



The Dolphin Brotherhood

December Cobra Update

We have had some interesting times this last month. We are continuing work on Cobra, doing things we could not do with visitors aboard. Here is a list of projects that are underway, ongoing tasks, and those that I would like get started.

- Ric has started the project I long have envisaged, scraping Sawzall's paint off the varnished wood bulkheads along the passageways in FB and AB. We could seriously use some help there. Bob Oppler and Ed Lemay are helping one day a week.
- We need to pull unused light fixtures out and break them down to use for parts. Two need to be mounted and wired in FB. Gary Ness is in charge of the 110v electrical and has keys. Contact him if you want to help.
- The Engine Order Telegraphs need to be pulled from the Conning Tower for remounting in MC.
- Jerry Gerten is working on sliding doors; contact him if you want to help there.
- Karl "Dutch" Krompholz is working on hinged doors for the Sonar spaces. We also need someone to wire the Sonar stacks.

- I need a phone person to work on the second line into the boat.
- Bunks need to be hung. John Bush has made some new wooden bunks and we need the metal ones to install in MC.
- We will need to build gratings to prevent access to those new bunks in MC.
- Steve Shelton is making metal panels and a grating for FTR bilge. These will need to be drilled for mounting screws. I have the tools and screws for anyone willing to take on this job.
- We need to cut open some bunk lockers so we can store pamphlets in them and get some of the other stuff out of the way.
- John Bush is working on repairing desks in Officer's Staterooms; if you want to help, contact him.
- There is lots of painting to do.
- Like any boat, there is always cleaning to be done; Ric is in charge of that, contact him for a list.

There is a whole lot more, but I need to get some of these done first so I can start crossing items off my list!

I have keys and will pass them out for specific jobs, as needed. I have a log of who has keys. My toolbox is in FTR. If you have any questions, feel free to contact me.
COB

Commander's Corner

By Robert Oppler, Base Commander



I want to wish everyone Happy Holidays as we near the end of 2004. I am writing this the night before our second

Christmas Luncheon at the Seattle Yacht Club and I know that with Charles Ryan at the helm we will again have a very successful joint Subvets, WW2 and USSVI event.

Our next meeting will be at the Redmond VFW Hall on Wednesday, January the 19th at 18:45. You will receive more information in the mail or via email before the meeting but one of our main objectives is the election of 2005 Seattle

base officers. I am again asking you to step forward and add your name to one of our spots. Please call me or send me an email if you are interested in talking about one of the officer's positions.

And do not forget to pay your 2005 dues before year end.

Respectfully,
Bob Oppler



Parche, seen here returning to port for the final time, was configured for research and development and was used primarily for intelligence gathering and underwater salvage. (U.S. Navy Photo)

Good-bye Parche

Michael Bennett, Seattle Bas Chaplain (SS)

She lay close to the pier, big, beautiful, black, ominous, and ready. Her bow was pointed out toward the channel as if to say, "Boys, I'm ready. Take me out for some more action." I was one of the dreamers, as I looked on at this magnificent machine.

The crew was huddled in the pouring mist, protected only by a temporary covering. I couldn't help but notice the hundreds of others who were also present. They were the well-wishers for this particular moment in history. The true meaning for this assembly was not the introduction of a new warship into America's submarine arsenal, rather, it was to say, "Good-bye," to the most decorated warship, ever to sail the seven seas. She was as beautiful as any new boat, as she lay there, alive and breathing, and could easily have been ready for commissioning, and not the end of her life cycle. And the well-wishers, they were the hundreds of former crew members, officers, and commanding officers, along with their families, who had come, from across America, to say,

"Thank you, for all the memories." Each had shared a common experience aboard this ship that had been their home on untold missions over her 30 years of service. "Anytime, anyplace," could easily have been the motto of the last of the Sturgeon Class submarines in active service. Admiral Paul Sullivan, COMSUBPAC, said it best, "They saved the best for last."

The sophistication of new technologies, quieting, propulsion, and sensors, can only mean the closing out of the old platforms and the introduction of the new. Many great classes of submarines are now, only memories. Soon, the Los Angeles boats will be gone, as they make their silent way to Bremerton. That's life, isn't it? They come along, and shine brightly, and then they sail out of our life.

So, to the USS Parche, SSN-683, from all of those who called you home, and from the rest of us who also served on submarines, "Thank you for all the many little scary trips, the personal challenges, and the great camaraderie of fellow submarine sailors."

Parche decommissions at PSNS

By JO2 MARY POPEJOY, Naval Base Kitsap Public Affairs

USS Parche, SSN 683 Sailors past and present, former commanding officers, distinguished guests, friends and family paid tribute to the Parche and its 30 plus years of dedicated and faithful service to the U.S. Navy during a decommissioning and change of command ceremony at Puget Sound Naval Shipyard (PSNS) Oct. 19 2004. The guest speaker for the event was Rear Adm. Paul Sullivan, commander, Submarine Force U.S. Pacific Fleet.

