



The Dolphin Brotherhood

Meeting Recaps

Here are some short recaps of the most recent Seattle Base meetings.

May Meeting

At the May meeting Ric Hedman and Dave Goodson (AKA Cobra COB) gave a report on their trip to the Russian K-77 Juliett (Project 651) class guided missile submarine. The Saratoga Maritime Foundation owns the submarine, they also been able to acquire the carrier Saratoga for preservation.

The Juliett class is among the largest diesel-electric submarines ever built. It has 3 levels inside the sub and is in excellent shape (especially when compared to the 'Rusty Ruskie'). The history of how the boat was acquired by the Saratoga Foundation is just as interesting as the boat itself. It was originally leased by the Russians to a group in Finland and eventually sold (sort of) to the Foundation. There was an intermediate owner (that was familiar to those that worked on Cobra) and the boat ended up as a film star, doubling for a Russian Hotel class SSBN in the movie K-19. After filming

was complete, the boat was essentially abandoned in Halifax Canada. Finally, the Saratoga Foundation stepped up to take ownership of the boat.

After talking about how the Juliett came to Providence, R.I., Ric and Dave gave a verbal tour, talking about the condition of the boat, along with the similarities and differences between the Juliett and Foxtrot. The Juliett has undergone some major modifications to allow it to be used for overnight programs. You can see some pictures of the Juliett on page 4.

June Meeting

In June, our own John Jolly talked to us about his side-scan sonar experiences and recounted some of the jobs on which he has worked (some of you may have seen him on the History Channel in a program on the search for a missing WWII female ferry service pilot). John has worked all around the world, from the Middle East to the polar ice cap, and we all enjoyed hearing his stories. John did pass along that he always wanted to run his equipment through the Red Sea to look for Egyptian chariot wheels.

Commander's Corner

By Karl 'Dutch' Krompholz, Base Commander



Greetings Shipmates!

Those who attended the May business meeting witnessed the 'passing of the flame'. Ric Hedman has taken a contract assignment in Rhode Island and has resigned his post as Seattle Base Commander. So, we rotate the watch.

With this unexpected watch change, and to keep a fresh set of eyes on the helm, I will need your help to navigate through the remainder of the year.

I want to thank Ric for all his efforts as Base Commander. I also want to thank all our officers, committee chairmen, and members for your assistance, and patience, during this transition.

May ended with strong SubVet support at Tahoma National Cemetery for the Memorial Day Ceremony. Eight SubVets and six of their wives listened as our Governor gave the Keynote Speech and watched as a flight of WWII Warbirds performed a Missing Man Flyover.

June's business meeting included a spaghetti feed and featured our own Jon Jolly as speaker. Let me know if we should continue these dinner meetings. They seem to give us more face to face time with our shipmates.

See "Corner" on Page 12

Visiting the Submarine Force Library and Museum



From Undersea Warfare magazine, Spring 2004

The Submarine Force Library and Museum had its origins in a collection of books, records, and artifacts begun by the Electric Boat Company in the 1950s. After it was donated to the Navy in 1964, the collection was moved to the Naval Submarine Base New London, where it remained until 1986. In April of that year, the Library and Museum finally opened in its own dedicated facility on the Thames River, located just outside the submarine base. Today, the museum complex consists of three main elements: the Museum itself, the Library and Archives, and the historic ship USS *Nautilus* (SSN-571).

Arriving at the submarine museum, visitors first encounter a number of displays outside the main building itself. These set the stage for many of the exhibits inside and give the museum a venue for displaying many items that simply will not fit elsewhere.

The most prominent of these outdoor displays is the complete sail from USS *George Washington* (SSBN-598), which stands in front of a monument dedicated to the Polaris program and the first "41 for Freedom" ballistic-missile submarines. Together with the nearby top section of a Polaris launch tube, complete with open hatch and missile cover, it forms an impressive remembrance of our earliest seaborne nuclear deterrent.

Four unusual mini-submarines and submersibles are arrayed next to the entrance:

- *HA-8*, a Japanese Type-A mini-submarine. Five craft of this design participated in the Japanese attack on Pearl Harbor.
- *X-1*, the US Navy's first midget submarine design, built in 1955 to test U.S. defenses against enemy counterparts. Originally powered by an experimental hydrogen-peroxide propulsion system, *X-1* was converted to conventional

propulsion after a 1957 explosion destroyed much of her original bow.

- A Mk VII Swimmer Delivery Vehicle (SDV), an early U.S. Navy design now replaced by larger and more sophisticated versions.
- An Italian "chariot," or swimmer delivery vehicle, similar to the *maiale* ("pig") types used to attack British ships during World War II.
- Rounding out the collection is a World War II submarine deck gun from USS *Piranha* (SS-389) and several other artifacts.

