



The Dolphin Brotherhood



Iraq Vet Speaks at Seattle Base

The speaker for our February meeting was YN1(SS) Karl Rosenkranz. PO Rosenkranz was one of the 3 submarine qualified volunteers to serve with the Coalition Military Assistance Training Team in Iraq.

PO Rosenkranz described his experiences getting to and in Iraq; including a lot of information that you won't see in the news reports coming out of Iraq. After a short indoctrination in the U.S., he flew to Iraq, was sent to the Kirkush Military Training base, and given the mission of helping to outfit, train, and assist the new Iraqi Army. He also related stories about communication issues; not just with the locals, but also with the U.S. Army (most of whom didn't understand how a Navy guy ended up in the desert)

and Allied Forces (never get Brits and Aussies talking about football/soccer). In addition to his humorous 'sea/sand stories', PO Rosenkranz talked about the good work the Soldiers, Marines, and Sailors are doing in Iraq; including his own work in distributing soccer balls to Iraqi children.

During his last days in Iraq, PO Rosenkranz received a field promotion for his work there. Proving what all of us already knew, that you can put a Dolphin wearer anywhere and he will be able to do the job.

You can read more about PO Rosenkranz's exploits in the Winter 2004 issue of Undersea Warfare, which can be found online at:

http://www.chinfo.navy.mil/navpalib/cno/n87/usw/issue_21/sandcrab.htm



PO Rosenkranz delivering a soccer ball in Iraq

Commander's Corner

By Ric Hedman, Base Commander



We are starting off 2005 with a mix of old and new base officers. It is good to see such stability plus the influx of new and fresh ideas into the Executive

Board. I'd like to welcome two new shipmates to the board, Stephen "Diamond" Friedley as Jr. Vice Commander and Steve Shelton who has come forward and volunteered to be the Base Secretary. Karl "Dutch" Krompholz and Jim Harper are remaining in their previous positions as Sr. Vice Commander and Base Treasurer. Thank you to the Base Chaplain, COB, Cobra COB, Webmaster, Storekeeper, Newsletter Editor and Memorials and

Ceremonies volunteers for being willing to stay on in their positions. BZ gentlemen! We have a winning team. (I hope I haven't missed anyone.)

The base stands at 139 members and we hope to attract new members through some creative and means. It would be wonderful to find all those bubbleheads that are out there and show them what we are about.

The year also started off on a sad note

See "Corner" on Page 12

Navy, DARPA Seek Smaller Submarines

By Robert A. Hamilton, Special Correspondent

The Navy and the Defense Advanced Research Projects Agency (DARPA) plan to pour \$97 million during the next four years into a new joint project known as Tango Bravo, intended to lead to the design of a new attack submarine that would have all the capabilities of the current Virginia-class boats, but would be half the size and built at half the cost.

Begun in November, the project comes as the Navy continues its internal debate over the \$2.2 billion unit procurement cost of Virginia-class subs and the future size of the attack submarine fleet, which now numbers 54 boats. An internal Navy study suggests that 37 boats would be sufficient, but some experts, such as retired Adm. Frank L. "Skip" Bowman, former director of naval nuclear propulsion, say the subs continue to be in high demand by the nation's combatant commanders.

Until now, however, the Navy has not officially focused on the prospect of cutting the size of its attack boats by half. The Virginia class is 377 feet in length and has a 34-foot beam. Led by Naval Sea Systems Command's Program Executive Officer for Submarines, the Tango Bravo project is not designed to help rectify the Navy's near-term quandary. It is a demonstration project aimed at bringing fundamental change to future U.S. submarines while maintaining or improving their current capabilities. The two agencies will look at reducing or eliminating the nuclear power plant, for example, and fit future subs with a retraction system for the bow planes with no associated hydraulics, a major change from the current design.

"Submarines have always been sized around the propulsion plant, and if you get rid of the reduction gears and the shaft, you're talking about many tons of weight and cubic yards of space, which drive down the size that you need," said Nicholas L. Flacco, a former submarine commanding officer and now a senior scientist at Areté Associates in Sherman Oaks, Calif. Shaftless propulsion is one of the five key technology domains that will be subjected to intensive scrutiny during the Tango Bravo project in hopes that innovations therein will foster reductions in cost and size of the nation's subs. This spring, the two agencies will fund up to \$19 million in technology demonstration projects in external weapons stowage and launch, hull-adaptable sonar arrays, an automated attack center and general "radical ship infrastructure reduction" initiatives, in addition to shaftless propulsion.



