

UNITED STATES SUBMARINE VETERANS INC.  
**NAUTILUS BASE**

Ocala, FL

*"The Ships Bell"*

January  
2012

<http://www.nautilusbase.us>

**United States Submarine Veterans 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."



**Lost Boat  
USS S36 SS-141**

Displacement 854 tons (surf.), 1062 tons (subm.); length 219.2'; beam 21.7'; test depth 200 ft.; speed 13k (surf.), 9k (subm.); armament 1-4/50", 4-21" torpedo tubes fwd.; complement 4 officers - 34 enlisted men; class "S"

Keel laid by the United Iron Works, San Francisco, CA 10DEC18; Launched: 3JUN19; Sponsored by Miss Helen M. Russell; Commissioned: 4APR23 with Lt. Leon O. Alford in command; Scuttled 21JAN42 after running aground in Makassar Strait, Indonesia.

Following trials, USS S-36 (SS-141) operated along the west coast with interruptions for exercises in Alaskan waters in June 1923 and for fleet maneuvers in the Caribbean during the winter of 1924, until the following summer. Then assigned to the Asiatic Fleet, she moved west in mid-September and arrived at the Submarine Base, Cavite, P.I., on 4 November.

For the next sixteen years, she remained in the western Pacific, conducting exercises and patrols and undergoing overhauls in the Philippines during the winter and operating off the China coast, out of Tsingtao, during the summer months. With the increase of hostilities on the mainland, however, summer deployments were shortened and individual patrols were extended throughout the Philippines, into the South China Sea, and, in 1938, to the Netherlands East Indies.

From April to June 1940, the S-boat conducted her last China deployment and for the next year and a half remained in Philippine waters. By December 1941, the fleet had been alerted to the possibility of a Japanese attack. On the 2nd, S-36's scheduled

cont'd on page 2

**Lost Boats for the Month**

**January**

|                     |             |
|---------------------|-------------|
| USS Scorpion SS278  | 6 Jan. '44  |
| USS Argonaut SS166  | 10 Jan. '43 |
| USS Swordfish SS193 | 12 Jan. '45 |
| USS S-36 SS141      | 20 Jan. '42 |
| USS S-26 SS131      | 24 Jan. '42 |



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**Happy Birthday!**  
 January  
**James Harvey 1st**  
**Don Krust 11th**  
**Bill Wood 25th**  
**Dale Danielson 28th**

**INSIDE THIS ISSUE**

|                      |          |
|----------------------|----------|
| Asian Subs Increase  | Page 3   |
| Happy Birthday       | Page 1   |
| Historic Sub & Photo | Page 5,6 |
| Lost Boat            | Page 1   |
| Meeting Summary      | Page 4   |
| Treasurer's Report   | Page 4   |

**Coming Events**

**Feb. 10 - 12, daily** - Markets of Marion - Display Nautilus Float

**Feb. 18, 1100** - Sheriff's Substation on 27/301/441 north of Belleview.

**Mar. 17, 1100** - Sheriff's Substation on 27/301/441 north of Belleview.

## Lost Boat USS S36 - SS-109

overhaul was canceled and she was ordered north on patrol.

Water, stores, and torpedoes were taken on; and, at 0100 on the 3rd, she got underway. By late afternoon, she was off Cape Bolinao, where she passed several Yangtze Patrol gunboats working their way to Manila. At 1930, she entered Bolinao harbor, where she remained on continuous alert for the next week. On 8 December, she received the news that the Japanese had started hostilities.

A few hours later, S-36 began sighting enemy planes; and, that afternoon, she took up patrol duties between Cape Bolinao and San Fernando. On the 9th excessive air leaks developed, but she remained on patrol. On the 10th, the crew listened to radio traffic as the Japanese bombed Cavite. After the raid, the submarine's radio operator was unable to raise the station. On the 12th, S-36's electrical steering failed. She was still unable to contact Cavite. Exhaust valve leaks appeared on the 13th, and, on the 14th, she received an urgent message requesting her position. None of her previous messages had gotten through. Two days later, she was ordered back to Mariveles, if able.