To enter the museum building, visitors pass through an interesting archway. A ring 40 feet in diameter represents the hull diameter of an *Ohio*-class SSBN. Suspended inside is a 9-foot ring marking the diameter of USS *Holland* (SS-1), the Navy's first submarine. This provides a striking reminder of the dramatic advances achieved in submarine technology since 1900, when *Holland* was commissioned.

Once inside, the first thing a visitor sees is an earlier *Nautilus* – not a real submarine, but the version imagined by Jules Verne in his novel *Twenty Thousand Leagues Under the Sea*. A model of the submarine created for the 1954 Walt Disney movie of Verne's classic hangs in the entryway. Nearby there are two hands-on exhibits ideal for younger visitors – a replica of a World War II submarine attack center, complete with functioning periscopes, and a submarine control room.

One wing of the museum deals primarily with modern submarines. Exhibits focus on the strategic deterrence program, including Polaris, the former submarine base at Holy Loch, Scotland, and similar aspects. There is also a cutaway model of a USS *Los Angeles* (SSN-688) class submarine and a display on submarine contributions to Operation Desert Storm and other recent conflicts.



Museum Entrance

The other wing houses several large-scale historical displays, beginning with a replica of the first combat submersible, *Turtle*, from the Revolutionary War. Associated exhibits describe the evolution of submarines over the centuries. The contrast between the crude hand-cranked *Turtle* and modern submarines is striking, yet both had the same goal – to seek out and destroy the nation’s enemies.

In addition to *Turtle*, a McCann Rescue Bell dominates this section of the museum, and there is also a small exhibit on the 1939 rescue of crewmembers from the stricken USS *Squalus* (SS-192), which made the McCann bell famous.

Much of the remaining space is dedicated to Submarine Force achievements in World War II. A cutaway model of a USS *Gato* (SS-212) class submarine hangs over the area, helping visitors to appreciate how little space was available onboard these vessels. (It is interesting to compare this wartime submarine with *Nautilus*, only a decade later. While the basic configuration is much the same, nuclear power was clearly a great improvement for crew habitability, as well as submarine performance.) Other exhibits describe both combat operations and life onboard wartime submarines. Rotating displays of historical artifacts from the museum’s archives honor individual boats. These displays are often arranged to coincide with crew reunions or other events at the museum.

Finally, one wall is dedicated to submarine armament. There are a number of torpedoes and other submarine weapons, ranging from a 1918 Whitehead design to the modern Mk 48 and a SUBROC rocket-propelled nuclear depth charge. As an adjunct to the many other displays on SSBNs and strategic deterrence, there is a demilitarized Polaris missile on hand, sectioned to show the complexity of its internal workings.

As visitors head out of the museum building toward *Nautilus*, they pass a wall of models, representing every class of U.S. submarines from *Holland* to USS *Seawolf* (SSN- 21).

Historic Ship *Nautilus*

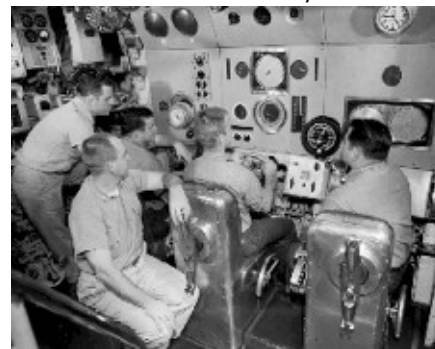
Adjacent to the main building, the centerpiece of the museum’s collection – USS *Nautilus* (SSN-571) – is moored in the Thames River. The world’s first nuclear-powered submarine – indeed, the world’s first nuclear-powered ship of any sort – *Nautilus* marked a major revolution in submarine technology, and with her, submarines became truly independent of the ocean’s surface. Commissioned in September 1954, *Nautilus* rapidly proved the value of nuclear propulsion, setting a number of speed and endurance records and revolutionizing submarine tactics. The famous signal, “Nautilus 90-North,”

cemented the submarine’s place in the popular imagination, when she became the first ship to sail directly over the North Pole. *Nautilus* served a distinguished 25-year career as a warship, while also testing equipment and technology for her successors.

Five years after *Nautilus* decommissioned in 1980, she was towed to Groton and became part of the Submarine Force Museum when it opened to the public in April 1986. (In 2002, *Nautilus* was briefly removed from the museum for an overhaul at Electric Boat, where she was originally built, but has since returned). The boat is firmly moored to the pier by a set of articulating brackets, but she remains afloat and is maintained in excellent condition.

