Hawgfish Scuttlebutt

Razorback Base
United States Submarine Veterans

September, 2023

Two Swedish Fishermen Found A Russian Submarine And Started A National Crisis

Story by Sebastien Roblin

K-322 Cachalot, Akula class submarine underway. A port quarter aerial view of the Russian Northern Fleet AKULA class nuclear-powered attack submarine underway on the surface. Image: Creative Commons.© Provided by 1945

KEY POINT: The episode precipitated a decade of intensified submarine hunts by the Swedish Navy. However, despite deploying numerous torpedoes, depth charges and mines at numerous dozens of contacts, no Soviet submarines were apparently destroyed.

On the morning of October 28, 1981, two Swedish fishermen were hauling their catch back to Karlskrona when they noticed a mysterious oil slick. One Bertil Sturkmen later returned to the area to investigate, and at 10 a.m. came across a startling sight: a seventy-six-meter long submarine wedged on its starboard side against the sharp rocks of Torumskär island. An officer was standing on the submarine's conning tower, staring at him through binoculars—and holding a machine gun.

Sturkmen sailed back to Karlskrona and notified the nearby Swedish naval base, which harbored two of Sweden's three coastal defense flotillas. Karlskrona was well protected from attack due to its position in a shallow bay shielded by a belt of rocky islands which demanded careful circumnavigation. Somehow, the submarine had wended it way through this daunting aquatic obstacle course to a point only six miles away from the base.

The patrol boat Smyge reached the grounded vessel by 11 a.m., and Comm. Karl Andersson managed to converse with a crew members in German—who informed him that the submarine had strayed off course due to a faulty navigation system.

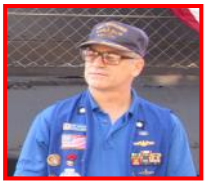
The boat in question was S-363, a Soviet Whiskey-class coastal patrol submarine—thus giving the incident its moniker "the Whiskey on the Rocks." (At the time, the submarine was widely misidentified as U-137.) The short-range diesel- electric submarine had a crew of 56 and had been designed in the 1940s with snorkel and battery technology derived from the Nazi Type XXI "electric boat." The Soviet Union built more than two hundred of submarines.

(Continued on Page 5)

Table of Contents

To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds, and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution.

Commander's Corner



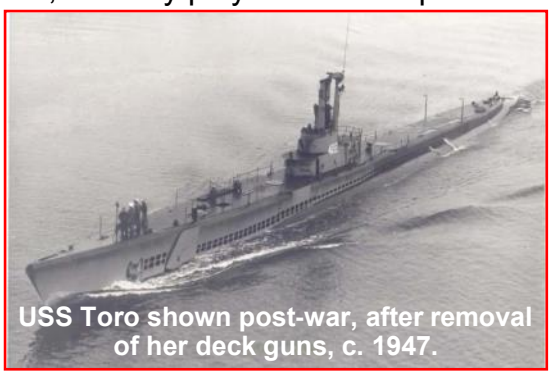
Potluck and Meeting
Saturday, September 23, 2023 at 1:00 pm
at AIMM

Finally a break from the heat. That was what we needed and waited for to work on the sail (parade float). We are scheduled to work on it Saturday, September 23rd. I think we should plan to start at 9 am and we can follow up with lunch (potluck) and meeting at 1 on the barge. Just think we could get more done while cool and then go back after meeting if we have more to do. I hope to see many of you there with your tools and skills. I will bring the studs with me. I think Billy has some extra screws and someone said we had some paint? Even if unable to work on the sail, come for the potluck and meeting! See you soon!

Alan Malone, Base Commander

Why the Navy needed the Smithsonian's help in naming WWII submarines
Team Mighty—August 15, 2023

Before World War II, submarines didn't play a pivotal role in American warfare. Granted, for most of the country's military history, submarines didn't exist, but they played a crucial part for other belligerent nations during World War I, a part that didn't go unnoticed by the U.S. Navy. So when World War II came around, the Navy was ready to embrace this new tactic – and they did, with a lot of success.