The USS Parche is named after its predecessor USS Parche, SS 384, which was commissioned Nov. 20, 1943. The name Parche comes from a French butterfly fish, which is known for its remarkable navigation abilities. Throughout its 30-year career, the Parche has earned numerous accolades including nine Presidential Unit Citations and 10 Navy Unit Commendations. The Parche Sailors, past and present, have helped place Parche into the elite category of being known as the Navy's most decorated submarine.

In a letter addressed to Parche's Commanding Officer, Capt. Charles Richard, the President of the United States thanked those responsible for the submarine's success.

After 30 years of faithful service, "the Parche has earned its place in our nation's maritime history. From the Cold War to the ongoing Global War on Terrorism, Parche's achievements and resourcefulness has helped ensure our country's security...The many crewmembers that have served aboard the Parche can take great pride in their contributions to our Navy and our nation. As Parche lowers her colors after more than 30 years of faithful service, I salute her current officers and crew for their hard work and commitment to excellence. We also recognize those who have served with honor, courage and commitment on the Parche over the years. Decommissioning might be the end of a vessel's service, but the pride and tradition of service to America will remain in the hearts of many forever."

During the ceremony, Sullivan spoke about how proud he was to be on hand to witness such a special occasion. "Capt. Richard, you and your crew have never looked better. The Parche crewmembers and reunion group embody the motto of the Parche herself, par excellence. Your steadfast devotion to duty, ingenuity, boldness and competence of Parche crewmembers past and present symbolizes the very essence of our nation and is a clear demonstration of your love and passion for freedom."

Sullivan added it's because of each Sailor's exceptional service that the Parche was able to take the ship to sea safely and provide the nation with national security through their war fighting readiness.

As the outgoing CO, Richard, boasted about his crew and what a pleasure it was to serve with an impeccable crew.

"Parche has consistently set the standard for material readiness, right up to her last day underway a few weeks ago. You just can't find a more dedicated, enthusiastic, hard charging group of men willing to go to sea for extended periods of time away from family and friends doing a job that needed to be done, not for favor or reward, but because their country asked them to. They are true American heroes."

Witnessing this special event was sentimental for those who once served on Parche many years ago.

"I was a part of the commissioning crew, and I wanted to see it full circle and see the decommissioning ceremony. It was a great boat from start to finish. It ran well, performed all of its duties, and we did our best to make it look better," said former crewmember Dennis Doering. And for those who were a part of the last Parche crew, the day will not soon be forgotten.

"The Parche is the last of the old boats, the Sturgeon class submarine, and I really liked it a lot because I've grown up with them over the past 20 years. I'm going to miss the crew because that's what makes the boat what it is. The camaraderie that we have here is better than any other sub I've ever served on," said Senior Chief Machinist Mate (SS) Gary Kernan, engineering department Master Chief.

Now that the Parche era has come to a close, and a new CO takes the helm, the legend of this infamous ship will continue throughout and long after the decommissioning process.

"My vision is that this will be finished with the same panache as all their previous exploits and faithful to the spirit of the ships motto, Par Excellence," said the new commanding officer Cmdr. Bill Guerrero.

Parche was commissioned in August 1974 and served in the Atlantic and Pacific Submarine Force. From 1987 to 1991, Parche was in an extended overhaul at Mare Island Shipyard. The boat was refueled and modified for research and development, adding a 100 foot extension to its hull, and began a new mission as part of Submarine Development Squadron 5. Parche resumed Pacific Fleet operations in 1992 and was transferred to its new homeport at Naval Submarine Base Bangor in November 1994.

Paying Homage to WWII Heroes at Auburn's Veterans Day Parade

By Tan Vinh, Seattle Times staff reporter

AUBURN — More than half a century has passed since they fought on the Pacific Ocean. Yesterday, many local submarine veterans finally got their parade. They were the lead convoy, waving to a roaring sea of red, white and blue during the city of Auburn's 39th Annual Veterans Day Parade, one of the biggest such parades west of the Mississippi.

At the peak of World War II, the Navy's Submarine Force was called the "Silent Service," sneaking up on and sinking battleships and tankers before descending back into the depths. By the time their missions were declassified, the public was consumed by the Cold War or had lost interest; their conquests are often missing from the early history texts.

"We were the forgotten ones for a while," said Lem Riddell, 81, of Whidbey Island, one of about 40 submarine veterans who participated in yesterday's parade. "I am glad the word is finally getting out."

With the war in Iraq, this year's festivities elicited quite a bit of patriotic fervor. Thousands lined Main Street, cheering the old soldiers and reservists who paraded with marching bands, military vehicles and Model T cars. Many shouted out to the veterans. Others reached to hug them.

Members of high-school bands and drill teams by the hundreds flooded the downtown area, playing patriotic songs.

The submarine vets tipped their hats to Lt. Damon Armeni and Spc. Timothy Hayes, Purple Heart recipients from the Iraq war who followed them along the mile-long stretch through downtown.

Armeni, 26, of Fort Lewis, was injured Aug. 4 when a rocket-propelled grenade tore part of his intestine and colon while he was inside a Stryker vehicle in Mosul.

Hayes, 28, of Fort Lewis, lost hearing in his right ear when an explosive hit his Humvee while he was traveling near Tikrit in early October. Mostly, though, the spotlight fell on the submarine veterans, whose service during World War II is considered by many military historians to be among the least recognized.