She headed back, still unable to transmit and with worsening air and salt water leaks. Four days later she anchored off Mariveles. Before the end of the month, repairs had been made; stores had been replenished, and the S-boat had begun a final patrol in Philippine waters before heading south to join the Allied forces gathering in the East Indies.

Clearing Mariveles harbor on the 30th, she immediately commenced patrolling the Verde Island Passage. On 1 January, she reconnoitered the north and east coast of Batangas Bay, thence moved to the west and south of Verde Island. In mid-afternoon, she sighted a small transport moored to the seawall at Calapan, Mindoro; fired one torpedo; and sank the target.

For seven more days, she maintained her patrol in the Verde Island Passage. On the 8th, the port engine air compressor failed, and, because of battery water consumption and the distance and time to be involved in the transit to the East Indies, she began making her way south. On the 10th, the starboard engine air compressor became troublesome. On the 12th, she hunted in the Sulu Sea. On the 13th, her port main motor

The S36 on Mar. 29, 1923, just prior to commissioning, at Bethlehem Shipbuilding, Potrero Works, Calif.



went out of commission. On the 14th, she continued her hunting in the Sulu Sea. On the morning of the 15th, at the approximate intersection of the Sibutu-Makassar and Davao-Tarakan routes, diving was delayed by oil supply failures to the starboard engine, and she was sighted by a Japanese destroyer.

Without correcting the lubrication failure and with one engine out, S-36 submerged and prepared to fire within minutes. But the destroyer was the quicker. Before the submarine could fire, the enemy had dropped seven depth charges which exploded off both quarters of the S-boat.

Immediate damage included the loss of power control over the bow planes; gyro compass failure; blown fuses on the starboard lighting circuit, and broken lights in the motor room. By the time she reached 150 feet, her gyro compass was again working and she began turning slowly to starboard. The destroyer was kept astern.

S-36 ran at one-third speed, her depth control and trim poor. Soon her main motor bearing began smoking; oil was applied by hand squirt gun. At about 0630, almost an hour and a half after the initial contact, she lost depth control. Her trim pump stalled.

The No. 2 main ballast tank was blown and at 230 feet the boat began to rise. Previously taken steps were reversed; venting and flooding was begun. She stopped at 90 feet.

The destroyer continued to hunt. S-36 continued to fluctuate between 100 and 200 feet. Life jackets and escape lungs were issued. At 0700, control was reestablished; and, at 0705, she heard the last efforts of the destroyer to locate her. Still in critical condition of trim and propulsion, she cleared the area and about noontime began making repairs to her port main motor. By 2030, the motor was operating

"after a fashion." Within six hours, however, it was smoking. The battery charge was secured. At 0320, on the 16th, the starboard motor lubrication supply again failed.

With dawn, S-36 submerged. Two hours later, she sighted the Celebes coast. At noon, fire broke out in the main motor auxiliary circulating pump and was extinguished. After 1900, she surfaced; and, at 2308, she passed North Watcher Island. Surabaya. Both port and starboard shafts went out of commission during the day and one man collapsed from heat, but the main motor lube oil pumps were repaired. On the 18th, S-36 had her "*first day since January 8 with no major part of engineering plant out of commission.*" She continued through Makassar Strait.

At 0404 on the morning of 20 January, she ran hard aground on Taka Bakang Reef. For over 24 hours, the crew battled to save the submarine. But chlorine gas, generated by her flooded Forward Battery, and the hostile waves and currents of the sea combined against them. A plain language request for aid was sent out and, on the morning of the 21st, a Dutch launch, *Attla*, was dispatched from Makassar City. By noon, the launch had taken off most of the officers and men of S-36. At 1330, the fight and the submarine were abandoned. The last to leave left her rigged to flood.

The crew, transferred to *SS Siberote*, were taken to Makassar City, then to Surabaya, whence they were reassigned.

S-36 was awarded one battle star for her World War II service.

*Compiled from  
"Dictionary of American  
Naval Fighting Ships,"  
U.S. Navy Department;*

## US faces challenge as Asian submarine fleets swell, sending battle for control underwater

**Y**OKOSUKA, Japan — It's getting a bit more crowded under the sea in Asia, where Andrew Peterson commands one of the world's mightiest weapons: a \$2 billion nuclear submarine with unrivaled stealth and missiles that can devastate targets hundreds of miles (kilometers) away.