The only U.S. nuclear-powered submarine currently on public display, *Nautilus* gives visitors a remarkable glimpse of history and naval technology. The ship is preserved in nearly the same condition she was in during her active life, quite impressive for a ship nearly 50 years old. Selected portions of the forward section of the submarine – the torpedo room, wardroom, control room, attack center, crew’s mess, and several other areas – are open to the public, with a self-guided audio tour available. The audio tour describes each space as guests walk and climb through the submarine. The route is delimited by clear partitions that protect the ship from the wear and tear of passing hands (and vice versa, perhaps).

The (aft) engineering half of the submarine is preserved in similar condition; the machinery is



Nautilus Control Room

still in place, though the reactor has, of course, been defueled. Since submarine nuclear propulsion technology, even *Nautilus’*, could aid a country that does not have high speed, long distance submersibles (which only nuclear propulsion can provide), this section is not accessible to civilians, but Submarine School students visit regularly to gain a better understanding of the history of the systems they operate. Although technical details have changed, modern nuclear submarines operate on the same basic principles established onboard *Nautilus* nearly 50 years ago.

"Museum and Library" continued from Page 3

The Library

As important as the museum itself, the Submarine Force Library plays a major role in educating both the public at large and members of the submarine community about the history and traditions of the force.

Electric Boat began the library as a resource for its designers and engineers with the ambitious goal of gathering every available publication related to submarines. The collection eventually outgrew its original home at Electric Boat, but rather than disposing of it, EB donated it to the Navy, which relocated it to the submarine base. The Navy has continued to maintain and expand the library's holdings until it is now the single largest collection of material related to U.S. Navy submarines outside of Washington, DC.

The library currently maintains historical files for each individual submarine in the U.S. Navy, past and present. It also has an extensive collection of books, periodicals, news clippings, and photographs about the Submarine Force in general. The library holds an extensive oral history collection, including accounts collected by both the U.S. Naval Institute and the library itself.

The library's unique collection makes it an invaluable resource for historical research. Users range from private individuals, often researching the history of family members who served on submarines, to academics preparing books or papers, to students at the Submarine School. Each basic enlisted class researches a specific submarine using the library's resources, thus emphasizing the living connection between past, present, and future submariners.

Plans for the Future

Since it opened in 1986, the museum has seen significant changes, including the addition of a new wing in 2000. And, of course, additional enhancements are always in the works.

The museum's director hopes to add one of the Deep Submergence Rescue Vessels, possibly *Mystic* (DSRV-1), to the outdoor display, when the DSRV is replaced by a planned next-generation submarine rescue system.

The library plans to expand its oral history efforts to ensure that the memories and experiences of submarine veterans are passed on to future generations of submariners and historians. The library also hopes to increase the use of its resources by Submarine School classes.

But whatever the future brings, the Submarine Force Library and Museum will continue its mission of preserving the rich heritage of the U.S. submarine community for future generations.

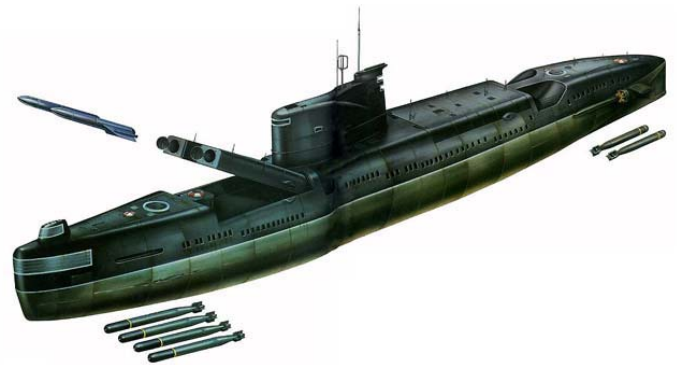
Juliect Photos



Juliect in Narragansett Bay



Juliect with Missile Guidance Radar Deployed, NATO Code-Named 'Front Door'



Artist's Drawing of the Weapons on the Juliect
The Juliect had launchers for 4 SS-N-3 or SS-N-12 missiles, along with 6 forward torpedo tubes and 4 aft tubes. The missiles could only be launched while the sub was on the surface and took around 25 minutes to prepare for launch. It is interesting to note that the Juliect class usually carried 8 torpedo reloads for the aft torpedo tubes, but none for the forward tubes.

What downtown Bremerton needs is ... a submarine

By Heidi Evans, Kitsap Sun, 9 May 05

If you are going to dream, why not dream big?

I'm dreaming of a nuclear-powered submarine parked near the future home of the Bremerton Naval Museum and open for tours.

I thought about this last weekend at the Oregon Museum of Science and Industry in Portland. I was staring at the USS *Blueback*, the U.S. Navy's last non-nuclear, fast-attack submarine. Through a variety of grants and donations, this submarine is now parked on a pier outside the museum. Since 1994, it has hosted more than 350,000 visitors, according to the museum's website.