With roughly 18,000 men, the Submarine Force made up about 2 percent of the Navy during World War II. Yet it was responsible for more than half of Japan's maritime losses and a third of its battleship losses, said Charles Hinman, a military

historian for the USS Bowfin Submarine Museum & Park on Oahu, Hawaii.

Submariners played a key role in defeating Imperial Japan because they were largely responsible for destroying Japan's tankers and cutting its supply lines, Hinman said. Submariners also rescued many downed pilots including George Herbert Walker Bush, the 41st U.S. president and father of the current president.

But their service came at a price. Fifty-two of 288 submarines were lost at sea, and the men who did come home got little recognition in the decades that followed.

"Those [World War II] guys are the real heroes," said Patrick Householder, a retired petty officer 1st class who served on a submarine during the Cold War. "They knew the odds they were facing. They knew that one out of four would not be coming back. But they went out and did their duty."

Yesterday, many submarine veterans were surprised to find so many young people saluting and applauding them, and wished more of their peers could have witnessed the tribute. The Washington state U.S. Submarine Veterans of World War II reports its membership has dropped from 300 to 152 in the past 10 years. A few of those members moved out of state or into nursing homes, but most have passed away.

About 1,100 veterans, most from World War II, die every year, the Department of Veterans Affairs estimates.

Many submarine veterans have ties to Puget Sound Naval Shipyard in Bremerton. Many still gather for weekly chats.

"Every year, we improve the truth in our war stories," quipped Ted Taylor, regional director of the U.S. Submarine Veterans of World War II. Riddell, a local veteran, went through many sea battles. The former petty officer 1st class was a radio operator for the USS Finback, SS230. One morning, his crew spotted five Japanese ships around the Palau Islands in the western Pacific Ocean. From about 2,000 yards away, his submarine torpedoed three freighters. The two destroyers left, but not before unleashing a barrage of underwater explosives that rattled his vessel and his nerves.

Riddell remembers that the battle started on March 23, 1943, because for a boy growing up in Crookston, Minn., "I had the living bejesus scared out of me," he said.

Veterans Day, Nov. 11, was proclaimed by Congress in 1926. It originated as Armistice Day in 1918, to commemorate the end of World War I. Most parades, though, take place the weekend before the actual date.

Submarine Hero – Howard Walter Gilmore

By Edward Whitman

The first U.S. submariner to receive the Medal of Honor in World War II, Commander Howard W. Gilmore, lost his life in a selfless act of heroism that has become one of the most inspiring legends of the Submarine Force.

Gilmore was born in Selma, Alabama, in 1902 and served first as an enlisted sailor before entering the U.S. Naval Academy by competitive examination. He graduated from the Academy in 1926, standing 34th in a class of 456. Before the war, Gilmore had served as the executive officer of USS Shark (SS-174), and in a colorful incident during that time, narrowly survived an assault by a group of thugs in Panama, who cut his throat during an excursion ashore. In March 1942, four months after the Japanese attack on Pearl Harbor, he took command of the new USS Growler (SS-215), fourth boat of the 81-ship Gato (SS-212) class and sailed her to the Pacific theater.

Operating out of Pearl Harbor, Growler was one of seven submarines assigned picket duty north and west of the islands as part of the Hawaii defense force during the early phases of the Battle of Midway in June 1942. Later that month, she embarked on her first war patrol in the vicinity of the Aleutian Islands, where Gilmore attacked three Japanese destroyers off Kiska, sinking one and severely damaging the other two, while narrowly avoiding two torpedoes fired at him in return. In early August, Gilmore took Growler on her second and most successful war patrol in the East China Sea near Taiwan, sinking four merchant ships totaling 15,000 tons, before returning to Hawaii in late September.

In October 1942, Growler sailed from Pearl Harbor to Brisbane, Australia, by way of Truk in the Caroline Islands, both to support the blockade of that Japanese bastion and as part of a general repositioning of submarine assets ordered by Admiral Chester Nimitz during the early struggle for the Solomon Islands. Gilmore and Growler scored no kills on this third war patrol but arrived safely in Brisbane in mid-December.

Growler departed Brisbane on New Year's Day 1943 for her fateful fourth war patrol, targeting Japanese shipping lanes between Truk and Rabaul in the Bismarck Archipelago. On 16 January, Gilmore sighted an enemy convoy, maneuvered inside the escorts, and sank Chifuku Maru, a 6,000-ton passenger-cargo ship. He was unsuccessful in subsequent attacks on a small convoy and a converted gunboat, but on the night of 6-7 February, while charging batteries on the

surface, Gilmore spotted the 900-ton provision ship Hayasaki and manned the bridge for a surface attack. With Growler still a mile away, however, Hayasaki's watch saw the on-coming submarine, and Hayasaki turned to the attack herself, attempting to ram her assailant. As the small ship charged out of the darkness, Gilmore sounded the collision alarm and shouted, "Left full rudder!" – to no avail. Perhaps inadvertently, Growler hit the Japanese adversary amidships at 17 knots, heeling the submarine 50 degrees, bending sideways 18 feet of her the bow, and disabling the forward torpedo tubes.

