfast	0700 - 0900	$30.00		
	Victory Casino Cruise Entry must be received prior to 8/27/21	0900 – 1700	$25.00		
Thur 9/2	Women's Luncheon	1200 - 1400	$35.00		
	Men's Luncheon	1200 - 1400	$35.00		
	Universal Studios City Walk (min 35)	1800 – 2300	$15.00		
Fri 9/3	Wild Florida (min 35)	0830 – 1430	$90.00		
Sat 9/4	Social Hour (1730 – 1830) Awards Banquet (1830 – 2300)	Chicken	$60.00		
		Beef	$60.00		
		Vegetarian	$60.00		
	Cash Drawing (At Awards Banquet)	1 Ticket	$5.00		
		5 Tickets	$20.00		
				Total	

Make Check/Money Order Payable to:
2021 USSVI National Convention

Mail Registration Form & Payment to:
2021 USSVI National Convention
PO Box 679360
Orlando, FL 32867-9360

Deadline for mailing registration form is August 15, 2021

COB's Corner

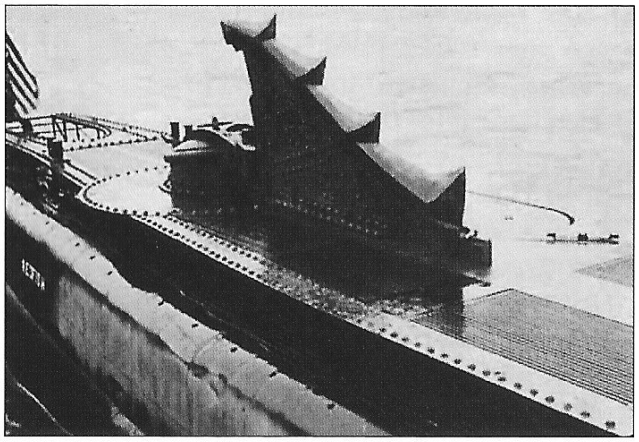
Submarine Trivia

"20,000 Leagues Under the Sea"

As noted in the 2021 U.S. Submarine Veterans, Inc. calendar (July) - the USS Redfish SS395 played a role in the 1954 Walt Disney movie - "20,000 Leagues Under the Sea". The scene was used to depict the 3 main characters being washed over the side of the "Nautilus".

Many a person that I know believe that the term "20,000 Leagues" refer to the depth that the "Nautilus" could operate, however - not!
It referred to the "distance" it could travel while submerged.

One league = 3.34 miles x 20,000 = 69,046.76 miles (a bit beyond the depth of the "Mariana's Trench")



Hooray for Hollywood! *Redfish* becomes part of a Victorian fantasy submarine with the addition of a faux dorsal fin to her superstructure so that stuntmen can be filmed actually washing overboard at sea.

And while we're in Fantasyland…

Huba, huba - A sub sailor's dream….

(and what a great summer job…)

R.J. Hansen, COB, SLO Base From: USNI News

COB's Corner

New Photos Reveal Details of Cuba's Tiny, Lethal Attack Submarine

By By: H I Sutton

Undated photo of Cuban submarine Delfin. Marina de Guerra Revolucionaria Photo

Like most of the Cuban military, the country's Navy is characterized by inventive recycling of Soviet-era hardware. Modern systems are rare, but there are systems that are unlike anything you will see in other countries' fleets. The Cuban fleet has fishing trawlers remodeled into warships and torpedo launching platforms that resemble party rafts. But perhaps the most dangerous platform is Cuba's secretive, tiny submarine.

The single submarine is known as *Delfín*. It can be found in commercial satellite imagery going back at least as far as April 2008. A few candid photographs have emerged over the years, but it has not been showcased publicly until recently.

The Cuban Navy has been very secretive about the mere existence of this submarine. In more than ten years of service, *Delfín* was only shown in an official video this year. Now the guard has come down even further and a clear photograph of this unique submarine has been added to their official website.

Delfín is a small boat – about 70 feet (21 meters) long. It has a crew of 5 or more and is armed with heavyweight torpedoes. The main sonar appears to have been built into the leading edge of the sail instead of the more common bow position, according to a photo released by the Cuban government. It's unclear from the photo if the installation is an active sonar set, which could limit its potential to surprise warships.

But submarines, even small and unsophisticated ones, cannot be easily discounted. If well-crewed and commanded they can pose a serious threat in their local area. In 2010, a North Korean miniature submarine successfully sunk the South Korean corvette ROKS Cheonan in 2010. It is perhaps because it is the most threatening vessel in their fleet that Cuba has been so keen to hide it.

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Delfín was not the only submarine recently shown in the new photos. Information about Cuba's domestically developed SDV (Swimmer Delivery Vehicle) has also been slipping out over the years. Based on the variety of hull numbers seen to date there are likely a handful of these craft in service. On the surface, the Cuban SDV bears some resemblance to the Italian-made Seahorse and Trass vehicles of 1950s vintage. These were used by the U.S. Navy SEALs and UDT (Underwater Demolition Teams) could have informed the Cuban Navy's design.

But the current vehicle is not a direct copy – it only follows the overall arrangement. Two or more divers sit in an open cockpit over a sealed tube containing the batteries and a single electric motor.

Cuban swimmer delivery vehicle. Marina de Guerra Revolucionaria Photo

Where the Cuban SDV differs significantly from the Italian types is in its armament. Instead of limpet mines, a single 21-inch heavyweight torpedo is suspended under the fuselage. The torpedo appears to be a vintage Type-53 series Soviet one.

Without a periscope for aiming, the SDV may have to broach the surface for the pilot to align the vehicle with the target. Very few other SDVs are armed with a torpedo-like this. The most obvious precedent are German sneak attack submersibles of World War II. But these were unsuccessful. More recently, in the 1980s, the U.S. Navy's experimented with its Mk IX SDV that could carry two modified Mk 37 torpedoes, one on each side.

These submarine devices do compare to the latest Western types, but underwater craft can never be completely written off. If used in the right way, they can cause considerable concern for a potential adversary, as seen by the 2010 sinking of *Cheonan*.