Conceptual drawing of the next generation sail for the Virginia class SSN

Tango Bravo grew out of a joint Navy-DARPA study that was finished in May, which looked at a number of factors that affect the size and cost of hull, mechanical and electrical systems on a submarine.

"The study provided early indications that reduced size and cost would be feasible, so DARPA and the Navy embarked on the Tango Bravo effort which will conduct demonstrations to overcome selected technological barriers in order to enable design options for future submarines," said DARPA spokeswoman Jan Walker.

"DARPA and the Navy are excited about embarking on this new endeavor. We believe that the Tango Bravo technology demonstrations promise to go a long way toward providing new submarine capabilities for the Navy," she said.

Interest in the program has been running high on the outside as well, Walker said, with more than 140 people attending DARPA'S classified "Proposers Day Conference" Nov. 8 in Arlington, Va. DARPA hopes to be able to decide by late 2006 on what concepts to move into prototype production, which would be followed by full-scale demonstrations in early 2008, and at-sea demonstrations in 2009.

Flacco said another reason the power system will get a lot of attention is that Navy wants an efficient propulsion plant that will be at least as quiet as that of the Virginia class, and cost a minimum of 40 percent less.

In addition to looking at eliminating reduction gears and shafts - perhaps by relying on electric drive - "any shielding you would be able to eliminate from a smaller reactor will drive the space and weight down as well," Flacco said.

"You get an exponential decrease in the power requirements when you have weight reduction, so if there's anything you can do to

achieve that, it pays big dividends," he said. "All of those features could pretty quickly move you down toward a half-sized ship."

External weapons stow-and-launch also holds out considerable promise for reducing the price of a submarine by making the pressure hull smaller. DARPA is seeking a method of stowing an unencapsulated Mk48 Advance Capability torpedo outside the pressure hull, and the capability to launch it at up to flank speed and test depth, a technique that could be expanded to multiple weapons.

Hull-adaptable sonar arrays would allow submarine designers to do away with the sonar dome that takes up so much space at the bow, and instead fit the components into the skin of the submarine itself. That would require more complex signal processing, but advances in computer speed have made the concept feasible.

But DARPA is setting the bar high. It wants a system to replace the Virginia-class hull-mounted arrays, which can be built at the same or lower cost, and cover a wider range of frequencies, while reducing the "footprint" of sonar processing equipment inside the submarine by at least 50 percent. It must be able to maintain "situational awareness" of all contacts within five nautical miles, even in near-shore areas where it might have 250 contacts in hearing range.



Conceptual drawing of a ceramic hull-adaptable sonar array that will replace the standard hull array

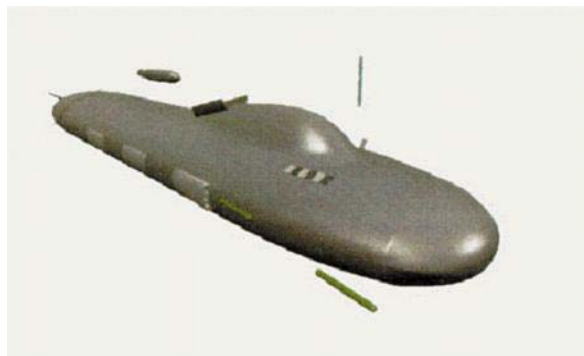
DARPA is setting similarly high standards for the automated attack center it envisions on the new submarine. There are 17 sailors currently required for battle stations on the Virginia, but DARPA hopes to trim that to eight through automation and better displays that would allow one sailor to do the work that now might take two. The final area getting a look in the new program is a generic "radical ship infrastructure reduction" category, a sort of wide open "show us how you can make the ship smaller but better" challenge. DARPA will look at replacing hydraulic, pneumatic and mechanical controls with reduced-complexity systems such as electrical actuators, which are already used heavily in the Virginia torpedo room with remarkable results. Its only caveat is that any proposed system has to be rugged enough to withstand a submarine environment, and reliable enough to bear up under a boat's extended deployments.

Retired Vice Adm. Albert H. Konetzni, a former Pacific submarine force commander, said he's not surprised that, once again, the undersea fleet is pushing the technological boundaries. "The submarine force has already been the most transformational of any of the services. Look at the SSGN. We've been coming up with the best ideas for years," Konetzni said, though adding, "I think we have to be very careful about how we approach the new ideas. We need to look at new ways of doing things, I understand that. But you can't afford to give up what works until you are sure about its replacement."

Still, submariners seem excited about the prospects. Flacco said submariners wouldn't have any problem embracing technology that makes their ships smaller, so long as it improved war-fighting potential.