Simultaneously, the Japanese crew unleashed a murderous burst of machine gun fire at Growler's bridge, killing the assistant officer of the deck and a lookout, while wounding Gilmore himself and two other men. "Clear the bridge!" Gilmore ordered as he struggled to hang on to a frame. As the rest of the bridge party dropped down the hatch into the conning tower, the executive officer, Lt. Commander Arnold Schade – shaken by the impact and dazed by his own fall into the control room – waited expectantly for his captain to appear. Instead from above came the shouted command: "Take her down!" Realizing that he could not himself get below in time if the ship were to escape, Gilmore chose to make the supreme sacrifice for his shipmates. Schade hesitated briefly – then followed his captain's last order and submerged the crippled ship.

Surfacing some time later in hope of reattacking the Hayasaki, Schade found the seas empty. The Japanese ship had, in fact, survived the encounter, but there was no sign of Gilmore, who apparently had drifted away in the night. Schade and Growler's crew managed to control the ship's flooding and limped back to Brisbane on 17 February. Taken immediately into dry dock, Growler was repaired and fought again – at first under the command of Lt. Commander Schade, and then under Commander Thomas B. Oakley, Jr. Sadly, she was lost on her 11th war patrol in November 1944, while attacking a Japanese convoy south of Mindoro in the Philippine Islands. Growler received eight battle stars for her role in the Pacific War.

For sacrificing his own life to save his ship, Commander Howard Gilmore was posthumously awarded the Medal of Honor. Subsequently, the submarine tender Howard W. Gilmore (AS-16) was named for him and sponsored by his widow. Even today – over 50 years later – "Take her down!" remains one of the legendary phrases of the U.S. Submarine Force.

Sailors make inroads on ABC's 'Extreme Makeover'

By Debbie Franz-Anderson, PSNS Public Affairs

A Kingston family benefited from the generosity and teamwork of Navy volunteers when ABC's TV show, Extreme Makeover: Home Edition came to Kitsap County to build them a 3,200 square foot custom home.

The family, a widow and her three daughters, had been living on their property in a utility shed with no running water, cooking on a camping stove and depending on their neighbors for showers, since their house burned down in March.

Nearly 200 crewmembers from USS Columbus, SSN 762 and USS Ohio, SSGN 726, together with Seabees from Bangor and some crewmembers' spouses, were among the first to answer the call when the show asked for local volunteers to help with the project. In addition to their normal duties, these Sailors worked long and hard at all hours of the day or night to assist however they could.

"When I first came up to Kitsap County and touched base with Grant Griffin of the Kitsap Peninsula Visitor and Convention Bureau and Silvia Klatman of the Bremerton Area Chamber of Commerce, little did I know that I had struck solid gold," said Chris Larsen, location manager for the show. "I outlined the project and that I'd need a couple of hundred volunteers to even start to make it all happen. The complexity of the task, how to organize such a large group of volunteers were real concerns I shared with Silvia and Grant. They listened, they smiled, and they said not to worry, they knew where to turn for help. Silvia made one phone call, and one of the best experiences I've had working on Extreme Makeover was about to begin, with the U.S. Navy!"

The submarines Columbus and Ohio were both at Puget Sound Naval Shipyard and Intermediate Maintenance Facility in nearby Bremerton undergoing extreme makeovers of their own.

Despite the chilly, wet, windy weather, the six-bedroom home was built, furniture moved in, and the landscaping, including a fountain and hot tub, completed in a week's worth of around-the-clock labor.

Thanks to the Sailors' teamwork with the construction company, a neighborhood eyesore was quickly transformed into a \$500,000 home now located on a manicured piece of property. The family's dream of someday running a bed and breakfast had become a reality.

"We had several meetings during the two weeks prior to the event beginning, and I was overwhelmed from the start," said Larsen. "Crewmembers from both subs were jumping at the chance to volunteer. Before I knew it, there was a 24/7 watch bill made out with four shifts and posted. I was stunned," Larsen said. "They took over and ran with the ball like I've never seen before."

He added that the crews were soon joined by 10 Bangor Seabees that brought even more heavy equipment. "I'm so spoiled now—I'll never have it this easy again," said Larsen.

Silvia Klatman from the Bremerton Chamber seconded all the great comments made by Ty Pennington and Chris Larsen.

"The Navy was amazing to work with," she said. "When Extreme Makeover: Home Edition comes to town, the crew is normally scrambling to schedule volunteers, assign tasks, do mini-training sessions - you name it. In the weeks leading up to construction, their production people questioned me several times about the ease of dealing with the Navy. It was almost like it was too good, so they were waiting for the bad news. But the bad news never came."

The Seabees from CBU-418 at Bangor were on the site from the start. "We brought in dozers to demolish the old burned out home and utility shed the family had been living in," said UCCM Christopher P. Murphy. "We also put up tents for the production crew's living, working and eating spaces, and we put in a drinking water tank. The teamwork coordination it took to pull this all together was pretty tremendous."