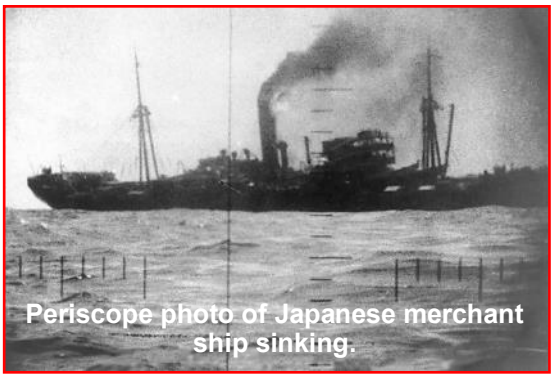


USS Toro shown post-war, after removal of her deck guns, c. 1947.

American submarines destroyed 55% of Japan's merchant marine shipping, and some 686 Japanese warships. In the Pacific Theater, submarines did the heavy sinking for the Navy, and were responsible for more than half of Japanese maritime losses. Although just 2% of the U.S. Navy, they sank 30% of the Japanese fleet.

To make those astonishing numbers, however, the U.S. Navy needed to build those subs at the beginning of the war. Starting in 1940, the Navy built more than 200 submarines in three classes, the Gato-class, Balao-class and Tench-class. Just as importantly, they needed names for these submarines.

While naming a sub may not sound like an important task to us non-seafaring folk, it's a pretty big deal to sailors. Whereas every other aspect of shipbuilding is done with scientific exactitude, naming a ship comes down to beliefs, traditions, and superstitions – and it needs to be done before the ship is christened and put in the water. A ship's name can have a huge impact on morale and success in its mission.



Periscope photo of Japanese merchant ship sinking.

With a mission as big as crippling the naval activities of the Japanese Empire, you can start to see why naming these hundreds of submarines suddenly becomes important. The U.S. Navy actually has regulations on how ships are named today, but in 1900, when subs were first introduced to the Navy, there weren't any.

(Continued on Page 10.)

Activities for 2023

(Details for each as available.)
(Check website at https://www.razorbackbase.com/about-1)
(Or, check with Base officer listed on page 10.)

Potluck and Meeting
Saturday, September 23, 2023 at 1:00 pm
at AIMM

Oct 27 - Navy birthday ball (looking at attending Reservist Ball)

Nov 11- Veterans Day

Dec 9 - Christmas Party

Remember this? See page 4 For details.

LOST BOATS

(Control C on boat name to see Wikipedia information.)

Ship Name	Hull #	Month	Year
Grayling	SS-209	9	43
Cisco	SS-290	9	43
S-44	SS-155	10	43
Pompano	SS-181	10	43
Wahoo	SS-238	10	43
Dorado	SS-248	10	43
Seawolf	SS-197	10	44
Darter	SS-227	10	44
Escolar	SS-294	10	44
Tang	SS-306	10	44
Shark	SS-314	10	44

Not quite spiffed up for first Memorial Day in 2005..

(See stern picture on page 3.)

Name	Exp.
John C. Barr	14-Sep-24
Pete Jilek	17-Nov-23
John Archer	13-Jan-24
In Honor of Bradley Jae Christians (SS)	8-Apr-24
Tom Salisbury	10-Apr-24

Booster Club

Funds from the *Booster Club* will be used for restoration of the *USS Razorback* and other special projects appropriate to the mission of *USSVI*. Your donation will be recognized for 1 year in the newsletter. The number beside your name is the month and year until you will be listed.
Send donations to Razorback Base – USSVI, 9 Broadview Dr., Little Rock, AR 72207-5113
(Memo – Booster Club).

Published by the *USS Razorback Base, United States Submarine Veterans*.

Editor, John C. Barr
501-993-3953
jcbarr346@att.net

Eternal Patrol

Edward John Alves

Known by most as "Ed," died in Placerville, CA on Tuesday, August 8, 2023 at 83 years old. He was born in Redding, Calif. in 1940 as the only child of Irene L. Mello and Frank L. Alves. He was a 1958 graduate of San Juan High School in Citrus Heights, Calif. Edward enlisted in the US Navy in October of 1958 and served for four years until 1962. During his tenure in the Navy he worked on the U.S.S. Stoddard (DD566) in the Western Pacific, the U.S.S. Corporal (SS346) in Northern Europe and the Mediterranean, and the U.S.S. Razorback (SS394) along the Pacific coast.

Ed was always welding something on his many visits for "work week" at the *Razorback*.

Sailor, Rest Your Oar.