This USNI article can be viewed at:

https://news.usni.org/2021/05/17/new-photos-reveal-details-of-cubas-tiny-lethal-attack-submarine?utm_source=USNI+News&utm_campaign=c8b74d2739-USNI_NEWS_DAILY&utm_medium=email&utm_term=0_0dd4a1450b-c8b74d2739-230404701&ct=t(USNI_NEWS_DAILY)&mc_cid=c8b74d2739&mc_eid=211ecd05c9

This Day in History from: U.S. NAVAL INSTITUTE

https://www.usni.org/magazines/proceedings/2020/june/incident-ladd-reef

JULY 8

July 8-10, 1945

Incident at Ladd Reef

In history's only international submarine-to-submarine rescue, a U.S. boat sped to the aid of 55 Allied crewmen

By Evan Cerne-Iannone and Paul Farace

The Dutch submarine O-19 aground on Ladd Reef, a three-mile-long coral outcropping just inches below the surface in the South China Sea.

Photo courtesy USS Cod Memorial

In the predawn darkness of 8 July 1945, the Dutch submarine *O-19* raced across the surface of the South China Sea toward the Philippines. Her mission was to deliver training mines and stores to a new advanced submarine base, in preparation for what was expected to be the final act of a long and bloody war.

Visibility had been poor for several days, preventing her navigator from taking a star fix. He and the *O-19*'s captain, Jacob Frans Drijfhout van Hooff, had no choice but to rely on imprecise dead reckoning—not critical in the open seas, but as the *O-19* neared the Spratly Island reefs, it was a gamble. Their orders to not begin offensive operations until they delivered their cargo added to their rush. To increase the speed of the 264-foot sub, her ballast tanks were blown dry, the final ingredient for disaster.

Just as the mid-watch was relieved, the *O-19* crashed to a halt with a scream of ripping steel, followed by her two bronze propellers clattering against the coral of Ladd Reef, a three-mile-long scimitar of sand and rock just inches below sea level. Crewman Siem Spruijt, having just left the bridge, was about to crawl into his bunk when he was thrown against the bulkhead. Word quickly spread among the 55-man crew that the *O-19* had run aground.

The boat stopped with a hard up angle and pronounced starboard list. Her engines were thrown into full reverse, but she refused to move. Van Hooff broke radio silence to alert the U.S. commander of Task Force (TF) 71 of their predicament and to request the aid of an ocean tug.

As news of the *O-19*'s situation worked its way through channels, van Hooff ordered the boat's secret documents be made ready for destruction, as the sub would be easy pickings for the first Japanese ship or plane to happen by.

In an effort to back the boat off the reef the crew tried to lighten the bow. Four torpedoes in the forward tubes were withdrawn, and the compressed air in their tanks was vented and exploders removed. They were then reloaded and ejected along with the *O-19*'s anchor. All ballast and unnecessary weight was shifted aft.

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Knowing that the best hope for freeing the sub was pulling the bow up and backward, van Hooff ordered a 1.5-inch stainless steel cable tied around the conning tower. It then was connected to the 480 feet of anchor chain to be used as a towing line when the tow ship arrived. The rig provided a tow length of 660 feet.

By 1015 all auxiliary fuel and fresh water tanks had been emptied. Worried about a Japanese attack, the crew kept ammunition on board. Signalman Leo Charles Davenport, communications liaison for the *O-19*, became increasingly concerned about the possibility of capture given the proximity of Japanese air bases. He worried that without rescue, the only place they were going "was a POW camp."

With dawn and low tide, the *O-19* crewmen were able to stand on the reef and look up at their grounded sub. Braving barracudas in the knee-deep water, they were horrified to discovered that the 20 vertical mine-laying chutes in the boat's ballast tanks had become impaled on coral outcroppings.

Several hundred miles away, the *USS Cod* (SS-224) also was racing toward Subic Bay. In the midst of her seventh war patrol, crewman Jack Hemphill had fallen ill. Hemphill had recently reported to the *Cod* from a relief crew where he had been painting sub hulls, and *Cod* Chief Pharmacist Mate Robert M. Purtill believed his patient was suffering from acute lead poisoning. Attempts to treat Hemphill had failed, and as his health rapidly deteriorated, the *Cod*'s commanding officer, Lieutenant Commander Edwin M. Westbrook, received permission to break off the patrol and rush to the closest medical facilities.

As the *Cod* dashed east toward Subic Bay, Westbrook received a new message ordering the *Cod* to change course toward Ladd Reef. Although concerned for Hemphill, Westbrook understood the need to rescue the 55 men on board the *O-19*. He requested regular updates on Hemphill's condition as the *Cod* headed for the stricken Dutch submarine.

The *Cod* arrived at Ladd Reef on the night of 8 July. Diving Officer Frank Kimball wrote in his diary that "the sub was high and dry and it looks hopeless." Signals from Davenport on the bridge of the *O-19* told the *Cod* to be careful to avoid running aground herself.

The USS Cod - on her way to Subic Bay with a medical emergency - broke off to assist the grounded O-19.
Photo courtesy USS Cod Memorial

On board the *Cod*, preparations had been made to bring all hands on board. Empty bunks and fresh clothes were prepared, and cook George Sacco had hot soup, sandwiches, and coffee ready in the mess.

Speaking to Westbrook by signal lamp, van Hooff requested the *Cod* attempt a tow at high tide the next morning. Westbrook replied positively, provided air cover was available. Westbrook noted in his report that van Hooff had "not lost his sense of humor": When told the *Cod* would move out to the safety of deeper waters for the night, van Hooff closed his blinker communications with, "We will certainly be here."

Van Hooff then ordered Davenport to send a radio message confirming the *Cod* was on the scene and asking if "salvage facilities" would be available if they were unsuccessful in freeing the *O-19*. Early the next morning he received a reply from CTF-71 that Westbrook was not to "jeopardize *Cod*" and that it was "unlikely that further salvage facilities would be made available."

In the predawn light, the *Cod*'s view of the stranded submarine was obscured by a "terrific rain squall" that cut

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visibility to 200 yards. Motor Machinist Mate Norm Jensen, who joined the *Cod* just prior to departure to document her patrol in movies and still images, was given permission to come topside to record the rescue. He wrote in his diary that the weather was not ideal for filming.

