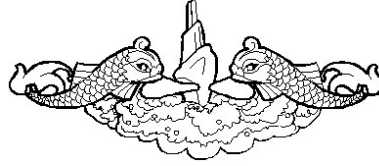


# BLOW NEGATIVE



Issue# 5



January 2025



Our Chapter meeting occur on the third Thursday of every month except December. Meetings begin at 1800hrs. at Minneola Town Hall, N. US 27.

## USSVI Creed

The purpose/creed of USSVI is 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 may be a constant source of motivation toward greater accomplishments, and to pledge loyalty and patriotism to the United States of America and its Constitution.

In addition to perpetuating the memory of departed shipmates, USSVI shall provide a way for all submariners to gather for their mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. The USSVI supports 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 third parties it comes in contact with the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today."

## UKRAINE SUCCESSFULLY ATTACKS RUSSIAN SUB

Ukraine shared new details on Tuesday about a precursor mission for its first underwater drone strike against a Russian submarine, showing how its forces laid the groundwork for its main attack.

The Security Service of Ukraine, or SBU, released a video on Tuesday saying that it had first struck an Il-38N reconnaissance aircraft, also known as a Sea Dragon, using an aerial drone carrying an airburst warhead.

The security agency published footage of a flying drone approaching a Sea Dragon on its runway, saying it was carrying an explosive warhead that disperses over 2,000 fragments toward its target.

"The detonation occurred directly above the compartment housing the main equipment and radars and also damaged the engine," the SBU said.

Business Insider could not independently verify the time or location of filming. The Russian defense ministry did not respond to a request for comment.

The SBU said that disabling the aircraft was a key prior step for the later, main strike on the Russian submarine.

The Sea Dragon, which is designed to detect underwater threats, had been "actively countering the operations of the SBU's maritime drones," the security service said.

"In the Black Sea, the Russians had only one aircraft of this class capable of detecting the 'Sub Sea Baby' underwater drone as it moved toward its target," the SBU added..



The SBU said the attack unfolded at the Yeysk air base.

Yeysk sits on the eastern flank of the Sea of Azov

across from the Russian-occupied city of Mariupol and is roughly 140 miles from the port of Novorossiysk.

Russia stations many of its naval assets at this Black Sea port, which is also where the SBU said earlier this month that it attacked a Russian Kilo-class submarine with a Sub Sea Baby.

The drone is a version of the Sea Baby uncrewed surface vessel — which is equipped with an explosive warhead and designed to ram into its target — that is modified to run

underwater.

The SBU released footage of an explosion near a pier in the port of Novorossiysk, though it's unclear when this video was filmed.

Russia's Black Sea Fleet has denied that the attack caused significant damage to the Kilo-class sub.

The diesel-electric boat, estimated by Ukraine to be worth \$400 million, is designed to carry up to four Kalibr cruise missiles. This precision missile type is often compared to the US Tomahawk and has been used regularly by Russia to attack Ukrainian cities.

Ukraine has no official navy of its own, but it has used drones and missiles to harass Russia's Black Sea Fleet and, at times, drive it away.

The SBU had earlier said that the attacked Kilo-class submarine was in Novorossiysk after retreating from Crimea due to Ukrainian attacks.

## What's Behind This Hat<sup>1</sup>

The grill was going, kids were running around the yard, and the whole place smelled like burgers and smoke. A few of the neighbors we'd invited arrived one by one.

Then Frank came over to help with the grill. He took off his hat and coat, and a glance at his hat caught my eye: A sharp-eyed Bald Eagle standing proudly before a waving American flag.

"Nice hat," I said, picking it up to take a closer look. The stitching was clean, the fabric solid.

My son noticed the line on it and asked, "Daddy, what's [DD-214](#)?"

I told him, "It's what you get when you leave the service. Basically, proof that you served."

Frank nodded. "Only the ones who've got one really understand," he said. "That document is the receipt for time, sacrifice, and a piece of your youth you can never get back. It's the silent proof of who you became."

My son looked impressed. "Wow... so you were in the service too?" Frank smiled. "A long time ago," he said, and we just shared a quiet nod. That was all that needed to be said. Frank looked great in his hat. Maybe I should get one too, I thought.

Not to make a statement.  
Not to prove anything.



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<sup>1</sup> Thank you, Ed, for this article.

Just a quiet reminder of where I'd been—and the man I became because of it.

So, I looked it up that night. I typed in "DD-214 hat." What I found wasn't some mass-produced trinket. It was a mission. They call it the [ValorCap](#).

They know the code. They know the commitment. That's why the details—the Eagle, the Flag, the Dog Tag—are more than just designs; they're accurate, meaningful respect.

The Bald Eagle, the US flag, the dog tag... the details are incredible.

Because this hat isn't about showing off—it's about remembering, respecting, and quietly owning your journey.