(Continued from Page 1.) - **Two Swedish Fishermen Found A Russian Submarine**

Sweden's long Baltic coastline faced Leningrad and Soviet bases in the Baltic states and Poland. Though international law states that a country's territorial waters extend twelve nautical miles (fourteen miles) away from its mainland and island possessions, Soviet submarines had been detected intruding into Swedish waters on numerous occasions during the 1960s and 1970s. Swedish vessels had opened fire on them several times without apparent effect.

Sweden was theoretically neutral during the Cold War, but Stockholm's perceived closeness to the West apparently motivated Soviet intelligence-gathering activities. The Swedes returned the favor by shadowing Soviet ships and aircraft with their own jets and submarines, occasionally leading to tense situations: for example, in 1985 a standoff between Swedish Viggen and Soviet Su-15 interceptors resulted in a deadly crash.

In fact, the evening before, on October 27, the Swedish submarine Neptune and two helicopters had been testing a new type of torpedo which may have been of considerable interest to the Soviets. It was around that time that S-363 ran aground. Her crew gunned her diesel engines trying to escape—producing a din which was heard ashore.

As news of S-363's grounding spread, journalists and boats surrounded the submarine. Stockholm demanded the right to interrogate her captain, Anatolij Gustjtjin. Moscow claimed S-363 had entered Swedish waters seeking aid, though of course S-363 had not issued a distress signal.

Swedish radars then detected a task force of a dozen Soviet ships approaching S-363. Led by Admiral A. Kalinin, the fleet included the missile destroyer Obraztsovy, and older gun-armed destroyer, two anti-ship missile boats, a frigate and a tug.

While the submarine Neptune did its best to slow down the approaching fleet, the icebreaker Thule was moved into position to block access to S-363. As the Soviet task force continued to approach, radar-guided coastal guns activated their targeting radars, which were designed to hop multiple frequencies to evade counter-battery fire. This finally prompted the Soviet warships to halt. A lone tug continued approaching, however, until Swedish torpedo boats barred it progress.

Meanwhile, Swedish ships conducted gamma-ray spectroscopic analyses of S-363 and detected trace amounts of what appeared to be Uranium 238—suggesting that a nuclear weapon was on. Back in the 1950s, the Soviet Union had develop several nuclear torpedoes, including smaller types designed to knock out multiple enemy vessels, as well as a larger type for nuking naval bases and coastal cities—a concept which has recently seen a renaissance. Indeed, the Whiskey-class S-144 had tested a T-5 anti-ship nuclear torpedo with a five-kiloton warhead in 1957.

After days of protracted negotiations, Captain Gustjtjin, accompanied by political officer Vassily Besedin, submitted himself to a six-hour interrogation aboard the torpedo boat Vastervik on November 2. He insisted that S-363 had experienced a breakdown of its four different navigational systems and drifted a hundred miles off course from the coast of Poland. However, given that entering that far into Karlskrona Bay required numerous precise maneuvers, his Swedish interlocutor noted such a mistake was "worthy of the Guinness Book of World Records."

Meanwhile a storm broke out, obscuring Swedish radars. When it cleared, two vessels were detected approaching Swedish waters. Assuming a renewed Soviet incursion, Prime Minister Falldin had naval strike planes scrambled and coastal guns put on standby to open fire in defense of territorial waters. But after twenty minutes, it was discovered that the contacts were German merchant ships.

Finally, after a ten-day standoff, Moscow permitted the Swedes to extricate the grounded submarine. Swedish tugs put the Soviet sub back to water and handed her off to Admiral Kalinin's task force. S-363 returned to port November 7.

Political officer Besedin later told a Swedish journalist: "Our officers were ordered to blow up the submarine together with its crew if the Swedish military forces tried to take possession of the boat. These orders would have been completed.

"Onboard, in the torpedo tubes, there were torpedoes with nuclear warheads. The effect of detonating such nuclear warhead is about the same as the impact of the bomb released over Hiroshima . It is terrible to think of all the destruction and the long-term consequences it would have had for Sweden as a whole."

Karl Andersson has questioned Besedin's account, however, arguing that the submarine would have been scuttled by destroying the propeller shaft and valves, not detonating onboard nuclear warheads.

Besedin also insisted that a navigational error had occurred due to damage from an earlier collision, forcing S-363's crew to rely on less accurate methods. Another theory is that the submarine was testing a new, unreliable inertial navigation system.