Drawn primarily by this submarine, we drove to Portland, spent two nights in a hotel, consumed six restaurant meals, and otherwise spent money. Many weekend destinations beckoned: Victoria, the San Juans, Olympic National Park. But my husband wanted to get his kids in a submarine. After the tour, he sniffed my kids' hair and proudly pronounced "You smell like boat!" Fine French perfume would have been cheaper. For my husband, though, that pungent mix of stale diesel smoke, cooking grease, tobacco smoke, and body odor is a priceless aroma. As well as passing on the smell to his kids, he passed on an appreciation of submarines.

That kind of appreciation is part of life here. Bremerton residents have a passion for the Navy's history and comprehend the price paid for that history. This was obvious as I watched "Saving Private Ryan" years ago in a Silverdale theater. There is a scene of dozens of ships anchored along Normandy Beach at the end of the battle. At the sight, the entire audience literally gasped aloud. I have seen this film elsewhere, but only here did the scene receive that recognition of size, effort and lives represented.

In honor of this tradition, the area has not one, but two excellent Navy-related museums. The Naval Undersea Museum in Keyport highlights, obviously, submarines. It has innovative exhibits that rival any naval submarine museum in the country, except for one thing. They don't have a submarine to tour. Landlocked in its current location, the museum could never house a submarine like the *Nautilus*, which is part of a similar and busy submarine museum in Groton, Conn.

The second local museum is the Bremerton Naval Museum, which will get a name change - Bremerton Navy Museum - and become part of the refurbishment around the ferry terminal. It will move to its new home in historic and beautiful Building 50 flanked by a park and monuments.

Bremerton also has a third historic Navy attraction, the USS *Turner Joy*. I have never toured this ship - locals' apathy, I guess. I assume it's educational. I know it's frequented by schoolchildren.

In the late 1990s, Bremerton tried to acquire another tourist asset, the USS *Missouri*. It's hard to get more impressive or historic than this ship. After years in Bremerton, the Navy sent the ship to Hawaii in 1998. That state bid for the honor and offered the best package, pairing the ship with the sunken USS *Arizona* to represent the start and end of World War II.

Missouri may have slipped away, but there are other vessels languishing in the shipyard that could become tourist meccas.

The best vessel to pair with the Navy museum would be a newly retired surface ship. Ideally it would be big, historic, and well-known. The carrier *Ranger* would be a great choice, but even in dreams it's too grand. It would tower over the waterfront and mar the view. Maintenance would be a nightmare.

My dream wanders to something smaller, unique, historic and indicative of the area - a submarine.

I discussed this with my husband. Considering which submarine, I tossed out the USS *Parche*. My husband nearly snorted his drink out his nose and said only, "Unlikely." Perhaps there is too much classified material on that boat for public tour.

But if it could be removed, Bremerton could offer tourists a hero of the Cold War, hailed in "Blind Man's Bluff." Forget locals' apathy, I'd tour it more than once.

Currently the submarine *Sailfish* is waiting in the shipyard for its fate after active service. The submarine USS *Bremerton* may also be available one day.

With its plans for downtown development, Bremerton could become a tourist haven. Bremerton hosts a ships' hospice of vessels due for scrap. Some are diamonds in the rough. With careful selection and a lot of work, one could become the jewel in this city's crown.



Sailfish awaiting disposal at PSNS

Naval athlete, decorated submarine veteran dies

THE WASHINGTON POST

Capt. Slade Deville Cutter, the U.S. Naval Academy athletic icon who later amassed one of the great World War II combat records as a submariner, died June 9 at Ginger Cove retirement community in Annapolis. He had Parkinson's disease. He was 93.

"College football players should forget the game the moment it is over," Cutter once said. Still, he will forever be remembered for his sporting efforts as much as the far more dangerous work he completed during the war, exploits that earned him four awards of the Navy Cross and two awards of the Silver Star. The Navy Cross is the highest award for valor after the Medal of Honor.

Cutter once wanted to be a professional flutist but was pressed into athletic duty at the Severn School, the preparatory feeder school for the Naval Academy. Being tall and husky, the "blonde, easy-moving chunk of brawn," as one reporter wrote, became one of the collegiate athletic world's celebrated Depression-era figures.

He won the intercollegiate heavyweight boxing championship, became an All-America tackle and, in 1967, was inducted into the College Football Hall of Fame.

Slade Deville Cutter was born Nov. 1, 1911, in Chicago and raised on his family's farm in Oswego, Ill. He was steered away from sports by his father, who had been severely injured as a college athlete. Encouraged by his mother, Slade learned piano and then the flute. Later, in his Naval Academy yearbook, he listed the flute, along with chewing tobacco and swearing, as among his major vices.