Super high-tech submarines like Cmdr. Peterson's USS Oklahoma City have long been the envy of navies all over the globe — and a key component of U.S. military strategy.

"We really have no peer," Peterson told The Associated Press during a recent port call in Japan.

But America's submarine dominance in the Pacific is facing its biggest challenge since the Cold War. Nearly every Asian country with a coastline is fortifying its submarine fleet amid territorial disputes stirred up by an increasingly assertive China and the promise of bountiful natural resources.

Submarines are difficult to find and hard to destroy. Even fairly crude submarine forces can attack surface ships or other targets with a great deal of stealth, making them perfect for countries with limited resources. The threat of such an attack is a powerful deterrent in Asia, where coastal defenses are vital.

"This is shaping up as an intense arms race," said Lyle Goldstein, an associate professor at the China Maritime Studies Institute of the U.S. Naval War College. "This arms race is not simply China versus the rest — though that explains much of it — because there are other rivalries here as well."

China is pouring money into enlarging and modernizing its fleet, and India is planning to get a nuclear-powered attack submarine — the INS Chakra — on a 10-year lease from Russia as early as this month.

Australia is debating its most-expensive defense project ever — a submarine upgrade that could cost more than 36 billion dollars.

Japan is adding another eight to its 16-boat fleet. South Korea is selling them to Indonesia. Malaysia, Pakistan, the Philippines, Vietnam, Thailand, Singapore, Taiwan and even Bangladesh either now have or are planning to acquire subs.

North Korea, which has a large fleet of mini subs, allegedly put them to deadly use in 2010 — killing 46 South Korean sailors in the worst clash since their war ended in 1953.

The trend has a momentum of its own — once one country gets submarines, its neighbors are under pressure to follow suit, lest they give up a strategic advantage. But the rush to build up submarine forces also underscores a growing awareness of the region's potential riches.

Roughly half of the goods transported between continents by ship go through the South China Sea, accounting for \$1.2 trillion in U.S. trade annually. The area has vast, largely untapped natural resources — including oil reserves of seven billion barrels and an estimated 900 trillion cubic feet of natural gas.

"The geostrategic significance of the South China Sea is difficult to overstate," said a report this month by the Center for a New American Security, a private think tank based in Washington DC. "To the extent that the world economy has a geographical center, it is in the South China Sea."

With the decline of Russia, the U.S. remains the top nation with a significant capability to operate submarines in the open seas — a crucial advantage if Washington wants to maintain its role in keeping key sea lanes and chokepoints like the Malacca Strait, which connects the Indian Ocean to the western Pacific, free for commercial trade.

The U.S. Navy's blue water superiority is likely to continue for the foreseeable future. Peterson, the Oklahoma City skipper, said the Navy's workhorse Los Angeles-class subs remain a cut above the rest. "The beauty is that they are still the state of the art."

But, closer to shore, China is challenging the status quo.

"China has put a major emphasis on submarines, with the result that the PLA Navy submarine force is now, along with the Chinese missile forces, one of the sharpest arrows in China's quiver of military capabilities," Goldstein said.

China now has more than 60 subs in its navy, including nine that are nuclear-powered, according to the Pentagon's annual overview last year.

Its mainstay boats are diesel-powered Song-class vessels, but it also is developing more advanced nuclear-powered attack and ballistic submarines, including the Jin class that would carry missiles with a range of 4,600 miles (7,400 kilometers). Nuclear-powered subs can operate longer submerged than their diesel counterparts.

China has a long way to go to match the U.S. Navy — the advanced Jin subs, for

example, would have to be well into the Japan Sea for the continental United States to be within their range — and Goldstein said that Beijing's threat has been overblown.

To keep its edge, however, the United States now has more submarines in the Pacific than in the Atlantic. With the military missions in Iraq and Afghanistan wrapping up, the Obama administration has also announced a "pivot to the Pacific" strategy that will likely further boost U.S. naval resources in the region.

Even so, China is just one player in an increasingly complicated game.

"Everybody's buying subs, but not for the same reasons," said Owen Cote, associate director of MIT's Security Studies Program.