Weather was a problem for the rest of the crew as well. One moment a rain squall would tear across the reef, followed by sun and blistering heat, followed again by heavy overcast. Some crewmen on deck wore foul weather gear, while others, including Lieutenant Chuck Podorean, worked in only their boxer shorts, unaware that the overcast would not filter out the sun's powerful UV rays. Podorean later was bedridden for more than a day with sun poisoning.

But the rain squalls abated and both submarine crews got to work. At 0806 the *Cod* received a line from the *O-19* and soon had a wire cable secured through her bull nose. Five minutes later the *Cod* began backing up as the *O-19* ran what was left of her screws in reverse and crewmen rapidly fired her 88-mm deck gun to provide an additional jolt. The boat didn't budge. The *Cod* was unable to tow "directly astern" because of the powerful currents, and the *O-19*'s two bronze propellers were so badly damaged that, in the words of one Dutchman, "they looked more like cabbages." At 1155 the *Cod* tried again, but a minute later the cable snapped.

After lunch van Hooff rowed to the *Cod* in the *O-19*'s dingy to confer with Westbrook. The two decided the *Cod* would "take aboard 80 fathoms of the *O-19*'s anchor and lash 10 fathoms of it to mooring line with marlin." Then the *Cod* would send the *O-19* a line from a throwing gun, followed by 21-thread mooring line, and then her anchor chain. The Dutchmen would connect the tow rig to the chain wrapped around the *O-19*'s conning tower. At high tide the next morning, the *Cod* would "approach again, take the free end of the chain aboard, and start pulling."

Westbrook held little hope for this desperate gamble and cautioned van Hooff that "we might pull your conning tower completely off your sub." The *O-19* captain replied, "I'd rather bring most of my command home than none of it!"

The plan was made more difficult when both ends of the chain were dropped and caught on the reef. The *O-19* crewmen spent the rest of the afternoon attempting to retrieve it.

Back on board the *Cod*, Westbrook wrote in his patrol report, "This [rescue effort] is wearing on the nerves."

On 10 July the *O-19* was sent further instructions from CTF-71 to transfer her crew and scuttle the *O-19* if the *Cod* was not successful in freeing her.

There was a brief glimmer of hope when *O-19* Chief Engineer Pim Kiepe came up with a plan to blow compressed air into the ballast tanks with the Kingston valves at the bottom of the tanks closed, thus pressurizing the tanks. By quickly opening all the valves simultaneously, the resulting blast of escaping air could make the *O-19* "jump several inches." If done while the *Cod* was pulling, the results might be sufficient to free the *O-19*. All they needed was to retrieve the tow line that had been lost to the reef.

Crewmen shuttled between the two submarines hooking up tow lines, hoping to pull the O-19 free. Photo courtesy USS Cod Memorial

Westbrook sent Chief Torpedoman Dan Krusenklaus and Torpedoman Second Class Robert Eustache in a rubber boat to bring a new line to the *O-19*. On the way, waves caused Eustache to drop part of the line, which

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immediately snagged on the coral. Kruse said later, "I pulled and pulled, but the line wasn't going anywhere." Unable to free the line, Eustache tied a life vest to the end still on board the raft and let it slip over the side. "At least we know where it's at," he said. "The tide was running so damn fast that we drifted all the way across that reef," Kruse noted. The *Cod* had to come around the reef to pick them up.

With the line stuck on the reef, the *O-19* had to perform her "Kingston valve jumping maneuver" without the *Cod*'s tugging. Before it was attempted, two stern torpedoes and 15 training mines were jettisoned. The Hail Mary play failed. "*O-19* had not moved an inch," Kiepe later wrote, adding that the sub's mine hatches lodged on the reef outcropping made "it impossible to shift [her]."

By 1100, crewmen managed to fish the line out of the water and connect the *O-19* and the *Cod* with a composite of manila line, stainless steel cable, and chain. As the *Cod* began to reverse her engines at full speed, the towing rig took tension and rose out of the water for a brief moment. A sharp crack echoed across Ladd Reef as the lines parted for a final time.

Realizing freeing the *O-19* was hopeless, her crew began to transfer to the *Cod*. Kruse was part of the transfer and by his own admission, "got to the point where I was getting pretty damn good" at navigating the reef in a raft. During one of the shuttle trips Kruse discovered the *O-19* had on board a large store of "booze." Being the responsible seaman, he brought back "all the alcohol [he could carry] to the *Cod*." It did not take long for it to "disappear," he later said.

Jensen remained topside to record the boat transfer. He recounted that watching the spectacle was one of the saddest things he had ever seen. He understood that the *O-19* had been the crew's home since the war began, and now they would have to see her be destroyed.

While the transfer was in process, Podorean and three enlisted men arrived on board the *O-19* with two self-destruct demolition charges to begin the process of rendering the Allied sub worthless to the enemy. With the timers set, Podorean, his crew, and van Hooff, were the last to leave the *O-19*. The red, white, and blue flag of the Netherlands that had flown from the conning tower was folded under van Hooff's arm. On board the *Cod*, Westbrook saw the flag and asked van Hooff to hand it to him. He then ordered it flown alongside the U.S. flag on the *Cod*'s jackstaff for as long as the submarine would be home to two crews.

After two days, the captains of both vessels agreed there was no hope of freeing the O-19. After removing the Dutch sailors, the Cod destroyed the O-19 with two scuttling charges, two torpedoes, and 16 rounds from her 5-inch deck gun.

Photo courtesy USS Cod Memorial

The charges were set to explode after 90 minutes. Jensen stayed on the bridge to capture the moment they went off, but many of the *O-19* crew could not bear to witness the scuttling and headed below. The charges detonated at 1537, followed by black smoke billowing from the open hatches. The Dutchmen remaining topside began to sing their national anthem, wiping tears from their eyes.

Unsure of the extent of damage caused by the charges, Westbrook ordered two torpedoes be fired. Podorean

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aimed the first fish at the *O-19*'s conning tower. After pushing the firing button he scrambled to the bridge to see the results. He found the deck crowded with crewmen who had never seen a torpedo explode. After a 34-second run the torpedo hit the coral, jumped out of the water, and exploded directly against the *O-19*'s hull. The ear-splitting explosion threw massive chunks of the sub skyward, and the sea around the *Cod* was showered with debris. Those on deck frantically tried to find cover.