Made Executive Officer of the submarine *Seahorse* (SS-304) in early 1943, Cutter soon clashed with his new commander over what he viewed as the man's cautious tactics. Back at Pearl Harbor, a vice admiral agreed with Cutter and gave him command of *Seahorse* for its second patrol. He received the Navy Cross awards while on the *Seahorse*, which sank more than 100,000 tons of Japanese vessels in enemy-controlled waters.

A Shipmate Remembers Slade Cutter

Wherever submariners gather and talk about what they know best, his name is always one of the top subjects. Slade Deville Cutter, Captain U. S. Navy, Retired has sailed on his last patrol on 9 June 2005.

Slade was awarded four Navy Crosses and he was one of the leading skippers in sinking enemy ships. He sank 19 of them in four runs. I believe there is only one other who accomplished such a feat. When you go to your knees tonight make sure

Slade Cutter is the lead in your prayers.

I was Slade's COB on *Seahorse*, made one run with him as XO, then four as CO. I will always remember him, for his outstanding character, his friendship, his directions in my life, and over 68 plus years of knowing this hero.

God Bless Slade Cutter.

Joe McGrievy, CA, PNP



Admiral Nimitz presents Slade Cutter with the Navy Cross

Available Now!

THE NEW UNITED STATES SUBMARINE VETERANS 2006 U.S. SUBMARINE CALENDAR

This stylish 2006 U.S. submarine calendar honors our submarine past by featuring the special submarine conversions, early missile, radar picket, and 'spook' boats following WWII.

Featured are two and four color images of 32 post-WWII submarines. The loss dates for all U.S. submarines are listed, along with other historical dates in USSVI and U.S. submarine history. See Bill Giese for your copy.

Memorial Day 2005

By Pat Householder

On an overcast Memorial Day eight Seattle, one South Sound Sub Vets, and six of their wives attended the Tahoma National Cemetery Memorial Day services. Featured speakers were Brig. General Oscar Hillman, recently returned from Iraq, Gov Christine Gregoire and Senator Maria Cantwell. On this day we were not Democrats, Republicans or any other political division. We were all citizens grateful and appreciative of the awful sacrifices made by so many of our young men and women in the service of our nation.

Cliff Nutter, President of Lockwood Chapter, carried the proud banner of Submarine Veterans of WW II while Dave Schueler carried the banner of USSVI in the parade of the colors. Seattle Base Commander Karl "Dutch" Krompholz and National Jr. Vice Commander Pat Householder carried the U.S. Flags. Alan Mandigo with the South Sound Base's NROTC contingent also carried flags in the procession.

Also in attendance were Robbie Robertson, John Bush, Michael Bennett, Bob Opple, Theresa Robertson, Barbara Krompholz, Lynn Schueler, Debbie Householder, Chris Opple, and Jo Nutter.

The services were concluded with a warbirds formation fly-by with a solitary aircraft peeling off skyward in a "missing man" salute to fallen heroes we honored on that day. Not so well known is the generosity of Robbie Robertson, who paid for the fuel the aircraft used in their performance.

All participants gathered at the USSVI and SVWWII memorial stones for photographs before retiring to Gloria's Restaurant in Maple Valley for a leisurely lunch and interesting conversation with our shipmates and their wives.



The Parade of Colors during the Tahoma Memorial Day Ceremony



SubVets and Wives at the USSVI Memorial after the Tahoma Memorial Day Ceremony

Pacific Submarine Force implements new Submarine Escape Immersion Equipment

By JOC (SW/AW) David Rush

The Submarine Escape Immersion Equipment (S.E.I.E Mk-10), a combined whole-body suit and one-man life raft, is designed to provide submariners protection against hypothermia and is rapidly replacing the Steinke Hood rescue device.

The S.E.I.E Mk-10 is currently scheduled to replace all Steinke Hoods aboard U.S. Navy submarines. The reconfiguration of escape trunks and training of the crews are requirements prior to installing the new system.

Several submarines have already installed the new system. USS *Key West* (SSN 722) is one of 17 attack submarines homeported in Pearl Harbor slated to implement the new survival suit and accompanying equipment.

This suit allows survivors to escape a disabled submarine at depths down to 600 feet, at a rate of eight or more men per hour.

The S.E.I.E is designed to enable a free ascent from a stricken submarine and to provide protection for the submariner on reaching the surface until rescued. The assembly is comprised of a submarine escape and immersion suit, an inner thermal liner, and a gas inflated single seat life raft, all contained in an outer protective stowage compartment.

The suit not only keeps the escapee dry and protected from cold shock during escape, but also acts as a thermally efficient immersion suit on reaching the surface. Full protection is therefore provided while deploying and boarding the life raft. The suit provides sufficient lifting force to take the escapee from the submarine to the surface at a safe speed of approximately two to three meters per second.