The Pacific is dotted by scores of disputed islands, and who controls what part of the seas is a potentially explosive question. Japan has rival claims with China, South Korea and Russia. A half dozen countries claim rights to the remote Spratly Islands.

"Vietnam and the other states abutting the South China Sea want to have the option to contest a Chinese decision to resolve the various boundary issues that divide them by force," Cote said. "The Chinese have an interest in using submarines in preventing U.S. surface ships from intervening on behalf of one of these neighbors in such a conflict."

As regional navies get stronger, so does the potential for armed clashes.

"It poses the prospect of changing the balance of power across the Asia-Pacific — in fact it already has," said Hugh White, Australian National University's professor of strategic and defense studies. "This is a very maritime part of the world. Anyone with a submarine has a clear capability of disrupting commercial shipping."

White said the development of submarine forces by multiple Asian nations is already inhibiting the ability of China and the United States to project their naval power, and posing new issues for smaller navies caught in the middle.

"There are questions about whether the U.S. will continue to assume its security role," he said. "This is a big debate in Australia right now. Do we aim to be able to act independently of the U.S.? To what extent do we want to be able to operate against a major player like China, or more locally against Indonesia?"

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## Jan. Meeting Summary

21 Jan. 2012 Sheriff Substation Belview

### OPENING

Invocation by the Chaplain, Margaret Sexton.

Pledge of Allegiance, Base Cdr. Bill Woods.

Tolling of the Lost Boats for the Month, VCdr. Ken Nichols & Trea. Tony Baldwin. Dist. Cdr. Doc Sweaney, Bobby Dempsey and Larry Melander were visitors.

### GUEST SPEAKER / AWARDS

Undersheriff Dan Kuhn, Was our guest speaker and the Nautilus Base presented him a check for \$100.00 for the Sheriffs Fund in appreciation for our use of the Sheriffs Sub Station as our meeting place. Undersheriff Dan Kuhn was presented a custom turned green pen with a Police Logo pen clip, by Joe Hilchey.

### OFFICER & COMMITTEE REPORTS

CDR. Bill Wood invited all members to give a brief overview of their Naval career.

VCDR. Read the Submarine Creed, with a moment of silence for those on Eternal Patrol

SEC. the Sec. report was accepted as per The Ships Bell.

TREAS. The outgoing Tres. Tony Baldwin gave us his final report which was accepted.

COB. No comment.

Storekeeper.. No comment

Editor. Worked with past National CDR to post members photos on USSVI Site. If you'd like updated photo there contact Dan, or if you'd like a 'before' photo posted as well. Thanked members for wife's flowers & cards while she was hospitalized.

Chaplain. Opened the meeting with a prayer.

### OLD BUSINESS

Cdr. Bill Wood appointed Ken Cole and interested members to scout 2012 site for our Christmas Party.

Base Cdr. Bill Wood informed us that the 18 April annual picnic at Rainbow Springs is a conflict with the Annual SE. Region Combined Convention, which runs from 18 April to 22 of April 2012. Dan O'Dwyer will be checking to see if we can reschedule our picnic for a different date.

### NEW BUSINESS

District Commander Doc Sweaney conducted the installation of the Nautilus Base

## December 2011 Treasurer's Report

### OPERATING ACCOUNT

|                        |                   |
|------------------------|-------------------|
| PREVIOUS BALANCE       | \$2,583.77        |
| 50/50                  | \$54.00           |
| Booster                | \$10.00           |
| BASE DUES              | \$150.00          |
| NAT'L DUES             | \$0.00            |
| Misc.                  | \$77.50           |
| FUNDS EXPENDED         | (\$793.72)        |
| <b>BALANCE ON HAND</b> | <b>\$2,071.55</b> |

### SUNSHINE FUND

|                        |                |
|------------------------|----------------|
| PREVIOUS BALANCE       | \$86.84        |
| FUNDS RECEIVED         | \$0.00         |
| FUNDS EXPENDED         | \$0.00         |
| <b>BALANCE ON HAND</b> | <b>\$86.84</b> |

### INVESTMENT FUND

|                        |                   |
|------------------------|-------------------|
| PREVIOUS BALANCE       | \$2,117.97        |
| FUNDS RECEIVED         | \$1.31            |
| FUNDS EXPENDED         | \$0.00            |
| <b>BALANCE ON HAND</b> | <b>\$2,119.28</b> |