After backing farther, the *Cod* aimed a second fish at the *O-19*'s after torpedo room, which still held several torpedoes. It was hoped one or more might also explode to add to the destruction. After a 43-second run, "a terrific explosion . . . atomized *O-19*'s stern." The combined effects of *Cod*'s torpedoes and one or two Dutch torpedoes threw even larger pieces of the *O-19* skyward. Many on board the *Cod* observed that despite the power of the explosions, the reef still firmly gripped the *O-19*.

Cod's gun crew then went into action, pumping 16 five-inch rounds into the wreckage. The entire operation was recorded by both Jensen's movie camera and the *Cod*'s own 16-mm movie camera operated by Ensign John Wallace. At 1702 the *Cod* set course for Subic Bay.

Knowing that food could comfort, Sacco prepared fried chicken and side dishes for the 152 men now on board the *Cod*. Dessert included ice cream from the on-board ice cream machine. Crewman Adrien ten Bosch was impressed with the quality and quantity of the food. Aside from excellent bread baked on board the *O-19*, Dutch submarine meals generally consisted of heating canned hashes and stews, he said. Bosch demanded his Dutch shipmates surrender their desserts to him, explaining to his hosts that in Dutch society only women and children would eat ice cream. As the youngest *O-19* crewman, he felt this was fair because his older shipmates often told barkeepers ashore that he was too young to drink.

During the three-day trip to Subic Bay, the Dutch were amazed at the *Cod*'s crew comforts. The engine room crew even gave up their bunks to their guests and slept among their diesels. Kiepe wrote that he and several other Dutchmen took turns on the bow and stern planes and stood deck watch. The *Cod* spent most of the time on the surface, only conducting brief trim and cautionary dives.

With the air conditioning taxed to its limit by the large crew, Westbrook ordered the *Cod*'s main air induction valve closed and opened the forward torpedo room hatch, allowing the powerful draw of the diesels to pull outside air through the boat. The only downside was that the ship's yeoman had to scramble to grab loose papers sucked out of his tiny office by the wind tunnel outside his door.

Officers of the O-19 after the rescue

Photo courtesy USS Cod Memorial

Once in Subic Bay, the *O-19* crew were ordered to return to their base in Fremantle, while van Hooff and Kiepe remained to testify in an inquiry into the *O-19*'s loss. Hemphill was examined by doctors and released for duty, and the *Cod* returned to her war patrol.

The *O-19*'s crew arrived at the joint Allied submarine base in Fremantle to news of the atomic bombings and word that Japan was considering the Allied ultimatum. A few days later, on 13 August, the *Cod* also returned to Fremantle. A delegation of Dutchmen greeted her at the pier and invited the crew to a thank-you party the following day. While the party was in full swing, officials announced Japan's surrender.

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Within weeks the great naval migration homeward began. The Dutch returned home to find devastation. The *Cod* crewmen returned to civilian life, and the *Cod* was mothballed. Westbrook was awarded a medal by the Queen of the Netherlands for his gallant efforts to aid the *O-19*, and in recognition of her flying the Dutch flag, the *Cod* was declared an honorary member of the Netherlands Navy submarine force.

In the early 1950s, as the chief naval intelligence officer in Singapore, Westbrook ordered a PBY flyover of Ladd Reef to film what remained of the *O-19* and the USS Darter, which suffered a similar fate on another reef in the vicinity. Both boats, much the worse for exposure and demolition, were still fixed to the coral; they would disappear only when local scrappers claimed them in the late 1990s.

Westbrook kept in touch with van Hooff, the two often exchanging letters and visits. Westbrook died in 1974 just after returning from a visit with his Dutch counterpart in Holland. The two enjoyed a sense of humor about their experience. Westbrook often observed to van Hooff, "You lost your boat and became an admiral, I saved you and only made captain!"

The *Cod* would serve as a reserve training boat in Cleveland before becoming a floating memorial to U.S. veterans in 1976—loved by many as a lakefront tourist attraction and National Historic Landmark. The *Cod*'s civilian stewards reenact the *O-19* rescue at an annual Dutch Friendship Day held on the Saturday closest to the July rescue. The 75th anniversary celebration was held at noon on 11 July 2020.

Today the USS Cod lies berthed at the waterfront along Lake Erie in Cleveland, Ohio. The vessel remains a memorial to those who were members of the silent service during World War II . Photo from Warfare History Network

Calendar of Events

SLO SUBVETS BASE 2021 MEETING DATES

August 14, 2021
September 11, 2021
October 9, 2021
November 13, 2021
December 11, 2021

Local Upcoming Events

None

Regional & National Events

August 31-September 4, 2021
USSVI National Convention
Orlando, Florida
Full details at
https://ussviconvention.org/2021/

JULY 18

From: U.S. NAVAL INSTITUTE https://www.navalhistory.org/2019/07/25/we-all-scream-for-ice-cream-world-war-ii-and-americas-sweet-tooth

We All Scream For Ice Cream: World War II and America's Sweet Tooth

By Emily Hegranes, In Naval History Blog

It's late July, and in Maryland and most of the United States, this month provides one certainty: it is *hot*. There are plenty of ways to combat the heat, from taking a swim to just staying indoors in the relative protection of air conditioning, but there's one form of cooling off that never gets old for me, and that's having an ice cream. Something about that first taste always transports me – if I don't get a brain freeze – to other sunny afternoons and happy days, and I can never eat an ice cream on a hot day without smiling. It's a refreshing slice of Americana and fond memories, scooped onto a cone.

While going through our archives at the U.S. Naval Institute, I learned that I'm not the only one who noticed the transportive and positive effects of ice cream on the mind. During World War II, the U.S. Military made it a priority to provide ice cream to the troops. This is because by this point in American history, ice cream had not just become one of the most popular treats in the United States, but also had become a symbol of the American way of life. Due to Prohibition, many breweries – like Yuengling and Anheuser-Busch – turned to soda and ice cream to stay solvent, and by the end of the 1920's American's consumed millions of gallons per day. As a response to the stock market crash that caused the Great Depression, the ice cream maker William Dreyer created the now iconic flavor Rocky Road, a taste of symbolic comfort for the masses in "rocky" times.