"The great thing about nuclear submarines is they lend themselves so easily to new technology that comes down the pike," Flacco said. "Submariners look at capability more than size — speed and depth and armament, those are the things that are going to be much more important considerations than how many tons the ship displaces."

Retired Rear Adm. Charles H. "Chip" Griffiths, now the director of command-and-control systems at Raytheon's Rhode Island division, said he was encouraged by the promise of the program. "You'd be surprised how much more we can go in this direction. Our ability to continue to think smarter, more out of the box, more from a human engineering approach, really hasn't begun to approach the boundaries," Griffiths said. "The conservative side of me ... knows that the human is indispensable, because of our ability to adapt to the situation, so, yes, there is some concern about driving the size of the crew down too far. But we've had crews much smaller than what we have today successfully operating submarines, so I think we still have a lot of room to maneuver there."



Conceptual drawing of a future attack submarine with vertical launch tubes and a dock facility for a mini-sub

Confessions of an SSBN Sailor

(A letter to my SSN colleagues)

by CDR John Elnitsky, USN

Fellow Submarine Warfighters,

Admittedly, I came by it honestly: the concept that SSNs were somehow more prestigious, more glamorous, and even better than SSBNs. Perhaps it was the clichés most of us have heard, "Fast Attack Tough," "SSN: Saturdays, Sundays, and Nights," and "Ain't no slack in Fast Attack" - as opposed to "Boomer Weenies," "Part-time Sailors," and "On patrol going two knots to nowhere." Maybe it was our training pipelines that until recently have been wholly SSN-centric. Even the Prospective Commanding Officer (PCO) course only recently started having SSBN PCOs embark on a TRIDENT submarine for their underway torpedo firings. Out of fiscal necessity, all our programmatic rhetoric justifies the SSN inventory and leaves our junior officers with the misconception that only attack submarines are important.

We may have reached the point where a real dichotomy exists between SSBNs and SSNs. Are SSBNs just this other part of the Submarine Force that we SSN purists tolerate, like F-18 jockeys tolerate their helicopter pilot counterparts? Have the myths generated a potential schism? For me, these myths began on my first SSN. On that boat, our Commanding Officer, Navigator, and Engineer were all previous SSBN sailors, but you wouldn't know it. They never wore their Strategic Deterrent Patrol pins and rarely discussed their patrol operations out of Guam. Not the SSN thing to do, I guess? The Executive Officer, who had never been "corrupted" by an SSBN patrol, forbade discussions of "Boooo...ooooomers" at the wardroom table.

Later in my career, I encountered similar attitudes. A senior staff member once told me that "...not much goes on during those Trident refits. It's sort of Sleepy Hollow down there in Kings Bay." More recently, a Captain told me how much it bothered him to see sailors in Kings Bay wearing gold patrol pins (signifying 20 SSBN patrols). Too much time on "boomers" doing the same old thing. And I confess that I unwittingly perpetuated some of those same myths. But I had it wrong, and if you are propagating that same attitude, you may need to reconsider.

I was fortunate to get some great advice about SSBN operations amidst all the sniping. Despite having served entirely on SSNs, I asked for command of a TRIDENT and just recently completed my first patrol. Having learned a lot myself during this first operating cycle, I provide



the following perspective to help dispel some of the myths regarding SSBNs.

Myth #1: The SSBN force is comprised of "part time sailors."

SSBN junior officers (JOs) will complete at least five patrols during their first sea tours. On average this amounts to only two weeks less than their SSN counterparts in total underway time. TRIDENT crews prepare for and execute a deployment about every 220 days. Admittedly, it's not a six-month Mediterranean run, but the challenges of preparation and deployment are the same, and the cycle repeats itself more frequently than our current SSN Inter-Deployment Training Cycle.

The "off-crew" period is undoubtedly the most inappropriately named portion of the cycle. It should really be called "off-boat" because in terms of the crew's activity, there is nothing "off" about it. A former SSBN Commanding Officer once told me that he worked his crew very hard underway just to be able to pass the many graded training sessions during off-crew. This may be a little backwards in priorities, but it's somewhat true nonetheless. Because about 30% of the crew turns over between each patrol, we must make full use of the hands-on training opportunities available at the TRIDENT Training Facility to be ready for our wartime mission.

The first time I watched our Battle Stations Missile Navigation Team complete the transition to readiness for missile launch in the Strategic Navigation Lab, I realized how challenging and effective these trainers can be. At first, I questioned why we ran such complex and layered casualties. With their multiple anomalies, these training sessions make most engineering drills look like they're moving in slow motion, but they provide the hands-on training that enables us to truly practice like we will fight. This same intensive casualty response drill is also found in the Ship Control Trainers, Tactics Team Training, Sonar trainers, Command and Control Exercises, Piloting Lab, Mariners Skills Labs, and Strategic Weapons Labs, to name just a few.