"This project shows you just how important teamwork is," said volunteer FTSN William Clark, who was on the site for the entire project. "What I have seen here is truly amazing. I don't think you can walk away after assisting in this project and not be a better person. What they have done for this family is pretty neat."

MT1 Richard Meier, USS Ohio missile technician, once helped with Habitat for Humanity in Florida. "Compared to my past experience with Habitat, this is on a much larger scale and everything happened so fast. One day helped build the garden. Another day we helped build the chimney and clean up inside the house before they laid the carpet. Instead of things taking days to complete, time is measured in minutes here." During their stay, the Navy extended an invitation for show host Ty Pennington and the film crew to tour USS Nebraska at Bangor.

"It was a once-in-a-lifetime experience," said Larsen. "We had a fantastic time on Nebraska."

See "Makeover" on Page 10

SUBVET Book Scheduled for Print

USSVI has teamed up with Turner Publishing Company to publish an exciting new history and pictorial book on the USSVI and how U.S. Submarine Forces have played a strategic role in winning the Cold War, and are still prowling the seas today. This is a USSVI fund raiser, with all royalty proceeds going to the USSVI treasury.

In addition to a detailed history of the first 40 years of USSVI, this commemorative "coffee-table" book will include stories, photographs and personal biographies from you...our members! Biographies are brief vignettes (approx. 150 words) detailing individual military individual histories, with "then and now" photographs. Your help is needed to tell the complete story of submarine veterans...our book will be incomplete without your contributions!

The USSVI Commemorative History Book will be a large, 9 x 12 -inch "coffee-table" book with hundreds of pages, bound in a sturdy cover sporting the emblem of the USSVI in gold – the perfect keepsake for all USSVI shipmates and family members – sure to be handed-down from generation to generation. Don't miss out on this opportunity to record your thumbprint in U.S. Navy History! We also encourage family members and associate members of the deceased to sponsor biographies honoring our fallen comrades.

HERE IS WHAT YOU NEED TO DO

- Submit your 150-word (approximate) personal biography;
- Submit two photographs, one military and one current picture;
- Write a special memory, assignment or event as they relate to the USSVI or your service as a submariner;
- Send any group/action photos, maps, patches or other materials for consideration in the book, with captions (all materials will be returned to you);

A detailed brochure is being mailed to all current USSVI Association members, and should be delivered around the first week of January 2005. A downloadable copy of this brochure in PDF format is also available on our web site -

http://www.ussvi.org/notices/Book_Project.pdf

We are working with Turner Publishing Company, with offices in Nashville, TN and

Paducah, KY. Turner is a leading publishing of military association histories, with over 500 titles on the U.S. Navy, Marines, Coast Guard, Army, Air Force and fraternal organizations. Additional information is available on similar projects by Turner at www.turnerpublishing.com.

Please note: books are available for purchase at the price of \$55.95, plus shipping. The number of books printed will be based upon the number of copies reserved in advance, so you must order this limited edition publication now to be assured of receiving a copy! All royalty proceeds will go to the USSVI treasury – this is a USSVI fund raiser. Please join me in support of our new book.

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Wounded Warrior Project Update

After the 2004 Seattle Base Christmas luncheon, the Subvets opened their hearts and wallets to help support the WOUNDED WARRIORS fund to the tune of over \$300. WELL DONE, SHIPMATES!

Our donation was forwarded to the group and below is the text of the acknowledgement letter I received today.

For more info about this program, visit <http://www.woundedwarriorproject.org/>

Fraternally:
Pat Householder

Dear US Submarine Veterans Seattle,

We thank you for your generous gift to the Wounded Warrior Project, a program of the United Spinal Association. As required by income tax regulations, this is to acknowledge that we have not provided you with any goods or services of substantial value. Please keep this letter for your records.

On behalf of grateful veterans everywhere, we would like to extend our most heartfelt thanks to you for your outstanding support.

Because of good friends like you, US Submarine Veterans Seattle, we are able to carry on the programs that are so vital to wounded soldiers who are recovering at Walter Reed Medical Center and other medical facilities.

Thankfully yours,
Gerard M. Kelly

Integrity: The Heart of Navy Core Values for the Submariner

By "A Submariner"

The following essay was written by a young enlisted submariner as a disciplinary assignment after a Captain's Mast for taking a shortcut in a maintenance procedure. Both the author and his Commanding Officer agreed to its publication in Undersea Warfare magazine Volume 3, No. 1.

Integrity is the heart and the very essence of each Navy Core Value, but more importantly, it is the foundation on which every aspect of submarine operations is built. Integrity must be the standard instilled within the innermost heart of every man who takes a submarine to the uttermost depths of the sea. It is integrity that bonds the crew of a submarine so tightly together that when faced with any circumstance, each individual can trust his shipmate to meet the needs of the moment. Integrity comes from within each man's heart and is revealed through his respect for the standards of conduct. As a submariner, it is my duty and responsibility to maintain the highest degree of integrity while serving my country with honor, courage, and commitment in the United States Navy.