According to USS *Key West's* commanding officer Cmdr. Kenneth Sault, the suit is a welcome change to the Steinke Hood. "This is state-of-the-art equipment. They're doing major alterations on the two escape trunks on USS *Key West* right now to accommodate the S.E.I.E suits, where we would actually 'plug in' and execute an escape from the submarine. Those alterations are being done by a superb team of experts," said Sault.

Sault, along with other submariners from USS *Key West*, were on-hand at Richardson Pool, located near the Arizona Memorial, to undergo the required training.

"Frankly I have never done training like this before. It's great training, to actually get to put the suit on and get in the water. There couldn't be a better [training] experience, except for going up an escape tower. Every one of the crewmembers are going to have to execute this training," Sault said.

As for the level of difficulty, Sault said it's a fairly simple procedure. "It's not hard, it's almost intuitive. The whole design is ideal for survival at sea. This is a far more viable option than the Steinke Hood," Sault concluded.

The Steinke Hood was designed for the same circumstances, but did not include a full-body, thermally insulated suit or life raft. It was at best a last ditch survival device but would not protect submariners from hypothermia or provide shelter or visibility at the surface, as the S.E.I.E is designed to do.

In the event of an emergency, the S.E.I.E might just save submariners from an otherwise perilous fate. However, the device is designed to be a last resort in the event of a submarine emergency at sea. The goal in the event of a submarine mishap is survival. The second is rescue with a submarine rescue vehicle. Lastly, if a rescue vehicle is not available or cannot connect to a stricken submarine, the crew can escape using the S.E.I.E.

Optimally, a rescue vehicle is preferred as it allows crewmembers to survive with essentially no injuries since they are protected from the great amount of pressure at ocean depths. A rescue vehicle connects directly to the escape hatch of a submarine, eliminating the threat of exposure to cold water and extreme pressure.

In addition, the primary benefit of rescue before resorting to escape with the S.E.I.E. is that there would be resources available, including a recompression chamber, should it be needed by the rescued crewmembers.

However, unlike the Steinke Hood, the suit provides the good protection from decompression sickness, hypothermia, and climatic exposure.

USS *Key West's* Lt. Allen Deckers enjoyed the training. "I think the training is very productive. It's very helpful to have the hands-on experience with the same suits that will be on the submarine. Having the classroom instruction before coming here really helped so you know what to expect. It made the training go a lot better," said Deckers.

As for ever needing the suit, Deckers said he would rather not have to, but if it came down to it, he is confident in its ability to work as advertised. "The features that it has; the raft, thermal insulation, the suit is definitely designed to keep you out of the water. The international orange color, reflective tape and staying warm, these are the keys to survival. So if you have to use it, you can be found," added Deckers.

Fellow crewmember Torpedoman's Mate Seaman Charley Graver agreed. "It was easy to use. I think it's a hundred times better than the Steinke Hood. The raft is definitely a good idea. It keeps your body out of the water," Graver concluded.

Shipmate in Need

Gentlemen,
The Board of Directors and I recently received a letter from Charles Parker, Commander of USSVI Drum Base in Florida.

Tom Gilbert, one of the Drum Base members is in a life-threatening situation. Essentially he needs a heart transplant and lost almost everything in Hurricane Ivan last year. He and his family have had to make numerous journeys to a hospital in Jacksonville, FL for tests and other procedures related to heart transplantation.

This, combined with the financial losses from Hurricane Ivan, has left them in great financial distress.

Below is the relevant information from the communication we received:

My name is Charles (Marshall) Parker—Base Commander of the Drum Base in Pensacola, Florida. One of our members (Tom Gilbert) is in dire need of our assistance. Tom is suffering from congestive heart failure. Tom's health over the past five (5) years has declined and his heart capacity is down to less than 18%. Recently—Med-Evac'd to Jacksonville's MAYO Clinic where he was stabilized in ICU and endured a long course of treatment to reclaim a reasonable health standard and more importantly a possible candidate for a heart transplant (when available) or external heart pump. Tom is departing for again, for Jacksonville on the 22nd of May to undergo tests make him eligible to go on the "Heart Donor List". Without either—his condition will be foregone conclusion and the finality listed under "Shipmate, Rest Your Oars".

Tom is a Life member of USSVI (L-0868) since Aug. of 1993. He served on the USS Sea Owl (SS40S) and USS Harder (SS568). He was the driving force in establishing the "Lifeguard League Monument", in Pensacola. He and spouse Suzie lost their semi-completed dream house and temporary mobile home in Hurricane IVAN that devastated Pensacola/ Milton. The Federal Emergency Management Authority (FEMA) has provided a new mobile home at a low interest rate. Tom health forced him to retire early from the Federal Workforce and he only receives a partial retirement and is used to pay current "Blue Cross" payments. He collects Social Security Disability but at a reduced rate by not having secured enough credits. Tom is 63.