Myth # 2: SSBN refits are sleepy affairs requiring little effort on the part of the ship.

I had survived several pre-overseas movement up-keeps on SSNs, so I figured how bad could an SSBN refit be? A Selected Restricted Availability (SRA) on steroids is the best analogy to a TRIDENT refit. In addition to corrective maintenance, numerous incremental overhaul work items and a host of pre-patrol tests must be completed during each refit. The average refit easily matches an SRA in man-hours of effort, yet it is accomplished in about half the time.

The TRIDENT Refit Facility completes a refit and gets a ship ready to deploy every two weeks. It takes active involvement of both the Blue and Gold crews to complete the required maintenance and preservation, and if they don't hit the deck running and work together as a team, they quickly find themselves behind the power curve. In the case of the officers, imagine an SSN junior officer who has completed five SRAs and seen most of his ship taken apart and put back together, and you have the equivalent of an SSBN JO's expertise. This experience provides essential skills for these future department heads.



Myth #3: SSBN operations consist of driving around at two knots going nowhere.

The increase in Modified-Alert periods, with more flexible scheduling, has gone a long way to break down the myth of boring underway operations. During my first two weeks underway we acted as the opposition force for a destroyer squadron's undersea warfare exercise, which culminated in a night-time choke-point defense against eight darkened and deceptively lit warships. It proved pretty challenging even for this experienced SSN sailor. We followed that evolution with an open-ocean submarine tracking exercise coordinated with Maritime Patrol Aircraft. As a newly initiated strategic sailor, I didn't think I even needed to be able to *spell* BULLPEN, much less have to establish one. Fortunately, our JOs were more than up to the challenge. By the time we

began our alert patrol, I could easily have forgotten I wasn't on an SSN any more, if not for the Chief of the Boat's reminders that "This is a TRIDENT submarine, not a little boat!" The operations were frequent, tactically challenging, and just plain fun.

Alert patrol added a dimension to underway operations that I never experienced on an SSN. In addition to the challenges found in fast attack operations, SSBN patrols include the requirement to maintain constant communications connectivity, missile system readiness, and navigational accuracy while remaining completely undetected. Couple this with externally-generated round-the-clock weapons readiness tests, "mini-war" exercises with strategic scenarios, and preparations for the next inspection, and you have a good picture of an SSBN on alert. I found I was concerned about issues I never considered on an SSN, such as communications buoy operations, TACAMO aircraft reception paths, ELF connectivity, and Aguada VLF down times. Contrary to the popular misconception that SSBN patrols are boring, my crew and I found the patrol period busy and challenging.

So are SSBN Sailors really very different from our SSN brethren? Maybe we're more just differently evolved than actually different. We maintain our ships as national assets, practice many of the same warfighting skills, and exercise many of the same tactics. The only real distinction is that we've had to learn the additional complexity of operating strategic weapon systems. I tell all my newly reporting Sailors that what makes SSBNs different from the ships they've served on before is that every time we go to sea, we're there to execute our primary, real-world mission. This is not a drill! In deterring the use of weapons of mass destruction, we shoulder a heavy responsibility in our dangerous and constantly changing world.

If we go by current force level plans for SSNs - the schedules for new construction and decommissioning - approximately 42% of submarine commands will be on TRIDENTS by the year 2001. You owe it to yourselves to try one and understand what we do. I'll see you out there. You'll know me. I'm the CO with the shiny new patrol pin.



San Francisco Saga

Editor's Note: While most of you have followed the story of the grounding of USS San Francisco (SSN 711) through other sources, it didn't feel right to not have anything about it in the newsletter. So, I wanted to include some information and pictures to summarize the events of the past two months. The information included below was gathered from various Navy press releases and other news reports.

At approximately 4 p.m., January 7, Hawaii Standard Time (12 noon, January 8, Guam Time) USS San Francisco ran aground while conducting submerged operations approximately 350 miles south of the island of Guam. According to reports the submarine was traveling at a speed around 30 knots when it careened off part of an undersea mountain and made a nearly instantaneous deceleration to about 4 knots. It was only through the extraordinary efforts of the crew that the stricken submarine was able to reach the surface.

After the accident it was apparent that the bow of the submarine sustained heavy damage, which caused the submarine to sit deeper in the water and made it hard to maneuver. Sailors had to keep pumping pressurized air into the ballast tanks to maintain buoyancy. But the full extent of the damage wouldn't be determined until the submarine returned to port.