When I think of the word "integrity" as a submariner, I think naturally of the phrase watertight integrity. When we shut the hatches, we value the assurance that no water is going to enter into the people tank, because those hatches have been inspected, both during PMS, and just before shutting them. As a member of the Auxiliary Division, I have been taught the importance of taking care of our hatches and ensuring the quality of their condition whenever we inspect and conduct maintenance on them. Every one of my shipmates' lives depends on my personal integrity in ensuring that our hatches are squared away. And even when they are rigged for dive, they are second-checked to guarantee their watertightness.

I say all of this to illustrate the importance of integrity on a submarine. Every submariner is entrusted with the responsibility to operate this vessel of war according to the procedures established for each ship's system. This ensures the safety of our operation and our ability to complete each mission successfully. No matter how big or small the task I am entrusted with, one mistake could threaten the lives of every one of my shipmates. The procedures that we use today have been written through trial and error in the blood of submariners who have served before me.

Following these procedures is not just a recommendation; it is our duty to use them. There is not always someone looking over my shoulder to make sure that I use required procedures to operate a system or conduct maintenance, nor should there need to be. It is only my personal integrity that guarantees I will accomplish an assigned task properly.

There is no room for compromise in the integrity of our word and deed. We are faced with important decisions every day of our lives. It is vital that we evaluate every detail of every situation before we make a decision. I have learned that rushing myself in that process usually results in poor judgment. When I rush to accomplish a job, I lose sight of both what is important and the possible consequences of my actions. The focus becomes only getting the job done by any means possible. Looking back at the mistake I made in attempting to accomplish PMS without a procedure, I see that the time I saved was not worth the compromise of my integrity. Trying to rush my work actually cost my shipmates and I more time and effort than if I had done it properly the first time, not to mention the consequences of my actions if something had gone wrong.

As a submarine sailor I must adhere to the Core Values of the Navy to maintain the military standards of responsibility, order, and discipline. I must have the Honor to deal rightly with all that is entrusted to me - to be loyal, obedient, and respectful to all those appointed over me and to accept my duty of service. I need to have the Courage to stand up for what is right, even when faced with adversity. Courage accompanied with honesty will guide me to the right decisions. I need to be committed to my responsibility and duties as I obey the orders given to me. Commitment requires self-discipline and a devotion to maintain the highest standards of integrity in my profession. An outstanding submarine crew is one that operates consciously as a team to protect the freedom of their country, while observing Core Values within their hearts. In closing, I would like to say that writing this essay has given me the opportunity to meditate on what it means to be a submariner. Integrity is the key essential of the submarine service. I believe we must focus on being consistent in word and deed to maintain our integrity with responsibility, order, and discipline. I have worked hard to build a reputation for being a trustworthy auxiliaryman, but it only takes one mistake to destroy the respect for my integrity that I worked so hard to gain. It is my duty to set the standard for integrity

See "Integrity" on Page 11

Second Annual Submarine Veterans of World War II and United States Submarine Veterans Inc. Joint Holiday Lunch

They came all the way from British Columbia, Olympia and the backwoods of Okanogan County. They traveled in 1941 Chevrolets and sleek, fast yachts. And on Saturday, December 18, a near-sell out crowd of 101 World War II and Cold War submarine veterans, WWII Subvets ladies auxiliary members and guests descended on the Seattle Yacht Club to celebrate the Christmas season and their common bond of almost 70 years of submarine duty – from Tom Rice (Lt CDR, USN (ret)) who qualified in 1935 to Steven Jensen, who is the grandson of WWII Subvet Russ Jensen and a current officer candidate with hopes of serving in the Canadian submarine force.

On a mild, sunny day the Yacht Club was decorated even more beautifully than last year as shipmates and guests gathered for refreshments in the "Wardroom" overlooking the yacht moorage and houseboats in Portage Bay. Later, after brief opening remarks, ceremonies and Tolling of December's Lost Boats everyone enjoyed a salmon or sirloin strip banquet followed by champagne/cider toasts in the Fireside Room.

After lunch Lockwood Chapter WWII vet and Bremerton Base USSVI member Richard Shelton, UNC, USN (ret), was inducted into the Holland Club. Then Seattle Base Commander Bob Oppe initiated an hour of reminiscences with a story about his childhood Christmas of '44 when his father was away on submarine duty. Several WWII vets then shared memories of submarine duty in the Pacific war zone in December 1944, and Jim Marr and Terry Hein each told a moving

story of their childhood Christmas memories and being aware of their fathers fighting in the Pacific and Europe. For a truly grand finale Lei-Lah Smith, wife of Rear Admiral Horton Smith, played a moving rendition of the "Navy Hymn" followed by "God Bless America" as everyone sang along. When "liberty for the crew" was announced the consensus was to gather again next year to carry out this Seattle submarine community tradition again next year.

The elegance of this event would not have been possible without a \$1,000 sponsorship donation again this year from Joe and Barbara Baer and Joe's employer Bernstein Investment Research and Management and Alliance Capital Management, LP. Any submarine veteran or family member who needs professional investment advice and might benefit from Bernstein Investment's track record, capabilities and services should contact Joe Baer at (206) 342-1300. Seattle Base USSVI also donated \$500 to sponsor the event. Bruce Terami took individual and group photos again this year and they will be distributed at future Subvet meetings.