Sailors patiently wait their turn aboard a U.S. Navy Hospital Ship for ice cream during World War II. *Official U.S. Navy Photograph*

By World War II, when other Allied countries banned ice cream, the United States held fast to the tasty symbol of their perseverance in difficult times. Arguing successfully that ice cream had morale and caloric value for overseas troops, all branches of the U.S. Military began providing the treat to soldiers in whatever form they could. In the U.S. Navy, some of the most interesting ice cream-driven projects occurred. The most well-known project is the $1 million spent on converting a concrete barge into an ice cream factory that was towed around the Pacific, delivering ice cream to ship's that did not have the equipment to create their own. Those ships that could make ice cream were also equipped with soda fountains – a common place in the United States where ice cream was served – to provide the sailors not just with the taste, but the feel of home. As if these projects were not enough to show the U.S. Military's dedication to the treat, some U.S. Airmen found a fascinating solution to provide dairy confections to their comrades.

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A U.S. Navy "Soda Jerk" hard at work for his happy comrades at the USS Wasp's soda fountain. *Official U.S. Navy Photograph*

When creating ice cream, one of the most crucial steps is the constant churning of the mixture, which turns the ingredients into the smooth, diary treat. In 1943, heavy-bomber crews began to experiment with creating their own ice cream mid-air, using the vibrations from the engine to churn the mixture. They believed this paired with the high altitudes that would keep the mixture cool would be enough to make ice cream. Even with this sound logic, the crew's first attempts aboard a B-17 Flying Fortress ended in a melted mass of goop, however. This was because they placed the ice cream too close to the engine itself, which heated the mixture along with vibrating it. It was only after anchoring the tub to the rear gunner's compartment that the mixture stayed cool enough to create ice cream, with the added bonus that any machine-gun fire would aid the engine's vibrations in churning the treat.

Thinking about how much effort put in to create ice cream during World War II, it would be easy just to write it off as America's sweet tooth gone mad. But what I saw in learning about their efforts was a poignant desire for home and comfort. In the madness that is war, knowing that these men strived for a tangible symbol of happiness and childhood innocence humanized the nameless faces I saw looking back at me in the rare snapshots that fling me through time and space on a regular basis. These men had experienced harrowing, life-altering events that I will never be able to imagine. But they still scream for ice cream, just like me.

B-17 Flying Fortress in flight during World War II. *Official U.S. Navy Photograph*

World War II submariners enjoy a well-deserved ice cream aboard a submarine tender during their vessel's servicing. *Official U.S. Navy Photograph*

MINUTES OF THE
SLO SUB VETS BASE
Central Coast of California

Saturday, June 12th, 2021

Attendees:	Jay O'Hare	R.J. Hansen	Pete Gallagher	Roy Cruikshank
	George Shepard	Bob Wathen	Richard Hillary	Doug Albright
	Bruce Melton	Don Wells	David Dixon	Bob Baker
	Tim Haueter			

Meeting called to order at 1321.

- Pete led the group through:
  - An invocation,
  - A pledge of allegiance,
  - A tolling the lost boats
  - A moment of silence for shipmates on eternal patrol,
  - An introduction of those in attendance.

- Pete asked if anyone was not getting an electronic copy of the newsletter and Roy raised his hand. Pete will pass that on to Cathy, the Newsletter editor.

- R.J. called the roster prior to this meeting and everyone seemed okay, even Spencer. David Wright has had a heart & lung transplant, the subsequent medication is causing him to undergo periodic dialysis. Howard has COPD and takes 3 hours to shower, shave, & dress every morning (i.e., lack of oxygen slows him way down).

- Pete reported that the Base response to the expense of purchasing equipment for hybrid meetings (computer, web cam, & big screen TV) has been lukewarm. One of the issues is where the TV would be mounted/stored. Our American Legion room is used frequently by other groups. As an aside, and to not disparage their integrity, the Eagle Scout program that the American Legion fully supports, often shares our meeting room.

- R.J. talked about our efforts to find Danny Castro. He is an Emeritus (older than 90 years) member. It was offered that Pete Villalobos may know his current circumstances. Bob Wathen offered to have Cathy Wathen contact David about searching online for Danny's status.

- Pete asked for a volunteer to take over Howard's secretarial duties. R.J offered to take over maintenance of the Base Member rosters, if he could get electronic copies of the documents involved.

- Pete has pulled together the data for USSVI's End-Of-the-Year (EOY) report for 2020 and sent it on to Pete Juhos, the Region Five Commander. Pete then read out (with personal comments) the final EOY for our Base for the attendee's information.

- It was noted that Bob Christenson had donated the diving alarm (ah-oog-ah horn), that the Base uses to announce the beginning of its meetings.

- USSVI has created a Meritorious Base award to recognize R.J.'s successful efforts to get the SLOSubVets a mention on the current Mars rover.

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- For the Good of the Order portion of the meeting, Richard talked about the Fair Isaac Corporation (FICO) Credit Scoring system. Rich's background includes working for a credit rating company and a car rental business. His main point was that, in today's world, all Sub Vet members, and their families, should monitor their credit score and credit report on at least on an annual basis. For example, Richard said that every time a business queries the credit score system, it drops the person's credit score 15 points. So if you are in the market for a new/used vehicle and visit three different dealerships, those three automatic searches on your credit score will drop its value by 45 points. Another point Richard made was that, if you have a Master Card account, they will monitor your credit score (upon request) and will automatically notify you of your score on an annual basis. In response to a question about 'freezing' your credit score accounts, Bob Wathen offered that accounts can be frozen and unfrozen on-line without the customary 3-day delay

- The 50/50 drawing donations came to $51. This will be split into $25 for the Base, and $26 for the drawing.
  - Tim won the first drawing for half of the 50/50 proceeds and donated the $26 back to the Base.
  - George won twice and received the Western Region Challenge coin (which will passed on to another SLOSubVets member eventually) and one of Richard's jig saw puzzles.
  - David won 'The Men' book written by Stephen Leal Jackson.
  - Roy won the variety bread collection from today's lunch.
  - Bob Baker won the hair dryer (for his wife).
  - Doug won a puzzle (donated by Rich).
  - Bruce won two puzzles.