Whiskey-class Submarine. Image Credit: Creative Commons.© Provided by 1945

The episode precipitated a decade of intensified submarine hunts by the Swedish Navy. However, despite deploying numerous torpedoes, depth charges and mines at numerous dozens of contacts, no Soviet submarines were apparently destroyed. Stockholm also began working on upgrading the stealth and endurance of its coastal defense submarines by developing advanced Air-Independent Propulsion technology.

(Continued on Page 6.)

(Continued from Page 5.) - **Two Swedish Fishermen Found A Russian Submarine**

The submarine hunt aroused domestic controversy. Swedish right-wingers saw the U-137 incident as evidence of the Soviet Union's ill-intentions and the need to build up military deterrence. Some left-wing Swedes implied the Swedish Navy was jumping at shadows, and suggested the submarine sightings were actually NATO submarines provoking the Swedes against the Soviets.

The submarine infiltrations appeared to cease with the end of the Cold War—but not for good. As relations between Russia and the West sharply deteriorated in 2014 over Moscow's seizure of the Crimean Peninsula from Ukraine, the Swedish Navy spent a week attempting to track a mini-submarine which reportedly sighted multiple times in Swedish waters.

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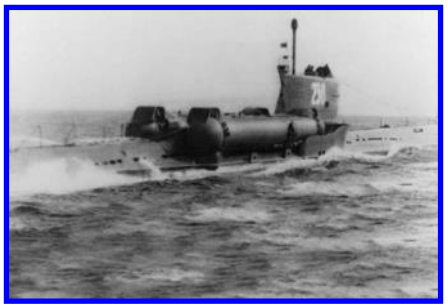


AKULA class nuclear-powered attack submarine underway on the surface.

Sébastien Roblin holds a Master's Degree in Conflict Resolution from Georgetown University and served as a university instructor for the Peace Corps in China. He has also worked in education, editing, and refugee resettlement in France and the United States.

https://www.19fortyfive.com/2023/09/two-swedish-fishermen-found-a-russian-submarine-and-started-a-national-crisis/

Barr' s Opinion / Editorial Comments / Blah Blah Blah / Scuttlebutt

ABOUT GROWING OLDER … (Will Rogers)

First ~ Eventually you will reach a point when you stop lying about your age and start bragging about it.

Second ~ The older we get, the fewer things seem worth waiting in line for.

Third ~ Some people try to turn back their odometers. Not me. I want people to know 'why' I look this way. I've traveled a long way, and some of the roads weren't paved.

Fourth ~ When you are dissatisfied and would like to go back to your youth, think of algebra …

Fifth ~ You know you are getting old when everything either dries up or leaks.

Sixth ~ I don't know how I got over the hill without getting to the top.
Barr's corollary from a few years ago —I may not be over the hill yet, but from where I am at I have a damn fine view.

Seventh ~ One of the many things no one tells you about ageing is that it's such a nice change from being young.

Eighth ~ One must wait until evening to see how splendid the day has been.

Ninth ~ Being young is beautiful, but being old is comfortable and relaxed.

Tenth ~ Long ago when men cursed and beat the ground with sticks, it was called witchcraft. Today it's called golf.

And, finally ~ If you don't learn to laugh at trouble, you won't have anything to laugh at when you're old.

Contributed by Al Sabitino (No surprise!)

BIRTHDAYS	September
Lorrie Jilek	2
Jerome J. Stanek	5
Leslie Nichols	5
Joseph R. Mathis	9
June R. Eubanks	10
Jud Rouch	15
Thomas P. Howard	21
Richard A. McCammon	28
Frank E. Likert, Sr.	30
Myna Kylene Miller	30

BIRTHDAYS	October
James W. Barnes	1
Scott Pursley	2
Eddie A. Force	6
Pete Jilek	7
Dexter D. Bates	13
Donald L. Booker	15
Mark Taylor	18
David E. Dinwiddie	25
Johnnie Baker	25

Marilyn Lovell, Astronaut's Wife in the Spotlight, Is Dead at 93

Her husband, Jim Lovell, was the captain of the ill-fated Apollo 13 mission in 1970. Her husband, Jim Lovell, was once the nation's most experienced astronaut. I met Lovell 6 months after Apollo 13 and got this Autograph.