## USS Salmon (SS-182)

The lead ship of her class of six submarines, USS Salmon (SS-182) was commissioned on March 15, 1938, at Electric Boat Company, Groton, Connecticut. Assigned to the Pacific, she was homeported on the west coast until transferred to the Philippines, where she was serving during the [Japanese Attack on Pearl Harbor](#) on December 7, 1941. Relocating to Australia, Salmon patrolled the East Indies, South China Sea, Indochina, and the Philippines, sinking three ships. Following an overhaul on the U.S. west coast, she patrolled off Japan, sinking an additional ship in the summer of 1943. Operating as part of a "wolf-pack" against Japanese shipping in September 1944, Salmon was damaged during a depth-charge attack. Despite her damage, she surfaced, engaged the enemy, and drove them off. This action earned the submarine a Presidential Unit Citation. Due to her age and service, she transited back to the Atlantic in February 1945 and spent the rest of the war in overhaul and trained sailors. Decommissioned on September 24, 1945, Salmon was scrapped in April 1946.<sup>2</sup>



### SALMON SURVIVES HARROWING ORDEAL

After World War II, the Bureau of Ships issued a series of four confidential-since declassified-publications which summarized the war damage to U.S. battleships, carriers, cruisers and destroyers; and two appendices related to submarine war damage and losses respectively. 1 of the 110 cases, the survival of USS SALMON (SS 182) has to have been one of the most harrowing.

On the night of 30 October 1944, about 100 miles south of Japan, USS SALMON (SS 182), Commander H.K. "Ken" Nauman commanding, attacked a tanker previously damaged and stopped by TRIGGER. At the time, the tanker was being closely guarded by four alerted A/S vessels. Nauman fired a spread of four fish, got two hits and went deep to evade the inevitable counter-attack. As SALMON leveled off at 310 feet-she was a thin-skinner, safe operating depth 312 feet-the escorts launched a ferocious barrage of some 30 depth charges. One of the last almost had her number on it.



Estimated to have been a Type 2 with 357 pounds of Type 98 explosive, it exploded an estimated 45 feet above the after engine room (A.E.R.). With the main induction piping crushed flat, the pressure hull indented as much as two inches over the A.E.R. and taking on water rapidly from a score of sources, SALMON's crew spent the next 17 harrowing minutes attempting to stem the flooding and repair machinery in order to regain depth control. During that time, SALMON sank out of control three times to depths far beyond her designed operating depth. Depth control was lost and the boat started

<sup>2</sup> <https://www.history.navy.mil/content/history/museums/nmusn/explore/photography/ships-us/ships-usn-s/uss-salmon-ss-182.html>

to settle fast for the following reasons: (a) loss of buoyancy due to the collapse of the main engine air induction system, (b) flooding of three after deck access hatch trunks, plus profuse leakage into various compartments, (c) jamming of the stern planes on the hard dive position, (d) loss of 7000 gallons of fuel oil from F.O.B. No. 7 and (e) downward flow of water from the detonations of depth charges.

The decent of the boat was initially checked at about 400 feet [safe operating depth (SOD) 312 feet] by going ahead at emergency speed, with 20 degrees up angle, and pumping the auxiliary tanks. This time the boat went quickly to about 500 feet, in spite of again resorting to emergency speed ahead and a 20-degree up angle.

She then gradually settled to a reported depth of 578 feet and still increasing [SOD 312 feet]. At that point, with batteries depleted, water in the after engine room still rising and having reached the main motors, and depth control impossible, the decision was made to surface and shoot it out by gun action against the escorts.

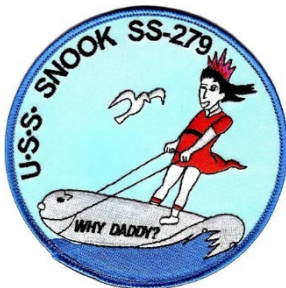
The courage and fighting spirit of SALMON's crew after surfacing in the face of overwhelming odds-4: 1-is a stirring tale in of itself that warrants a separate accounting. For now, however, it deserves at least a summary account. SALMON surfaced with a 15 degree starboard list, no engines immediately available and limited battery propulsion. For some unknown reason the escorts did not attack aggressively. SALMON took advantage of this to correct the list while holding the escorts at bay with her 4-inch deck gun and 20-mm machine guns. Then, after some three hours, with trim, main engines propulsion and communications restored, SALMON turned on her tormentors and took the offensive. Leaving one escort ablaze and DIW, she raced into a rain squall and made good her escape, bound for Saipan, later joined by TRIGGER, STERLET and SILVERSIDES as escorts. At Saipan she received voyage repairs, thence on to Pearl for additional repairs to make her seaworthy, and thence on to Mare Island Navy Shipyard where she was declared too damaged to justify restoration as a fighting unit and was retired from active service. But the crew was not through fighting-not yet at least.<sup>3</sup>

## Scorpion (SS 279)<sup>4</sup>

Departing Pearl Harbor on 29

December 1943, [Scorpion](#) (Commander M. G. Schmidt) stopped at Midway to top off with fuel, and left that place on 3 January 1944 to conduct her fourth war patrol. Her assigned area was in the northern East China and Yellow Seas.