### HONOR GUARD FUND

|                        |                 |
|------------------------|-----------------|
| PREVIOUS BALANCE       | \$492.63        |
| FUNDS RECEIVED         | \$0.00          |
| FUNDS EXPENDED         | \$0.00          |
| <b>BALANCE ON HAND</b> | <b>\$492.63</b> |

### SUMMARY

|                        |                   |
|------------------------|-------------------|
| PREVIOUS BALANCE       | \$5,280.21        |
| FUNDS RECEIVED         | \$283.81          |
| FUNDS EXPENDED         | (\$793.72)        |
| <b>BALANCE ON HAND</b> | <b>\$4,770.30</b> |

**Respectfully submitted,  
Tony Baldwin, Treasurer**

Officers; Base Cdr. Bill Wood, VCdr. Ken Nichols, Tres. Neal Murray & Sec. Joe Hilchey.

### GOOD OF THE ORDER

Decided to retain Sonny's Catering for our Annual Picnic.

A portable sound system for the Nautilus float was discussed and will be looked into for our next meeting.

Tony Baldwin was presented a certificate of appreciation for all his services as Base Treasurer, he was also presented a custom wood turned pen with a Submarine Dolphin Clip from Joe Hilchey.

The Veterans Council thanked the Nautilus Base for the quarterly reading of the names of deceased Ocala Veterans. The Citizen Newspaper featured pictures of the ceremony at Veterans Memorial Park, 13 Jan., with the Nautilus Base providing the readers; Bill Wood, Tony Baldwin, Ken Cole, Ken Nichols, Joe Hilchey and Robert Kirk.

## 2012 Base Booster Fund

**M**ake a minimum \$5.00 donation for more and get your name listed here in each months issue of "The Ship's Bell!"

Booster donations go into the general fund to offset the costs of newsletter production, mailing and other base expenses.

**Ernest Dohrn**

**Joe Hilchey**

**Dan O'Dwyer**

**"Doc" Sweany**

The next quarterly reading will be on 14 April at Veterans Memorial Park.

Cdr. Bill Wood recommended that we notify the family of any members who has gone on Eternal Patrol, for the reading of his name at the next quarterly reading, that they might attend the ceremony.

The Rolling Thunder will be raising Colors at various places on 25 Jan. 2012 starting at Base Line Road at 09:00hr.

Wreaths Across America ceremony at Bushnell National Cemetery this past Dec. 2011; there were 5,900 wreaths set at various grave sites.

Golf Tournament to benefit the Francis Marion Military Academy, on 7 April 2012 at Stone Creek Golf Club 352-291-6600 for info.

There was a motion by Joe Hilchey to send a check of \$200.00 to the USS DRUM for upkeep and repairs in honor of Angelo Telesca, who has gone on Eternal Patrol and had served on the USS DRUM during WWII; passed.

Ken Cole recommended that we donate a small hammer for the bell ringer for the next quarterly ceremony, as he was using a screwdriver handle for a ringer this past ceremony.

Margaret Sexton said that the food and the caterer at the Christmas party were not that good and hoped that we might have some different arrangements this year.

Margaret also informed us that she has the USSVI get well and sympathy cards on hand. Also that Jim Schooley has a new pacemaker installed and is recovering and was at our meeting. Get well, Jim.

Soupy Campbell said that at Angelo Telesca's cemetery ceremony that with all the various veterans groups that wanted to speak, time ran out for the Nautilus Base to do a proper ceremony. Soupy said that we only have 30 minutes to perform our ceremony and make the flag presentation.

cont'd on page 5

The Nautilus Base Holland Club reinstalled Jim Schooley as a Holland Club member as he had lost his original certificate and had requested a new certificate.

The Base Cdr. Bill Wood informed us that the Base would not be paying for longevity pins and if you would like one he would be happy to order one for you.

Tony Baldwin informed the Base that Ed Talbot and George Parker would not be keeping up their Base membership and would be members at large.

On 11 February 2012 the Nautilus Float will be on display at the Orange Blossom Car Show on SR 441 and SR 42, from 08:00 until closing.