Of 137 aboard, 98 sailors experienced some injury, 23 were injured seriously enough that they were unable to stand duty during the sub's transit back to Guam, and one died of injuries. Machinist Mate 2nd Class Joseph Allen Ashley of Akron, Ohio suffered "significant trauma to the head" while he was working in one of the ship's engineering spaces. He was initially listed in critical condition, but died the next afternoon.

On January 11, it was reported via e-mail



A view of the damage to San Francisco's bow

messages sent by Rear Adm. Paul F. Sullivan, Commander of the Submarine Forces in the Pacific, that San Francisco's hull was severely damaged after the head-on crash into what was believed to be an uncharted undersea mountain.

These messages painted a more dire picture of the accident than had been originally disclosed, indicating the outer hull had been ripped open at the submarine's nose, causing flooding in the sonar dome and in four of the ballast tanks. They also revealed the extensive efforts to steady the vessel and save Petty Officer Ashley. One e-mail indicated that the Navy had tried to evacuate Ashley within hours after he had been thrown forward and hit his head on a metal pump. Petty Officer Ashley's father, Daniel L. Ashley, said in an interview he had been told that a helicopter had been sent to evacuate his son, but in the choppy seas the submarine's crew members could not maneuver a stretcher carrying his son through the submarine's hatches before he died.

On January 20, the commander of U.S. 7th Fleet, Vice Adm. Jonathan W. Greenert, directed that the commanding officer of USS San Francisco, Cmdr. Kevin Mooney, be reassigned pending the results of an investigation into the sub's grounding. Cmdr. Andrew Hale, Submarine Squadron 15 deputy commander, assumed the duties as commanding officer of San Francisco.

On February 12, Greenert, formally relieved Cmdr. Mooney of his command of USS San Francisco. The decision to relieve Cmdr. Mooney was made following Non-Judicial Punishment (NJP) proceedings held in Yokosuka, Japan. Additionally, as a result of the NJP, Mooney received a Letter of Reprimand. It was reported that during the conduct of the investigation into this incident, it became clear to Greenert that several critical navigational and voyage planning procedures were not being implemented aboard San Francisco. By not ensuring these standard procedures were followed, Mooney hazarded his vessel.

By February 22, San Francisco, sitting in a dry dock in Guam, was having its bow fitted with a twenty foot long metal dome. This, plus the repair of ballast tanks, will make the sub seaworthy, and able to make its way under its own power to a ship yard for additional repairs. The underwater collision with a sea mount, just about destroyed the sonar sphere in the bow. The pressure hull was apparently not damaged, but equipment in the bow area outside the pressure hull was.

The collision was a unique event. No American sub has suffered so much damage, and survived. The state of the sub is being carefully studied to determine repairs needed, and how the design of American subs might be modified.

Navy Honors Sailor for Emergency Surgery

By Steve Hartsoe, The Associated Press

RALEIGH, N.C. (AP) - More than 60 years ago, Wheeler Lipes performed a successful emergency appendectomy in a submarine 120 feet below the Pacific Ocean - an act that has finally earned him a medal from the Navy.

Lipes, then 23, relied on makeshift instruments - bent spoons for retractors and alcohol from torpedoes for sterilization. He and an assistant wore pajamas rather than operating room gowns.



USS Seadragon shown off Mare Island in 1943

Though a news report on Wheeler Lipes' feat aboard the USS Seadragon amid World War II won a Pulitzer Prize and prompted the Navy to make a movie about his actions, Lipes was never honored. Until Sunday.

"Personally, I'm not overwhelmed with awards, but I think it was important they present the medal because it helps to bring about some closure of things that fall through the cracks," he said.

Lipes, now 84, was awarded the Navy Commendation Medal. He said past efforts to award him the medal failed because officials believed a statute of limitations had passed. But Lipes said his patient was the courageous one.

"I always thought he was the guy who had the courage," Lipes said. "I've asked myself, 'Would I have gotten up on that table and let someone do the same thing to me?' He was one of the most courageous people I've ever met."

The surgical environment was less than ideal: The patient, Darrel Dean Rector, was too tall to lay on the makeshift operating table, so a nearby cabinet was opened and Lipes put the patient's feet in the drawer.

The table was bolted to the floor, so Lipes had to stand with his knees bent throughout the operation. After nearly two hours, Lipes removed a swollen 5-inch appendix that had several inches of blackened tissue.

Arthur Killam, 84, who served aboard the Seadragon with Lipes, said the young pharmacist's mate never wavered during the emergency surgery in 1942.