- Bob Wathen told a sea story about the Mare Island shipyard. It seems that a newer submarine was due to have an electric dive alarm installed. The boat's existing ah-oog-ah horns were raffled off to the crew, but then it was found that that the boat in question couldn't be retrofitted to an electronic diving alarm. When the boat's captain asked for all of the auctioned horns be returned, one individual said that he'd lost track of his (while actually still having it in his possession). Fast forward to a party for the crew at that same individual's home. That individual chose to wire up the horn to a battery in his bedroom and turn it on during the party. It just so happened that the boat's CO & XO arrived at the party as the horn was going off. The host of the party, who had fibbed about no longer having the auctioned horn in his possession, was caught red-handed by the CO.

This meeting was adjourned at 1437.

Respectfully submitted,
David Dixon
Base Vice Commander, USSVI, SLO Base

AGENDA - July 10, 2021
General Membership Meeting

Call to Order @ 1300 hours
- Prayer of Invocation by Chaplain
- Pledge of Allegiance by Commander
- Tolling of Lost Boats by Chief of the Boat
- Moment of Silence for our Shipmates on Eternal Patrol

Introduction of Base Members
- Name of Qualifying Boat and Year Qualified

Introduction of Base Guests by Chief of the Boat

Old Business:

New Business:

50/50 Drawing

Good of the Order>>>>>Sea Stories

Benediction

Adjournment

PLEASE NOTE

The Agenda will be available at the SLO Subvets monthly meeting of Saturday, July 10, 2021.

SLO SUB VETS - Boats Served On

USS Alexander Hamilton (SSBN617) – Pete Villalobos, 71-73 B1 HC
USS Argonaut (SS475) – Francis Maciel, 48-49 HC
USS Baya (AGSS318) – Bob Baker, 65-65 HC
USS Bergall (SSN667) – Pete Juhos, 79-82 Q DM
USS Bugara (SS331) – James Perry, 67-68, A
USS Carbanero (SS337) – Mike Turkington, 51-52 Q HC
USS Catfish (SS339) – Mike Bircumshaw, 62-62 HC DM
USS Clamagore (SS343) – Bruce Melton, 71-72 HC
USS Corporal (SS346) – Doug Albright, 63-63 HC
USS Corsair (SS435) – Dan "Danny" Galitz, 62-63 HC Q
USS Dogfish (SS350) – Roy Cruickshank, 56-59 Q HC DM
DSV Turtle (DSV3) – Pete Juhos, 85-90 DM
USS Finback (SSN670) – David Dixon, 72-75 Q
USS George Bancroft (SSBN643) – Howard Pommerening, 64-67 CB2 HC
USS George C. Marshall (SSBN654) – Bruce Melton, 69-71 G4 HC
USS Grayling (SSN646) – Mike Bircumshaw, 67-67 HC DM
USS Greenling (SSN614) – Gregory E. Somers, 71-74 Q
USS Growler (SSG577) – Michael D. Smith, 60-61 Q
USS Guitarro (SSN665) – Bob Baker. 70-74 C HC
USS James Madison (SSBN627) – Don Wells, 66-71 QB/G?5 HC
USS James Monroe (SSBN622) – Tim Churney, 73-76 B5 HC
USS John Adams (SSBN620) – Mike Bircumshaw, 67-70 B&G4 HC DM
USS John Marshall (SSBN611) – Pete Gallagher, 69-72 B6 HC
USS Menhaden (SS377) – R. J. Hansen, 69
USS Nathanael Green (SSBN636) – George Shepard, 67-70 QB6 HC
USS Nathan Hale (SSBN623) – Tim Haueter. 68-72 QB6 DM HC
USS Pampanito (SS383) – Spencer Stimler, 44-46 Q HC
USS Pennsylvania (SSBN735) – Jay O'Hare, 89-94 QB3
USS Perch (SS313) – Richard Pescatore, 65-66 Q HC
USS Permit (SSN594) – Bob Wathen, 72-74, A
USS Picuda (SS382) – Mike Mintey, 69-70 Q HC
USS Rasher (SSR269) – Richard Hillery, 56-59 Q-HC
USS Raton (AGSS270) – Bob Baker. 65-67 Q HC
USS Ray (SSN653) – Doug Albright, 66-69 HC
USS Razorback (SS394) – Bob Baker, 69-70 D HC
USS Robert E. Lee (SSBN601) – Bob Baker, 76-77 G1 HC
Mike Bircumshaw, 64-67 G&B7 HC DM
Howard Pommerening, 63-64 QG3 HC
USS Roncador (AGSS301) – R. J. Hansen, 69
USS Sabalo (SS302) – Ronald J. Foster, 57-59 Q-HC
Pete Villalobos, 61-62 HC
USS Sarda (SS488) – Dan "Danny" Galitz, 63-63 HC
USS Sawfish (SS276) – Richard Hillery, 55-56 HC
USS Scamp (SSN588) – Mike Bircumshaw, 61-62 Q-HC DM
USS Sculpin (SSN590) – Mike Bircumshaw, 62-62 HC DM
Tim Churney, 68-72 Q HC
USS Sea Owl (SS405) – Pete Gallagher, 68-69 Q HC
Bruce Melton, 68-69 Q HC
USS Shark (SSN-591) – Doug Albright, 72-73 HC
USS Stonewall Jackson (SSBN634) – Dan Hinz, 66-67 QB3 HC
USS Thomas A. Edison (SSBN610) – Pete Villalobos, 64-69 B9 HC
Doug Albright, 64-65 QG ____ HC
USS Thomas Jefferson (SSBN618) – George Shepard, 65-66 G1 HC
Bob Wathen, 75-76 A
USS Threadfin (SS410) – Mike Mintey, 70-72 HC
USS Tiru (SS416) – Pete Villalobos, 57-60 Q-HC
USS Toro (SS422) – Francis Maciel, 48-48 Q-HC
USS Trigger (SS564) – R. J. Hansen, 71-72 Q
USS Trout (SS566) – Don Wells, 66-66 HC
USS Tunney (SS282) – Richard Pescatore, 66-67 HC
USS Virginia (SSN774) – Philip Keith, 03-06 Q
USS Von Steuben (SSBN632) – David Wright, 73-77Q

Nancy Hesseltine – A (Sponsor: Howard Pommerening)
Michael A. Pommerening – A (Sponsor, Howard Pommerening)
William A. Pommerening – A (Sponsor, Howard Pommerening)
Kari A. Pommerening – A (Sponsor, Howard Pommerening)
Edward D. Pommerening – A (Sponsor, David Dixon)
Leland N. Pommerening – A (Sponsor: Howard Pommerening)
Bob Wathen – A (Sponsor: Mike Mintey)
Cathy Wathen – NLE – HA (Sponsor – SLO SubVets Base)
James Perry – A (Sponsor: Ron Foster)
Patsu Pommerening – HA (Deceased wife of Howard Pommerening)
Betty Dick – HA (Deceased wife of Roger Dick)