With a new round of tests there is nothing left in the Gilbert budget to account for per diem, gas or food. Federal, State and other charities do not account for these expenses. The Drum Base

and its Ladies Auxiliary donated from the respective Treasuries the amount of \$700 dollars. Personal donations from the members of Drum Base were \$790. It is requested that the foundation consider matching these funds and alleviate the expense of a prolonged stay in Jacksonville by spouse and dependent Grandson.

We have since learned that Tom has gone to Jacksonville and has completed some of the tests. He is a candidate for and is on a list for a heart transplant. However, he still has to travel to and from Jacksonville for additional tests and other procedures.

The USSVI Board discussed using funds from the Brotherhood Fund within the USSVI Charitable Foundation. After discussion, we allocated \$1000 to help our Shipmate and subsequently sent a check to the contact at Drum Base.

Additionally, we have set up a temporary Fund within the Brotherhood fund that you and your Base may donate to. That fund, appropriately enough, is the "Tom Gilbert Fund."

Gentlemen, this is what the USSVI Brotherhood Fund is all about – Shipmates helping Shipmates. You all remember what it was like back when we were on the Boats. If a shipmate was in distress, we "passed the hat" or left a white hat in Crew's Mess where Shipmates could put in a few dollars to help out. This is no different.

I ask you to invite donations from your members and send the money to:

Fred Borgmann, USSVI National Office
ATTN, Tom Gilbert Fund
P.O. Box 3870
Silverdale, WA 98353

We will leave this temporary fund open for 90 days [this article was posted 5 June 2005]. At the end of 90 days, we will send any monies that we collect to the Gilbert family.

As I said above, this is what the Brotherhood Fund is all about – shipmates helping Shipmates.

I'm sure that you'll be generous in helping this shipmate.

Running HSN,
Tom Conlon, NC

Local Note and Fund Update

At our June meeting, the Seattle Base voted to contribute \$100 to the Fund. If any of you wish to contribute to the fund, above and beyond the \$100 Base contribution, please contact James Harper. The winnings from the June 50/50 raffle and along with some other cash were also contributed.

As of June 18, Fred Borgmann reports that over \$5,000.00 has been received into the Tom Gilbert Fund. Good job all!

Meeting Minutes Online

To help keep our meetings from bogging down, we are going to try something new with the minutes. The meeting minutes will be posted on the Seattle Base website (see the link at the bottom of this page), so they can be read online. For those of you that don't have access to the website (or don't want to read the minutes online), a printed copy of the minutes from the previous meeting will be available to review prior to the start of the current meeting. We are hoping that this will help speed up our meetings so that we can discuss other business and get to our guest speakers. If you have any questions or comments about this plan, please contact Base Commander 'Dutch' Krompholz, Base Secretary Steve Shelton, or any other base officer.

Birthday Wishes

Here is a list of Seattle Base member birthdays for July and August. 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 you can guess how old they really are.

Robert Harris	July 2
David Schueler	July 2
Richard Glaza	July 5
Sam Ronnie	July 9
John Baker	July 12
Terry Mahony	July 12
Timothy Morin	July 12
Jerry Jonason	July 19
Charles Quimby	July 21
Robert Andrews	July 23
Lee Trunkhill	July 30
William Van Vleet	July 31
Richard Templar	Aug. 12
Floyd Davis	Aug. 13
Ralph Sterley	Aug. 13
Jerome Gerten	Aug. 18
Mike Giambattista	Aug. 18
Paul Berger	Aug. 18
Robert Robertson	Aug. 28
Larry Aasness	Aug. 31

2005 Seattle Base Officers and Chairs

Commander:	Karl 'Dutch' Krompholz	253-631-5736
Sr. Vice Commander:	Steve Friedley	425-806-9116
Jr. Vice Commander:	(OPEN)	
Secretary:	Steve Shelton	206-526-1130
Treasurer:	Jim Harper	425-357-6485
Membership Chair:	Steve 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
Base Storekeeper:	Bill Giese	425-355-5590
Webmaster:	Don Smith	360-273-9416
Newsletter Editor:	Dave Schueler	206-243-6784

Upcoming Meetings

July 20 at Redmond VFW Hall
August 17 at Redmond VFW Hall

All meetings start at 7:00 PM with social time in the lounge before the meeting.

Welcome Aboard New Crewmember

Paul Berger	Henry L. Stimson 9/67
Andy Allred	Sculpin 11/87

Tolling of the Boats

The Tolling of the Boats ceremony will be held at the Marina Pavilion on the waterfront in the city of Kirkland on September 10th. The tentative time is set for 1300 hours. The exact set up for the ceremony has not been determined yet, but we can probably seat 150 people under the pavilion (if needed). If you would like to help out with this ceremony, contact Don Masoero or one of the base officers.