"Lipes said he'd seen an appendectomy one time so he told the skipper that he could do it. He

went right after it," said Killam, who attended the medal ceremony. Killam and Lipes reconnected a few weeks ago for the first time since the war.

Rector was back on duty in 13 days. He died two years later aboard a different submarine, the USS Tang, when the Tang fired a torpedo that circled back and struck the vessel.

Reporter George Weller of the now-defunct Chicago Daily News wrote about Lipes' undersea surgery and won a Pulitzer Prize. Several motion pictures also portrayed the feat, including one titled "The Pharmacist's Mate," produced by the Navy.

Lipes said about 100 people attended Sunday's medal ceremony.

"It was spectacular," he said, describing the ceremony in a telephone interview with The Associated Press. "The Navy certainly made up for the 63 years of delay in the medal."

Lipes received the award after Jan Herman, historian of the Navy Medical Department, began looking into his case.

"I found that he had never gotten any kind of recognition from the Navy," Herman told The Daily News of Jacksonville, N.C. Herman interviewed and videotaped Lipes several times for the Navy.

The surgery wasn't Lipes' only harrowing experience. He escaped death early in the war when the submarine USS Sealion was hit by two Japanese bombs. He still has scars from that attack.

Lipes, who is battling pancreatic cancer, retired to North Carolina in 2002 after a long career as a hospital administrator. He said he was cheered by Sunday's ceremony.

"I certainly was privileged and honored to be the subject of that presentation," he said.



Wheeler Lipes and his late wife show off kitchen utensils similar to the ones he used during the emergency surgery.

Yacht Club members visit Cobra

At the request of Seattle Base member Jay Davis, Karl 'Dutch' Krompholz, Bill Giese, Cliff Nutter and Pat Householder conducted a special tour for about 30 members of the Meydenbauer Bay Yacht Club on Saturday, February 19th. Jay 'prepped' his visitors with a special Foxtrot 'quiz' and following the tour at dinner, the members were awarded prizes based on the accuracy of their answers. Some of the things they saw included the newly dressed up Helm and newly installed diving control boxes, plus the newly stripped and re-stained after battery walls (photos of some of the changes are provided here). The visitors seemed pleased and impressed with all the complexities inherent in submarine construction.



The 'Rusty Ruskie' looking good in the Seattle sunshine

A view of the stripped and stained aft battery passageway



The Control Room with the new bow and stern plane controls and depth gauges (shown on the right side of the photo)

From the Storekeeper's Shack

Here are a few items you might be interested in:



Cold War - Silent Service Patch \$6.00

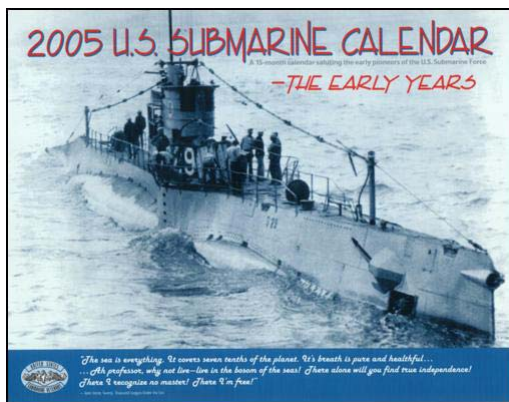


Foxtrot Patch \$4.00



Submarine - Vietnam Service Patch \$4.00

2005 Submarine Calendars are still available.



If you are interested one of these patches or any other Base Store item, you can get in touch with Bill at the next meeting, email him at bill.giese@verizon.net, or call him at (425) 355-5590.

Also, if you are looking for something special or have any ideas of new items, let Bill know.

The National Storekeeper also has a new item. Your very own "no parking" sign dedicated to submariners only. The sign is 12" x 18," thick aluminum, and made to withstand the weather or can be used inside your garage.



New exhibit features Trident subs, crews and families

By Chris Barron, Bremerton Sun, 12 Feb 05

Natalie Griffen entered the Naval Undersea Museum's new exhibit and immediately felt at home. "It looks like our living room," she said. Griffen, the wife of a submariner on USS Alaska's Gold crew, helped the Keyport-based museum put together its newest exhibit, "Service & Sacrifice: The Trident Family." The exhibit, which debuted Friday, tells about Trident submarines, their crews and the families who support the sailors. "It's very emotional, just to be able to show people what we go through on a daily basis," Griffen said. "People don't get to see it. "It's nice to see the things that we experience and have in our homes are important to other people."

The Naval Undersea Museum, which boasts an impressive amount of permanent exhibits chronicling Navy undersea history, is open from 10 a.m. to 4 p.m. six days a week. Admission and parking are free.