Q = Qualification Boat
C = Commissioning Crew/Plankowner
D = Decommissioning Crew
B = Blue Crew
G = Gold Crew
# following B or G = Number of Patrols
DM = Dual Member
A = Associate Member
NLE = Newsletter Editor
HA = Honorary Associate Member
HC = Holland Club

Number of boats represented by designation – Not including those on Eternal Patrol:

AGSS -	3
DSV -	1
SS -	23
SSBN -	15
SSG -	1
SSN -	11
SSR -	1

Number of boats served on: 55
Number of Submarine Qualified Members Represented: 33
Number of Non-Qualified Members Represented - 3

Rev 07-01-2021

SLO SUBVET
"Holland Clubbers"

Holland Club members are USSVI/SLO SUBVET members who qualified in submarines at least 50 years ago. They are the men who have set the example for young submariners to follow.

1942 John P. Tyler
USS Tinosa (SS-283)
Silver Star Recipient

1953 James P. O'Connor
(Eternal Patrol)
USS Mingo (SS-261)

1944 Victor Radwick
(Eternal Patrol)
USS Guavina (SS-362)

1954 Leonard Stefanelli
(Eternal Patrol)
USS Catfish (SS-339)

1944 Spencer Hunt Stimler
USS Pampanito (SS-383)

1956 Roy Cruickshank
USS Dogfish (SS-350)

1945 Donald R. Calver
(Eternal Patrol)
USS Rock (SS-274)

1957 Ronald J. Foster
USS Sabalo (SS-302)

1946 Benjamin H. Graef
(Eternal Patrol)
SS Blower (SS-325)

1957 John F. Greenville
(Eternal Patrol)
USS Sea Poacher (SS-406)

1948 Francis R. Maciel
USS Toro (SS-422)

1957 Richard B. Hillery
USS Rasher (SS-269)

1951 William W. Turkington
USS Carbonero (SS-337)

1957 Daniel M. Mann
(Eternal Patrol)
USS Chopper (SS-342)

1952 Matthew Gallagher, Jr.
(Eternal Patrol)
USS IREX (SS-482)

1957 Pedro "Pete" Villalobos
USS Tiru (SS-416)

SLO SUBVET
"Holland Clubbers"

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1958 Ronald M. Way
(Eternal Patrol)
USS Gudgeon (SS-567)

1959 Daniel "Dan" Castro
(Eternal Patrol)
USS Bugara (SS-331)

1960 Jack Schneider
(Eternal Patrol)
USS Requin (SS-481)

1960 Arville "Art" Winans
(Eternal Patrol)
USS Baya (AGSS-318)

1960 Robert Christenson
(Eternal Patrol)
USS Sea Owl (SS-405)

1960 Mike Smith
USS Growler (SSG-577)

1961 Roger Dick
(Eternal Patrol)
USS HardHead (SS-365)

1961 Mike Bircumshaw
USS Scamp (SS-588)

1962 Danny Galitz
USS Corsair (SS-435)

1963 Pappy Poulsen
(Eternal Patrol)
USS Pomfret (SS-391)

1964 Howard Pommerening
USS Robert E. Lee (SSBN-601) G

1965 Douglas R Albright
USS Thomas A Edison (SSBN-610)

1966 Bob Baker
USS Raton (AGSS-270)

1966 Dan Hinz
USS Stonewall Jackson (SSBN-634) B

1966 Richard Pescatore
USS Perch (SS-313)

1967 Donald R Wells
USS James Madison (SSBN-627) B

SLO SUBVET
"Holland Clubbers"

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1968 George Shepard
USS Nathanael Greene (SSBN-636)

1968 Tim Churney
USS Sculpin (SSN-590)

1969 Pete Gallagher
USS Sea Owl (SS-405)

1969 Mike Mintey
USS Picuda (SS-382)

1969 Bruce Melton
USS Sea Owl (SS-405)

1971 R.J. Hansen
USS Trigger (SS-564)

Binnacle List

Howard Pommerening

Birthday Wishes

Uncle Sam **7/04/1776**

"Silent Running"

"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.

"Tolling the Boats"

U.S. Navy Submarine Losses During the Month of July

WWII Losses – Enemy Action

USS Grunion (SS-216) **30 July 1942** **70 Lost**
Declared Lost - 16 August 1942
(Sunk by gunfire from torpedoed Japanese Transport *Kashima Maru,* ten miles north of Segula, near Kiska Island, Aleutians)

USS Robalo (SS-273) **26 July 1944** **74 Lost** **4 POWs Lost**
(Sunk by a mine off Borneo, South China Sea – 3rd war patrol.)

WWII Losses – Non-Enemy Action

USS S-28 (SS-133) **4 July 1944** **50 Lost**
(Lost during ASW exercises off the Hawaiian Islands.)

Lost Through Accidents and Perils of the Sea

USS G-2 (SS-27) **30 July 1919** **3 Lost**
(Foundered and sunk at moorings in Long Island Sound off New London, Connecticut.)

ON ETERNAL PATROL
Shipmates Rest Your Oars, We Have the Watch

Bill Bruckart, CAPT – 20 January 2008
(Prospective SLO SubVets Member)
USS Pampanito (SS383) -
Communications Officer – WWII Patrol #2

Rick Wesolowski, ST1(SS) – Date Unknown
Past Chief of The Boat (Apr 2006-Aug 2009)
USS Sargo (SSN583) – 62-64 Q
USS Plunger (SSN595) – 66-67
USS Lapon (SSN661) – 67-69

Benjamin H. "Ben" Graef , EM1(SS) – HC - 21 January 2010
USS Blower (SS325) – 46-46 Q
USS Bugara (SS331) – 47-47
USS Sterlet (SS392) – 47-47
USS Sea Lion (SS315) – 47-48
USS Segundo (SS398) – 48-53

Matthew P. Gallagher, Jr., TMC(SS) – HC – 5 October 2010
USS Irex (SS482) – 52-54 Q
USS Growler (SSG577) – 58-61 C