TREASURER'S REPORT - August 2023	
TOTAL BASE FUNDS BEGINNING BALANCE	**$13,998.68**
General Fund Beginning Balance	$4,287.16
Credits Transfer from Maintenance Fund	$1,952.66
Debits Check 1506 Freddie Rood Heating & Cooling (8/7/2023)	$3,285.00
General Fund Ending Balance	$2,954.82
Designated Funds	
Maintenance Fund starting Balance	$1,952.66
HVAC upgrades on Submarine	-$1,952.66
Maintenance Fund Ending Balance	$0.00
Charity Fund Bal.	$372.00
Snook Mem. Fund Bal.	$1,386.86
Designated Fund Balance	$1,758.86
Checking Balance (General + Designated Funds)	$4,713.68
Other Funds	
Savings - Cash Balance	$0.00
Certificate of Deposit, initial balance *	$6,000.00
Interest on CD	$70.58
Cash on Hand	$0.00
TOTAL BASE FUNDS ENDING BALANCE	**$10,784.26**
Submitted: 7 September 2023	
Pete Jilek, Base Treasurer	
Notes for next month:	
* Note: interest is paid quarterly. Will add in as it is earned.	

Early Submarines

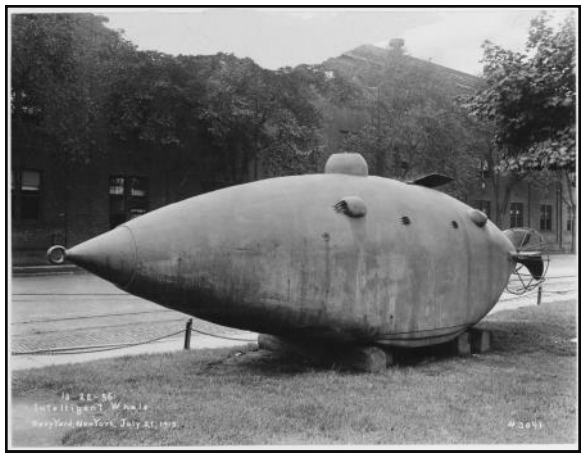
Although the USS Holland was the first commissioned submarine in the US Navy, she was the fourth submarine to be owned by the Navy. The first submarines were the Propeller (known as Alligator), the Intelligent Whale and the Plunger, an experimental submarine built in 1895. Below are their stories.

The *Alligator* (originally named the *Propeller*, a spring 1862 newspaper report called the vessel Alligator due its green color, a name which stuck) is the first known U.S. Navy submarine (1861), and was active during the American Civil War (the first American submarine, the *Turtle* operating during the Revolutionary War, was operated by the Continental Army, not the Navy).

The Alligator was 47 feet long 5 feet 6 inches in height. It was constructed out of iron with several piercings for small circular plates of glass. Her complement was a maximum of 18 men. For propulsion, the Alligator was originally equipped with 16 hand-powered paddles protruding from the sides which were soon replaced by a hand cranked propeller. Her top speed approached four knots. Air was supplied from the surface by two tubes connected to an air pump located inside the submarine. She had a forward airlock, and was the first operational submarine with the capability for a diver to leave and return while both remained submerged.

After launching, she was placed under the command of a civilian. On 13 June 1862 the Navy formally accepted the boat.

In 1863, Rear Admiral Samuel Francis du Pont decided the Alligator might be useful in carrying out his plans to take Charleston, South Carolina. The USS Sumpter was ordered to tow the submarine to Port Royal, South Carolina. The pair got underway on 31 March. The next day they encountered bad weather and on 2 April the USS Sumpter was forced to cut Alligator adrift off Cape Hatteras. It is not known if she either immediately sank or drifted for a while before sinking, but either way this ended the career of the United States Navy's first submarine. As of today, her final resting place has not been located.



The *Intelligent Whale* was an experimental hand-cranked submarine completed and launched in 1866, and sold on 29 October 1869 to the United States Navy Department, with most of the price to be paid after successful trials. In September 1872 the first trial was unsuccessful and the Navy Department abandoned the project.

Intelligent Whale submerged by filling water compartments and surfaces by expelling the water by pumps and compressed air. She could stay submerged for up to ten hours under ideal conditions. A crew of six were needed for operations, but she could hold a crew of 13. In the only known trial, the boat was submerged 16 feet of water and a diver exited through a hole in the bottom, placed a charge under a scow, and reentered the submarine. The charge was exploded by a lanyard sinking the scow. However, the trials were deemed unsuccessful for reasons unknown.

The Intelligent Whale is currently on display at the National Guard Militia Museum of New Jersey in Sea Girt, New Jersey.