The Trident exhibit mostly comprises donations from Bangor submarine crews and their families. From pictures of homecomings to a real bunk taken from a sub to a detailed drawing showing the inside of a Trident, visitors will get a inside look at the world of submarines. He added that the exhibit, which will be on display for at least a year, will evolve and increase over time as more is added to the displays.

One display sitting above a shopping cart full of groceries shows the food inventory a Trident sub needs to complete a normal 72-day patrol. The Naval Undersea Museum at Keyport is open from 10 a.m. to 4 p.m. six days a week. Admission and parking are free. The museum is closed on Tuesdays.

Charitable Foundation Overview

The CF is contributing \$ 1,000.00 to the Ashley Scholarship fund in memory of MM2(SS) Joe Ashley who was killed in the USS San Francisco grounding. Since the Convention last September, thirty-six Seattle Base members have contributed \$1,628.00 to the CF. The national goal is just 10.00 per member per year. Thank you, Shipmates, and well done!

"Books for Boats" Program

The Lockwood Internet Base started a program to donate paperback books to operating submarines, and invited other Bases to participate. Several Seattle Base members (Tim Floresch & Pat Householder) collectively contributed in excess of 200 paperback books for our young men serving in submarines. Over 1,000 total paperback books have been collected to date from various bases.

Birthday Wishes

Here is a list of Seattle Base member birthdays for March and April. Be sure to wish them a 'Happy Birthday and many returns' the next time you see them, offer to buy them a drink, and see if they remember what year they were born.

Carrol Burlingame	March 8
Patrick Householder	March 8
Robert Shirer	March 12
William Linn	March 14
Lawrence Abbott	March 15
Peter Berkebile	March 15
John McFarland	March 16
Ted Taylor	March 25
Isaac Peterson	March 28
Andreas Benson	March 29
Dennis Kerton	March 29

Michael Bennett	April 9
Robert 'Lem' Riddell	April 10
Michael Stevenson	April 11
Donald Masoero	April 18
John Myhre	April 23
Eric Muller	April 27
Wayne Barger	April 27
Victor Horgan	April 29
Robert Keeler	April 29

2005 Seattle Base Officers and Chairs

Commander:	Ric Hedman	206-335-7424
Sr. Vice Commander:	Karl "Dutch" Krompholz	253-631-5736
Jr. Vice Commander:	Stephen Friedley	425-806-9116
Secretary:	Steve Shelton	206-526-1130
Treasurer:	Jim Harper	425-357-6485
Membership Chair:	Stephen Friedley	425-806-9116
Ceremonies Chair:	Don Masoero	253-569-1916
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

Mar. 16 at Redmond VFW Hall
Apr. 20 at Redmond VFW Hall

District 9 Meeting

Farragut Base is excited to host the upcoming District 9 Conference to be held April 22 - 24, 2005. The location will be beautiful Eastern Washington/Northern Idaho at Templin's Red Lion Hotel overlooking the Spokane River in Post Falls, Idaho. Plans are in the works for an interesting and fun weekend to include:

- A tour of the Naval Acoustic Research Center in Bayview, Idaho on scenic Lake Pend Oreille.
- A Friday evening social, possibly a cruise on the Spokane River or Lake Coeur d'Alene.
- A submarine birthday ball and banquet on Saturday evening to highlight the weekend.

We have negotiated a special room rate of \$59.00 for standard rooms and \$79.00 for river view rooms. A block of rooms has been reserved at these discounted rates. These rates can only be guaranteed for reservations made prior to April 1st, so make your plans as soon as possible. For reservations, call 1-800-283-6754 ext. 523 and ask for the USSVI group rate. We are looking forward to a great weekend. For more information contact Jerry Parker at (208) 665-7805 (email dbf487@msn.com) or Jim Dunn at (208) 683-0998 (email jimandjean@jddunn.com).

On the Internet:

USSVI National Website: <http://www.ussvi.org>
Seattle Base Website: <http://seattlebase.donmac.org>
Ron Martini's BBS: <http://rontini.com/bbs>
Don Gentry's BBS: <http://www.submarinesailor.com/forum>

A Bridge for WWII SubVets.

Last fall, Groton Base sent several letters to various politicians in the state of Connecticut requesting that one of the I-95 bridges over the Thames River be designated as 'SUBVETS WWII Memorial Bridge.' In short although both bridges have signs identifying them as the Gold Star Memorial Bridge, only one has actually been named. Additionally, designating the bridge this year would be in line with this year's 60th anniversary of the end of WWII.