Ken Cole, informed us that Jesse Lee's wife, Mary has been sick and is recovering.

Bill Haskins wife Emily is in a nursing home and Don Krust's wife has been ill and recovering

**50/50 DRAWING**

Total collected \$123.00; first drawing \$40.00 Dan Connors, second drawing \$20.00 Doc. Sweany, Dist. CDR, (gave to Nautilus base) Thanks Doc; Base received \$63.00.

**CLOSING**

Parting Prayer by the Chaplain Margaret Sexton.

Motion to close the meeting; Cdr closed the meeting at 13:00.

There were 35 members and ladies present.

The next meeting will be at 11:00 hr at the Sheriffs SubStation on 18 February 2012, SR 41-301-27 Belleview, FL.

**Respectfully submitted,  
Joe Hilchey, Secretary**

*edited by Dan O'Dwyer*



**On Eternal Patrol**

**Angelo C. Telesca**

Angelo C. Telesca, 88, of Dunnellon, FL, was taken in the Hands of Our Lord on December 21, 2011. Angelo was born in Port Chester, NY on August 10, 1923. He was the son of the late Susan and John Telesca of Port Chester, NY. Angelo married the love of his life Rose (Iannuzzi) Telesca on May 11, 1946. They had three children: Charles A. Telesca of Silver Springs, FL, Maryann S. Bova of Danbury, CT, and Patricia Magaletti of Moore, SC. He was the proud grandfather of his four grandchildren: Nicole, Charlie III, Justin, and David. Angelo moved to Brewster, NY and in his previous years, he worked at Willow Motors in Port Chester, NY for 27 years. He then did volunteer services with the Brewster Fire Dept. as a Fire Police and in Rye, NY as Reserve Police. Angelo loved his country.

During 1941-1945, he was a proud United States Navy Submariner. He qualified in submarines on the USS Drum (SS-228) in 1943 and was a GM2(SS) when he left the Navy.

He later was involved in many clubs: VFW, DAV, Sub Vets, Sturgeon Club, American Legion Post #58 Dunnellon, USSVI Nautilus, Base and in his younger years, he was one of the first Eagle Scouts. Now reunited in Heaven with his loving wife, who predeceased him in Feb. 2011.



**A Brief History of the  
USS Grayback**

Construction of the USS Grayback (SS - 574) was authorized in 1953. The keel was laid 1 July 1954 Mare Island Naval Shipyard, Vallejo, California and launched 2 July 1954 (Sponsored by Mrs. John J. Moore, widow of the last CO of the first Grayback) and commissioned 7 March 1958.

The Grayback was initially designated as attack diesel submarine but conversion to guided missile submarine (SSG - 574) capable of firing the Regulus II sea to surface missiles began in 1958.

The Grayback successfully launched it's first Regulus missile in September 1958.

On 9 February 1959 Grayback departed Mare Island, CA for her permanent home base and arrived in Pearl Harbor, HI on 7 March 1959.

The Regulus missile program ended in 1964 and the USS Grayback was withdrawn from active service.

A second conversion was authorized in 1967 and the conversion began at the Mare Island Naval Shipyard November 1967.

The conversion was originally estimated at \$15.2 million but actually was \$30 million. She was re-classified from a SSG to LPSS 30 August 1968 (never officially designated APSS).

During conversion her sail was extended 10 feet, auxiliary tanks #3 and #4 were added to the forward position of the engine room, the missile chambers were converted to carry 67 embarked troops and SEAL swimmer delivery vehicles (SDV), also a diver's decompression chamber was constructed in the starboard hanger.

By adding the auxiliary tanks to the engine room her length was extended 12 feet to an overall length of 334 feet.

The Grayback was decommissioned for the second time on 15 January 1984 at Subic Bay Naval Station in the Republic of the Philippines.

After decommissioning, the USS Grayback was given the honor to make it's last and final dive in the South China Sea on 13 April 1986 where the USS Grayback remains today on eternal patrol.