Rainiers Ballgame

An outing to a Tacoma Rainiers baseball game is planned for Friday, July 29. To order tickets, call Jan 'Bear' Stiffey at: (360) 895-3195, or email him at: sales@aeroembroidery.com. The cost will be \$15.00 per person and you should include your shirt size when ordering your tickets. The event will start around 4:00 PM. We hope to see you there!

On the Internet:

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

Seattle Base Library

Below is a list of items in the Seattle Base Library. There are some books, checked out on honor system, that have not as yet been returned. No other member can enjoy the reading or viewing if the book or video is not returned. Check your library at home, most of the books have Seattle Base label inside the front cover. Also, check on personal handwriting and signature of the person that owns the books and has donated the book for members to borrow. Maybe some members thought the books were free to take, and did not realize that the box of books at Seattle base meetings were part of the base library, not a box of items free for the taking. Also, the base does not have a librarian, the position is available for a volunteer to step forward and take on the responsibility.

Hard Back Books in the Library

- Lost Subs, by Spencer Dunmore
- Under Pressure, by A.J. Hill
- BIAS, by Bernard Goldberg
- The Kinder Gentler Military, by Stephanie Gutmann
- War Beneath the Sea, by Peter Padfield
- Hitler's U-Boat War, by Clay Blair
- Maverick Navy, by Alex Moffat
- Around the World Submerged, by Ed Beach
- Silent Victory, by Clay Blair
- Vengeance in the Depths, by G. Steele

Paper Back Books in the Library

- Blind Man's Bluff, by Sontag & Drew
- Nimitz Class, by Pat Robinson

Video Tapes in the Library

The first 4 tapes below are volumes 5 - 8 of the "Silent Service" series.

- Sub of Atlantic - History Channel
- U-boat Wolfpacks of WW2 - History Channel
- Sub Special Ops - History Channel
- Tracking the Enemy - History Channel
- Blind Man's Bluff and Nuke Subs

Known Missing Video Tapes

The first 4 tapes below are volumes 1 - 4 of the "Silent Service" series.

- The Boats of WW2 - History Channel
- Attack Plans of WW2 - History Channel
- Torpedoes of WW2 - History Channel
- Captains of WW2 - History Channel
- The Big Submarine for Kids
- A Tour of WW2 Submarine

If you have questions about the Library or would like to take the position of librarian, you can see me at the next meeting or email me at: webmaster@donmac.org

Thank You,
Don "donmac" Smith
Seattle Base Co-Chaplain, Webmaster, and
temporary holder of the Library

Update on the Bridge for WWII SubVets

In the March-April issue of the Dolphin Brotherhood I passed along some information on Groton Base's efforts to have one of the I-95 bridges over the Thames River be designated as 'SUBVETS WWII Memorial Bridge.' On June 9 Groton Base Commander John Carcioppolo passed along the following information.

Shipmates,

This afternoon in the Connecticut Senate session, the Connecticut Senate was in Concurrence with the Connecticut House of Representatives, and passed Substitute House Bill No. 6720 as amended by House Amendment Schedule A.

The bill titled, 'An Act Concerning The Department Of Transportation' reads as follows:

Be it enacted by the Senate and House of Representatives in General Assembly Convened: Sec 2. (Effective from passage) The segment of the I-95 southbound bridge over the Thames River in Groton shall be designated the 'U.S. Submarine Veterans World War II Memorial Bridge'.

Although Governor Rell must still sign the bill, it is basically a done thing. Congratulations to all WWII SubVets.

There will be a dedication ceremony on Sunday August 14. All members of USSVI, and SubVets WWII are cordially invited to attend.

John Carcioppolo
SUBVETS Groton Base First and Finest
Base Commander

Those of you that haven't made your vacation plans may want to consider taking a trip to Groton for the ceremony and take the opportunity to visit the Submarine Force Library and Museum (for more, see the article on page 2 or the museum's website at <http://www.submarinemuseum.org/>), or even take the trip to see Ric Hedman at the Juliatt in Providence, Rhode Island (for more information see the boat's website at <http://www.juliatt484.org/juliatt/index.html>).

USSVI Seattle Base Newsletter
c/o Dave Schueler
10631 31st Ave SW
Seattle, WA 98146

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

I want to encourage all of you to participate in the base by offering suggestions for activities, speakers, and social events. Don't just sit and wait to be entertained...GET INVOLVED! Ultimately, this is your base and the base can only be as good as you make it.

Dutch



Kirkland Marina Pavilion, site of the 2005 Tolling of the Boats ceremony. See page 10 for more information.



What is this guy doing and what does it have to do with submarines? See the article on page 8 for more information.