The *Plunger* was an experimental submarine built for the United States Navy. She was ordered in 1895 and launched in 1897, but was never commissioned for active service. The original design called for a submarine powered by a steam engine, but the builder/designer

(Continued on Page 10)

This Famous Actor's Secret WWII Program Became a Precursor to the Navy SEALs

Military.com | By Stephen Ruiz

Douglas Fairbanks Jr. is shown as a lieutenant, junior grade, in the U.S. Navy at the American Embassy in London, April 20, 1942. (AP

During the early portion of actor Douglas Fairbanks Jr.'s military service during World War II, he yearned to do more. British Adm. Lord Louis Mountbatten, a longtime family friend, gave him that opportunity. As leader of Combined Operations overseeing Britain's commando warfare, Mountbatten headed an officer exchange program where they learned about explosives, deceptive tactics and the art of misdirection. Originally commissioned a lieutenant junior grade in the U.S. Naval Reserve, Fairbanks was invited to participate and became enthralled. After returning stateside, Fairbanks pitched the idea of a similar program for the U.S. military. The suggestion was endorsed by Adm. H. Kent Hewitt and the powers-that-be in Washington, leading to a letter seeking 180 officers and 300 enlisted men for a new program being posted at naval bases and on select U.S. university campuses in 1943.

"The Navy is requesting volunteers for prolonged, hazardous, distant duty for a secret project," the announcement said.

While Fairbanks appeared in about 100 movies -- including "The Prisoner of Zenda," "Gunga Din" and "The Corsican Brothers" -- his role in creating the Beach Jumpers was likely the most impactful he ever had. Considered a precursor of the Navy SEALs, the Beach Jumpers used tactical cover and deceptive practices in military operations. They would make it appear an amphibious landing was occurring in one location, when the actual target site was elsewhere. In the process, the enemy's attention and resources were diverted, costing it precious time and leading to confusion.

To do this, the Beach Jumpers employed tools to aid their deception, including:

- Smoke generators
- Roman candles that could be tossed in the water to mimic gun flashes
- Radar-jamming equipment
- 25-foot-long balloons covered with metal to stymie radar operators
- Time-delay explosives

BJs also broadcast recorded noises that simulated an invasion.

"I created the [invasion sound] effects by recording boat engines, bos'n [boatswain] whistles, tank engines from a nearby Army training site, [and even] anchor chain sounds by pulling a chain over the edge of an old bucket," Navy radioman Bob Rainie said.

Beach Jumpers, who trained at Ocracoke Island in North Carolina, were assigned air-sea rescue (ASR) boats that could carry an officer and six sailors. They weren't big enough, though, to transport much ammunition, making the need for deception all the more vital.

Because his rank was not high enough, Fairbanks could not command the Beach Jumpers. Instead, he was made a special operations officer and put in charge of coordinating all plans with the British.

The Beach Jumpers were first deployed during Operation Husky, the Allied invasion of Sicily that began in July 1943. Beach Jumper Unit-1 (BJU-1) was tasked with creating a diversion off Cape San Marco -- 100 miles west of the scheduled landing area. Although the mission was delayed by a day because of treacherous seas, it was successful and was credited with distracting an entire German reserve division.

A year later, three BJ units were awarded the Presidential Unit Citation for their involvement in Operation Dragoon, the invasion of southern France. Their mission was to make it appear that landings could occur anywhere from Marseille, France, to Genoa, Italy -- roughly 250 miles. Seventy officers and 400 sailors were assigned to a 40-ship task force that was split equally into two diversionary groups.

Operation Dragoon, often referred to as the second D-Day, began on Aug. 15, 1944.

"The day before the Dragoon invasion, Fairbanks, stationed on board British gunboat Aphis, led diversions against eastern coast targets between Genoa and Cannes," according to a 2018 article in World War II magazine. "Four of his PT boats simultaneously landed Free-French commandos at Deux Frères, a coastal promontory near Cannes. At 2 a.m., with the commandos ashore, Fairbanks's flotilla swung west to join the other diversion team.

Although the Allies disagreed about Operation Dragoon -- British Prime Minister Winston Churchill was against it -- the four-week mission liberated most of the region, opened key ports and dealt heavy losses to German troops.

(Continued on Page 10.)