*Compiled from  
"Dictionary of American  
Naval Fighting Ships,"  
and  
"UNITED STATES NAVAL  
SUBMARINE FORCE INFORMATION  
BOOK"  
-- J. Christley*



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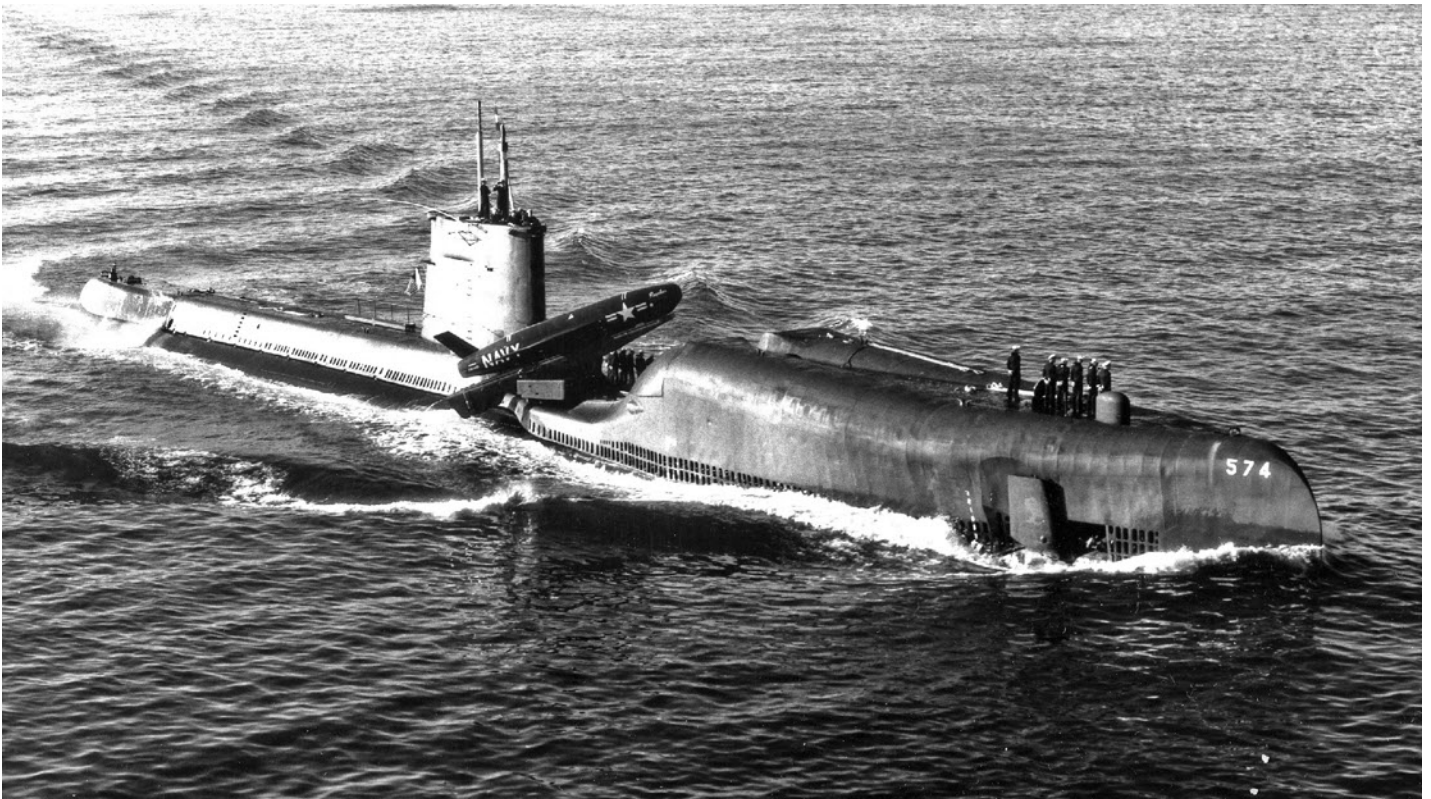
## Next Meeting

February 18th 2012

At - 1100

Business Meeting,  
Sheriff Substation

N. of Belleview on 27/301/441



USS Grayback SSG-574 started construction as an attack submarine but the decision to have her launching Regulus missiles led to the addition of two large missile bays on the forward bow. After the Regulus era, she was converted to a transport, capable of carrying 67 men, SEAL SDVs and a decompression tank. She ended life as a target boat off the Philippines in 1986.