And a hearty Bravo Zulu to these Seattle Base shipmates who provided an extra measure of volunteer effort to make the Christmas of '44 a rousing success: Doug Abramson and his wife, Connie, ladies' corsages; Bill Baker and his daughter and son, Courtney and Nathan, table seating and guest services; Ric Hedman, historic submarine photos; Bob Morris and his daughters Erin and Emie, guest registration and services.

Once again it was this Senior NQP's pleasure to have the honor of coordinating this event with the Seattle Yacht Club on behalf of my shipmates.



The Seattle Yacht Club.

Charlie Ryan
(Currently dug into his bunker at the base of Stud Horse Mountain as snow piles up in Winthrop, WA)



"Makeover" Continued from Page 6

They did a fantastic job showing us the face of the Navy.

"Words fail me," Larsen added. The quality of their work ethic - making things go right - these Navy men have impressed us beyond all expectations. We've been overwhelmed by them."

Editor's Note: This episode of Extreme Makeover: Home Edition should air sometime in January. Be sure to check your local listings.

Getting Your Copy of the Dolphin Brotherhood

At the last meeting several people mentioned that they are getting The Dolphin Brotherhood newsletter off the Seattle Base website and didn't need the newsletter mailed to them (newsletters can be found on the website at: <http://seattlebase.donmac.org/news.htm>).

If this is how you would prefer to get the newsletter and you do not want a hardcopy of the newsletter mailed to you, drop me a short email note saying this. Be sure to include your name in the email. My email address is daveshoe@aol.com.

Also, I am always on the lookout for articles for the newsletter, especially local news and items written by local members. If you spot an article, participate in a local event, or would just like to share some of your experiences/memories with the rest of the membership, please contact me and I will work with you to get it into the newsletter. Finally, if you have any comments, good or bad, about the newsletter, please feel free to drop me an email or speak with me at a meeting.
Dave Schueler

The Silent Service: a new exhibit at the Naval Undersea Museum

By Darcy Pearce, CNRW Marketing

Through February, witness "The Silent Service" through the eyes of an artist. On display at the Naval Undersea Museum in Keyport are a series of paintings put together by Abbott Laboratories as part of their contribution to the war effort back in 1943.

The exhibit reflects the submarine service during World War II, telling a vivid story of our undersea Navy. Don't miss this opportunity to see a full and expressive story of "The Silent Service."

The Naval Undersea Museum is located just off Highway 3 North in Keyport, WA. They are open to the public everyday except Tuesday during the winter months from 10 a.m. to 4 p.m.

For more information on the Naval Undersea Museum please call (360) 396-4148 or visit their Web site at:

<http://www.keyportmuseum.cnrnw.navy.mil>.

2004 Seattle Base Officers and Chairs

Commander:	Bob Opple	425-747-1247
Sr. Vice Commander:	Karl "Dutch" Krompholz	253-631-5736
Jr. Vice Commander:	Ric Hedman	206-335-7424
Secretary:	Charlie Ryan	509-996-4272
Treasurer:	Jim Harper	425-357-6485
Membership Chair:	Peter McCafferty	206-784-8920
Ceremonies Chair:	Don Masoero	253-941-4133
Base Chaplain:	Don Smith/ Mike Bennett	360-273-9416 206-767-1934
Chief of the Boat:	Ted Taylor	425-228-3764
Newsletter Editor:	Dave Schueler	206-243-6784
Base Storekeeper:	Bill Giese	425-355-5590
Webmaster:	Don Smith	360-273-9416
Foxtrot COB:	Dave Goodson	425-823-3507

Upcoming Meetings

Jan. 19 Elections at Redmond VFW Hall
Feb. 16 at Redmond VFW Hall

Sub Humor

Posted by Joel Kennedy on Thursday - Oct 14:

I was standing watch as Contact Coordinator on USS Topeka (SSN 754) as we were transiting on the surface across the Arabian (Persian) Gulf to Bahrain in November 1992. (According to the CSP History page, <http://www.csp.navy.mil/history.htm>, this was the first time a submarine had operated in the Persian Gulf). I was a LT (jg) on my first deployment. Night was falling, but there weren't many contacts out. The ship rigged for night surface running. As the sun set, though, I found that I couldn't pick out the horizon at all (combination of no moon, plus the dusty air); I was basically using the detent on the periscope elevation handle to keep the 'scope optics somewhat level. As I made my first sweep astern after sunset, I picked up a distant light astern. I did an observation, told the FTOW to set range to 20Kyd (which was the distance to the horizon) and continued my sector search routine. On my next sweep, I did another observation on the contact, now designated Victor-28, and was a little surprised that the bearing remained constant, directly astern of us. Was this an Iranian patrol boat following us? As I pondered whether or not to inform the OOD of my concerns, then another possibility raised it's head. As I began to realize the awful truth, my FTOW called out, "Sir, are you tracking our stern light?". My next order made the ship's quote log: "FTOW, drop Victor-28."

Exhibit Remembers Bravery Of Nine Submariners

By Robert A. Hamilton, Day Staff Writer

The eight men who won the Medal of Honor for duty on submarines all came to the undersea force from different states, but they had a few things in common, said Lt. Cmdr. Christopher W. Slawson in unveiling a new exhibit at the Submarine Force Museum last week.