(Continued from Page 9.) - **This Famous Actor's Secret**

Eleven Beach Jumper units were deployed globally during World War II. Shortly after the war, all BJUs were deactivated, although they were later involved during the Korean and Vietnam wars, as well as the Cuban missile crisis and Cold War. The public was not made aware of the Beach Jumpers' existence until John Barry Dwyer's 1992 book, "Seaborne Deception: The History of U.S. Navy Beach Jumpers."

None of the Beach Jumpers who were involved in World War II are alive today, according to the U.S. Navy Beach Jumpers Association.

Fairbanks, who returned to the Naval Reserve after WWII and retired as a captain in 1954, became a highly decorated service member and was known as the "Father of the Beach Jumpers." While Fairbanks lived an eclectic life before dying in 2000 at age 90, he held a special fondness for his time in the military.

"I'd put it very high up, very high up indeed," Fairbanks told the U.S. Naval Institute in 1993.

(Continued from Page 2.) - **Two Swedish Fishermen Found A Russian Submarine**

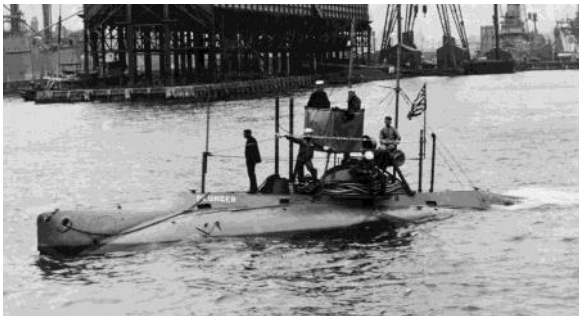
The first naming convention for submarines was that they should be named after "fish and land creatures that sting." Between 1931 and 1947, that reg was changed to "fish and denizens of the deep." This was fine at first, because there are plenty of fish in the sea. As more and more submarines came to be built, however, the Navy began running out of fish names.

After running out of fish names, they started using the generic names of fish. Then they started using their Spanish names. Then they began using Polynesian names. All that was left were the Latin names ichthyologists have long used to name creatures, but the problem with that is, they are not easy or quick to say, difficult to pronounce, and even worse for the sailors who want to actually receive mail: hard to spell.

The Navy reached out to the Smithsonian Institution, which was then called the United States National Museum, for help. They needed more and better fish names and background information on those fish – they didn't want to use a name that was similar to another, or that could be easily made fun of.

The Smithsonian's Institute of Fishes began providing commanders with information and pictures of the fish after which their submarine was named. Submarine commanders would then hang the Smithsonian's letter, along with a provided picture of the fish aboard ship. Not only did this help the Navy name submarines, it gave

(Continued from Page 8.) - **Early Submarines**



(the Holland Torpedo Boat Company) concluded steam power was not suitable for submarine service, and the construction of Plunger was abandoned.

The Plunger was evaluated by the United States Navy from 1898 to 1900. She was a 149-ton steam-powered submarine featuring included three propellers, a crude periscope, and 2 torpedo tubes.

Plunger was constructed at the Columbia Iron Works in Baltimore, Maryland and launched on August 7, 1897. Her power plant proved impractical for a submarine and the boat was not accepted for service by the Navy. The Navy considered retrofitting the Plunger with new engines but ultimately decided against it. She remained unused and was scrapped in 1917.

Base Officers

Base Commander	**Alan Malone**	**501-206-7248**	**o5retired@yahoo.com**
Base Vice Commander	**Greg Schwerman**	**501-804-0386**	**gschwerman@suddenlink.net**
Base Treasurer / Storekeeper	**Pete Jilek**	**301-503-0483**	**pljilek@yahoo.com**
Chief of the Boat	**Joe Mathis**	**501-765-0166**	**rmc95ret05@gmail.com**
Chaplain	**Joe Manning**	**501-366-0331**	**joe.manning@att.net**
Yeoman & Activities	**Ray Wewers**	**479-967-5541**	**raywewers@gmail.com**
Holland Club Coordinator	**Jim Franks**	**501-915-0502**	**jimfranks@suddenlink.net**
Memorials & Ceremonies	**Sterling Claypoole**	**870-814-8405**	**sterlingclaypoole@gmail.com**
Membership	**Johnnie Baker**	**501-605-0594**	**johnnie@smarthomeintegration.net**
Base Newsletter	**John C. Barr**	**501-993-3953**	**jcbarr346@att.net**
Base Web Master	**Greg Zonner**	**501-307-5522**	**gzonner@aimmmuseum.org**