Jack Schneider, ETCS(SS), Retired – HC - 28 December 2011
USS Grampus (SS523) – 59-60
USS Requin (SS481) – 60-61 Q
USS Sea Leopard (SS483) – 61-62
USS Catfish (SS339) – 66-69
USS Sea Wolf (SSN575) – 75-77

Ralph H. "Hank" Wiley, RM2(SS) – 2 February 2012
Past Treasurer (May 2006 – Jul 2011)
USS Piper (SS409) – 66-67 Q
USS Hardhead (SS365) – 67-69

John Phillip "Phil" Tyler, RTC(SS) – HC - Silver Star - 17 June 2012
USS Tinosa (SS283) – 41-45 Q

Ronald M. Way, MM1(SS) – HC - 21 September 2013
USS Gudgeon (SS567) – 58-59 Q
USS Scorpion (SSN589) – 60-63

Daniel "Dan" Mann, EMP3(SS) – HC – 10 October 2013
Past Vice Commander (Apr 2006 – Jan 2010)
Past Interim Vice Commander (Jul 2011 – Feb 2012)
USS Chopper (SS342) – 57-59 Q

James Lamp, EM2(SS) – 16 April 2015
USS Boston (SSN-703) – 80-83 C Q

Paul A. "Pappy" Poulsen, MMCM(SS) – HC - 17 April 2015
USS Pomfret (SS391) – 61-63 Q
USS Amberjack (SS522) – 65-66
USS Lafayette (SSBN616) B – 66-67 – 2 Patrols
USS Plunger (SSN595) – 70-74
USS Flasher (SSN613) – 74-76
USS Parche (SSN683) – 79-83

Patsu Pommerening – 21 September 2015 -
Posthumously Awarded Honorary SLO SubVet Associate Membership
Wife of Howard Pommerening, YNC(SS) - HC
Current SLO SubVets Secretary / Chaplain / POC / Base Historian

Arville J. "Art" Winans, CSC(SS) – HC – 2 October 2015
USS Pomfret (SS391) – 60-60
USS Baya (AGSS318) – 60-63-Q
USS Nathan Hale (SSBN623) G – 63-64 – 1 Patrol

Betty Dick – 27 July 2016 –
Posthumously Awarded Honorary SLO SubVet Associate Membership
Wife of Roger Dick, EN2(SS) – HC

Donald R. Calver, RM3(SS) - HC – 23 August 2017
USS Rock (SS274) – 45-46 Q – 46, Decommissioning Crew
USS Hoe (SS258) – 46-46 Decommissioning Crew

John Greenville, STCM(SS) – HC - 21 November 2017
USS Sea Poacher (SS406) – 56-57 – Q
USS Chopper (SS342) – 57-60

James P. "Smokey" O'Connor, ENC(SS) – HC – 27 January 2018
USS Mingo (SS261) – 51-53 - Q
USS Bream (SSK243) – 53-54
USS Menhaden (SS377) – 57-65
USS Razorback (SS394) – 67-70, Decommissioning Crew
USS Salmon (SS573) – 70-74

Victor Radwick TM2(SS) – HC - 31 January 2018
USS Guavina (SS362) – 42-45 - Q
USS Skipjack (SS184) – 42-42

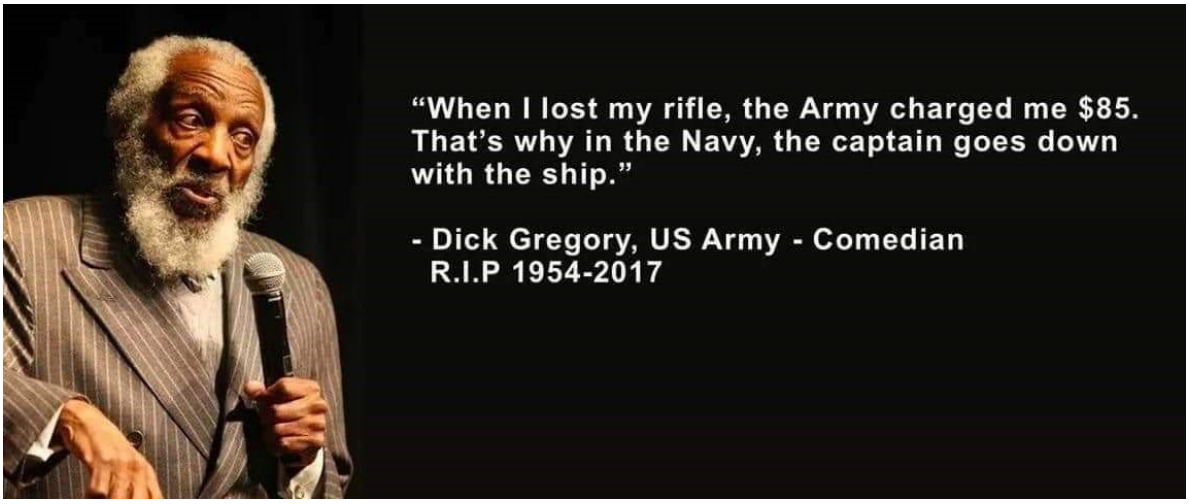
Leonard Stefanelli QM3(SS) – HC - 06 April 2018
USS Queenfish (SS393) – 53-53
USS Catfish (SS339) – 54-55 Q

Mark May EM1(SS) – 06 August 2018
USS Guitarro (SSN665) – 76-80 Q

Roger Dick, EN2(SS) – 26 October 2018
USS Hardhead (SS365) – 60-63 Q

Robert Christenson, CAPT – 17 June 2019
USS Sea Owl (SS405) – 59-61 Q
USS Charr (SS328) – 66-67
USS Baya (SS318) – 68-69

Daniel J. Castro, SK1(SS) - HC – 18 November 2020
USS Bugara (SS331) – 57-69 Q



Next meeting date & location

1300 hrs, Saturday, July 10, 2021

American Legion Post #136
417 Orchard Street
Arroyo Grande, CA 93420

SLO SUBVETS *SCUTTLEBUTT*
is published monthly.

Contributions and comments to *YOUR* newsletter are most welcome and may be submitted by sending an email to me at the address below.

Cathy Wathen
slosubvets@gmail.com