On the morning of 5 January, Scorpion reported that one of her crew had sustained a fracture of the upper arm and requested a rendezvous with [Herring](#) (SS-233) which was returning from patrol and was near her. The rendezvous was accomplished on the afternoon of 5 January in 30°-07'N, 167°-30'E but heavy seas prevented transfer of the injured man to Herring. The latter reported this fact on 6 January and stated, "Scorpion reports case under control." Scorpion was never seen or heard from again after her departure from the rendezvous. On 16 February 1944, [Steelhead](#) and Scorpion were warned that they were close together, and that an enemy submarine was in the vicinity.



When no report was received from her by 24 February 1944, Midway was directed to keep a careful watch for her, and Scorpion was directed to make a transmission. Neither of these measures proved fruitful, and Scorpion was reported on 6 March 1944 as presumed lost.



<sup>3</sup> <https://archive.navalsubleague.org/1998/salmon-survives-harrowing-ordeal-capt-bowling>

<sup>4</sup> <https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/u/united-states-submarine-losses/scorpion-ss-278.html>



Leonard felt his skin suddenly crawl. Coming through the door were a couple of real sketchy characters.

No information has been received from the Japanese which indicates that Scorpion's loss was the result of enemy antisubmarine tactics. There were, however, several mine lines across the entrance to the Yellow Sea. The presence of these mine lines and the "restricted area" bounding them was discovered from captured Japanese Notices to Mariners at a much later date. In the meantime, several submarines had made patrols in this area, crossing and recrossing the mine lines without incident, and coming safely home. It is probable that these mine lines were very thin, offering only about a 10 percent threat to submarines at maximum, and steadily decreasing in effectiveness with the passage of time. Scorpion was lost soon after these mines were laid, or at a time when they presumably offered the greatest threat. She could have been an operational casualty, but her area consists of water shallow enough so that it might be expected that some men would have survived. Since we know of no survivors, the most reasonable assumption is that she hit a mine.

In her first three patrols, Scorpion sank ten ships, for a total of 24,100 tons, and damaged two more, for 16,000 tons. Her first war patrol was in the approaches to Tokyo in April 1943. Here she sank two freighters, four sampans and two patrol craft. In addition, she damaged a freighter. On her second patrol, conducted in the Yellow Sea, she sank two freighters. Her third patrol was made in the Mariana Islands and resulted in damage to a tanker.

### Chapter Officers

Commander: Carlos Martinez  
Vice-Commander: Fred Walter  
Secretary: Tim Blevins  
Treasurer: Sam Goodwin  
Storekeeper: Bill Bish

### Foundation Officers

President: Sam Goodwin  
Secretary: Bill Bish  
Treasurer: Paul Enrandez  
E-VP: Tim Blevins

### Board of Directors

Carlos Martinez  
Sam Goodwin  
Fred Walter  
Ed Lashbrook Immediate past commander  
Timothy Blevins  
Robert Mock - Dir  
Shawn Newman Dir.

### I have my challenge coin. Make mine a "gilly".<sup>1</sup>

Torpedo juice is American slang for an alcoholic beverage, first mixed in World War II, made from pineapple, grapefruit or orange juice and the 180-proof (90% alcohol by volume) grain alcohol fuel used in United States Navy torpedo motors. Various poisonous additives were mixed into the fuel alcohol by Navy authorities to render the alcohol undrinkable, and various methods were employed by the U.S. sailors to separate the alcohol from the poison. Aside from the expected alcohol intoxication and subsequent hangover, the effects of drinking torpedo juice sometimes included mild or severe reactions to the poison.

In the first part of the Pacific War, U.S. torpedoes were powered by a miniature steam engine burning 180- or higher-proof ethyl alcohol as fuel. The ethyl alcohol was denatured by the addition of 5-10% "pink lady", a blend of dye, methanol and possibly other ingredients. Methanol causes blindness when ingested and cannot be made non-poisonous.

Later, a small amount of Croton oil was added to the neutral grain spirits which powered U.S. torpedoes.

Drinking alcohol with the oil additive caused painful cramps, internal bleeding and a violent emptying of the bowels. It was intended as a replacement for methanol which had caused blindness in some sailors. To avoid the Croton oil, sailors devised crude stills to slowly separate the alcohol from the poison, as alcohol evaporated at a lower temperature than Croton oil. The stills were sometimes called 'Gilly' stills, and the resulting potable alcohol was known as 'gilly' or gilly juice.

With the introduction of the electric powered U.S. Mark 18 torpedo, ethyl alcohol was no longer required for torpedoes; however, limited quantities of denatured alcohol were (and are) still required by the Electrician's Mates and Interior Communications Electricians on board ship for the purpose of cleaning slip rings, commutators, and carbon brushes on a wide variety of equipment.

The standard recipe for torpedo juice is two parts ethyl alcohol and three parts pineapple juice.



<b>Your Attention Please</b>
BOD meeting following Keke breakfast 1/7/2026.
Membership meeting Thursday, 1/15, Minneola Town Hall, 1800hrs.
Membership meeting February, 2/19, Minneola Town Hall, 1800hrs.
<b>2026 chapter dues are now being collected.</b> Contact Sam Goodwin.