All eight of the men showed a complete disregard for their personal safety, and they all demonstrated a humility that they did not deserve the award, that the honor should go to their crews, Slawson said.

Adm. Eugene Bennett Fluckey, the sole surviving submariner Medal of Honor winner, was unable to travel from his home in Maryland for the ceremony, but sent his regrets and a note: "Everyone should realize that the Medal of Honor that I wear issued from a team effort," Fluckey wrote. "Every man that sailed on the 11th war patrol of the Barb went into Namkwam Harbor with me, every man worked with me to sink or damage numerous Japanese ships in that harbor, and every man rode out of the harbor with me as Barb stretched to reach deep water. Historians should not be permitted to forget that the Medal of Honor awarded to me crowned the efforts of loyal and courageous shipmates on that memorable night many, many years ago."

As captain of the Barb, Fluckey snuck into a Japanese harbor where 30 ships lay at anchor, and launched 10 torpedoes into the assembled craft, scoring eight hits on six ships, including a large ammunition ship that damaged everything around it as it blew up.

"In the fullness of time I will depart on my last patrol," Fluckey continued. "But here in the twilight of my life, please be aware that my gratitude overflows for the recognition here bestowed upon me and my Barb shipmates."

The exhibit honors the eight men who earned the Medal of Honor for duty on submarines, and one submariner who earned it in a different setting - Vice Adm. Paul F. Foster, who was part of the detail that seized the Mexican city of Vera Cruz in 1914.

The exhibit is set into an alcove, above which hangs the actual World War II battle flag of the Barb. A stand-alone display shows Foster's Medal of Honor, and array of his other medals including the Navy Cross, and the Atomic Energy Commission Distinguished Service Medallion he earned in 1959, as well as a revolver he carried early in his service career.

Lining the walls of the alcove, two on each side and four along the back wall, are carrels with

a display on each of the honorees.

Some of the displays contain personal effects from the submariners, including a uniform ribbon worn by Cmdr. Samuel David Dealey, skipper of the Harder, which sank five Japanese destroyers in five close-range torpedo attacks in a two-day period; the uniform ribbons of Rear Adm. Richard Hetherington O'Kane, responsible for sinking 31 ships on five patrols as skipper of the Tang before he was taken prisoner; and a dress sword, belt, commander's cover and shoulder boards, 1926 U.S. Naval Academy class ring and gold-rim eyeglasses worn by Howard Walter Gilmore, captain of the USS Growler, who was badly wounded in a surface battle and could not make it to the hatch, but ordered the ship to submerge anyway so it could be saved.

One other submariner received the medal posthumously: Capt. John Phillip Cromwell, who knew the United States had cracked Japanese military codes and went down with the USS Sculpin when the rest of the crew abandoned ship after a battle rather than risk capture.

There is a display honoring the only enlisted man who earn the medal for duty while on a submarine, Torpedoman 2nd Class Henry Breault of Putnam, who risked his life to rescue a fellow crewman on Feb. 20, 1924, when the submarine O-5 collided with a cargo ship off Panama.

Also honored is Capt. George Levick Street III, who as captain of the Tirante snuck in close on the surface to reach an island off Korea where the Japanese held a harbor, where he sank an ammunition ship and put torpedoes into a frigate and another ship that pursued him as he headed for deep water to submerge; and Vice Adm. Lawson Paterson Ramage, who brought the USS Parche into the middle of a heavily armed Japanese convoy in a daring daylight attack.

Each of the displays has an image of the hero, an account of their deeds, and artists' renditions of their actions.

"Integrity" Continued from Page 8

as a member of the Auxiliary Division, and as a submariner on board my ship. I do realize that I am not perfect and will make mistakes, but it is from those mistakes and the mistakes of others that we can learn and grow in our experiences throughout life. I thank God, the author of integrity, for the wisdom to discern its value and for showing the need to apply it to every area of my life.

On the Internet:

USSVI National Website: <http://www.ussvi.org>
Seattle Base Website: <http://seattlebase.donmac.org>

USSVI Seattle Base
c/o Robert Oppe
4607 142nd PI SE
Bellevue, WA 98006

To:

*"No matter where you travel, when you meet a guy who's been...
There's an instant kind of friendship 'cause we're brothers of the 'phin."*

- Robert Reed, G.W. Carver (SSBN-656) -

Veterans Day 2004



At a very cold and damp 11-11-04 Veterans Day memorial service at Tahoma National Cemetery. Robbie Robertson led the several hundred attendees in the pledge of Allegiance. In the parade of Veterans Organization colors, Ted Taylor carried the Submarine Veterans of WWII flag, Cliff Nutter and Karl Krompolz carried the US Flags and Pat Householder carried the USSVI flag.



The Bonfish float with Hank Hollis, Fred Borgmann, Al Durkee, Robbie Robertson, and Karl Krompolz at the Auburn Veteran's Day parade. Submarine Veterans (USSVI & Submarine Veterans WWII) were the lead and featured group for the parade. See Page 4 for the full story.