On Monday, February 14 Groton Base Commander John Carcioppolo provided testimony at a Public Hearing in Hartford. The text of his testimony follows:

Good afternoon Chairman Ciatto, Chairman Guerera, and members of the Transportation Committee. My name is John Carcioppolo; I am the Base Commander of the U.S. Submarine Veterans with over 2400 members. My purpose is to appeal to you in support of naming one of the bridges over the Thames River as the U.S. Submarine Veterans WWII Memorial Bridge.

After Pearl Harbor the Navy turned to the submarine force, which had been miraculously spared. One commander when reporting to Washington said, "The submarines are all we have left."

The submarine force immediately commenced unrestricted warfare against the Japanese and brought the fight right to their home waters. Fleet Admiral Chester Nimitz said, "We shall never forget that it was our submarines that held the lines against the enemy while our fleets replaced losses and repaired wounds."

Submariners made up less than 2% of the entire navy. Yet they sunk 201 warships, and 1,113 merchant ships. More than 55% of all ships sunk. They also performed many other tasks such as carrying ammunition to Corregidor, evacuating the Philippine government and all its gold. Attacking enemy land positions, landing spotters and raiders, rescuing downed pilots, and secret surveillance. Submarines scouted every landing made in the Pacific guiding invading forces to the invasion place.

Submariners had the island of Japan isolated long before the end of the war. President Roosevelt when secretly briefed on submarine operations said, "I can only echo the words of Winston Churchill, never have so many owed so much to so few."

They paid a heavy price for their successes. 52 submarines were lost, with over 3500

casualties. One in five submariners never returned. At over 20%, it was the highest mortality rate of any U.S. service during the war. There has never been any formal recognition or tribute to the Submarine Veterans of WWII but they certainly deserve our recognition and the naming of this bridge would be a fitting tribute. As citizens of this state we owe it to the WWII submarine sailors to recognize them for their accomplishments.

Groton Connecticut is considered the birthplace and home of the submarine force. It is the submarine capitol of the world. Thousands of submariners were trained in Groton and submarines built by Electric Boat contributed to 39% of all Japanese ships sunk. It is only fitting that those that served in submarines be remembered here more than any other place on earth.

There is a sense of urgency in this request. Only an estimated 5,000 submarine veterans of WWII are still living. The youngest of these heroes is 79. Last year over 400 shipmates were lost. That number climbs higher each year. The time for honoring WWII submariners is now.

This summer we will honor the submarine veterans of WWII on the 60th anniversary of the end of that war. WWII veterans are referred to as "*members of the greatest generation*" WWII submariners are the finest example of the men of that great generation. Wouldn't it be spectacular if on that anniversary if we could truly honor them by naming this bridge in their memory.

Groton and New London feel that naming of this bridge is a fitting tribute. I ask the state of Connecticut to do the same.

Ladies and gentlemen - I urge you, pass the bill, join us in our ceremony and honor these men with the naming of this bridge as U.S. Submarine Veterans WWII Memorial Bridge.

John has said that he will keep the SubVet community informed as things develop. But it wouldn't hurt if those of you who are Connecticut residents contacted your local Representatives and Senators to ensure that they get behind this bill.



USSVI Seattle Base
c/o Ric Hedman
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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) -*

"Corner" Continued from Page 1

with the accidental grounding of the USS San Francisco SSN 711 that resulted in the untimely death of MM2(SS) Joseph Allen Ashley. At this time the facts are not in as to the cause of the accident or the ultimate fate of the San Francisco.

The board is working on trying to put together some events trips and speakers that we hope will please the membership. If you have any ideas for programs or speakers please feel free to contact Dutch or me with that information.

For those of you that haven't already renewed your membership with your annual dues, I would encourage you to do so. You might consider taking advantage of the 2, 3 or 5-year membership options.

A motion has been made to amend the bylaws to roll back the Base Life Membership dues to the 2004 rate since it has not seen as necessary revenue item for the base. This will be voted on hopefully at our February meeting.

I hope this will be an exciting and fun year for all of us.

Smooth sailing.
Ric Hedman

SUBVET Book Reminder

In the last issue of *The Dolphin Brotherhood* we reported that USSVI had teamed up with Turner Publishing Company to publish a history and pictorial coffee-table book on USSVI, 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 fundraiser, with all royalty proceeds going to the USSVI treasury.

In addition to a detailed history of the first 40 years of USSVI, this commemorative 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!

A detailed brochure is being mailed to all current USSVI Association members. A downloadable copy of this brochure in PDF format is also available on our web site at:
http://www.ussvi.org/notices/Book_Project.pdf

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!