



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

The Dolphin Brotherhood

The Bi-Monthly Newsletter of the Seattle USSVI Base

Why a Fouled Anchor?

An anchor that is fouled with cable or chain is a symbol found in various Navy crests and the US Marine Corps. The device is on the cap of American naval officers, the distinguishing device of a Chief Petty Officer, the collar device of midshipman, and on the cap badges of the British naval officers.

Although artistic to a civilian, many sailors regard the device as a sign of poor seamanship, therefore casting a negative rather than a positive view of the symbols. A fouled anchor is an anathema to seamen that take pride in their seamanship and professionalism in their duties and was referred to "a sailor's disgrace" by many.

However, the fouled anchor prevalent in naval designs and insignias is a symbol at least 500 years old that has its origins in British traditions and was adopted by the U.S. Navy. The fouled anchor was adopted as the official seal of Lord High Admiral Charles Howard of Effingham during the late 1500s. A variation of the seal had

been in use by the Lord High Admiral of Scotland about a century earlier. The anchor (both with and without the entwined rope) is a traditional heraldic device used in many ancient British coats of arms.

The Navy officer's crest, or hat device, illustrates the cable or chain passing over and around the anchor and being fouled is considered very unprofessional to the seaman's eye. As a heraldic device, it is a stylized representation used merely for its decorative effect and nothing more!



Commander's Corner

By Karl 'Dutch' Krompholz, Base Commander

Shipmates,

Another Christmas Luncheon in the history books. They just keep getting better. My personal thank you goes out to Charlie Ryan and all those who helped make it happen. I would like to ask those who opted not to attend, what led to that decision. Price, location, date, gone south for the winter? Just drop me a note. You won't hurt my feelings. Your input will help in our planning for next year's events.

January is election month for our Seattle Base so bring your nominations and ideas about who you want to be your officers for 2006. I would like to make it a dinner meeting but with Pizza, and or KFC chicken 'n' fixin's instead of the VFW fare. Again, drop me a note so we can get a head count.

Thank you to all who helped me get through this past 9 months. I appreciate your support.

Respectfully,
Karl 'Dutch' Krompholz

USS Ohio successfully completes sea trials

By Team Submarine Public Affairs

Washington, D.C. — *USS Ohio* (SSGN 726), the Navy's first modern guided missile submarine, took a significant step towards rejoining the Fleet on 19 December 2005, when it arrived at Puget Sound Naval Shipyard in Bremerton, WA., with a broom atop its sail to signify its clean sweep of the ship's initial sea trials.

The *Ohio's* Commanding Officer, Commander Michael Cockey, expressed satisfaction with the ship's performance and noted its great potential. "It's great to be completing an arduous overhaul and conversion period and moving on to demonstrating the tremendous capability this ship brings to the Fleet. The OHIO crew will be pioneers in tactics and employment of this amazing class of ships."

"SSGNs will provide us with one of the most capable and versatile strike options in the Navy," said Rear. Adm. William Hilarides, Program Executive Officer for Submarines. "We are eager to have *Ohio* and her sister ships rejoin the Fleet."

Ohio is the first of four fleet ballistic missile submarines (SSBNs) to be converted into SSGNs. Prior to the conversion process, each boat unloaded its complement of TRIDENT Submarine Launched Ballistic Missiles. Twenty-two of the twenty-four missile tubes on each boat are being retrofitted to carry up to seven TOMAHAWK cruise missiles, for a maximum load out of 154 missiles per boat. The remaining two tubes are being converted into Lock-in / Lock-out chambers for use by Special Operations Forces (SOF). Each SSGN will be able to carry and support up to 66 Special Operation Forces for an extended period of time. These ships will have a specialized planning area, physical fitness equipment, and laser shooting ranges for use by the Operators. Further, SSGNs will be able to carry two Advanced SEAL Delivery Systems, two Dry deck Shelters, or one of each using the lock-in / lock-out chambers as their docking sites.

"The ability to carry a large Special Operations Force, coupled with its TOMAHAWK strike capability and inherent stealth characteristics make SSGN a unique and powerful platform for combatant commanders to carry out a variety of missions," said Capt. David Norris, SSGN Program Manager (PMS 398).



Artist concept of a SSGN launching Tomahawk missiles



USS Ohio returns to Puget Sound Naval Shipyard in Bremerton after sea trials

In addition to the strike capabilities of SSGNs, the submarines will also have improved Intelligence, Surveillance, and Reconnaissance equipment, enhancing their ability to carry out clandestine operations.

Due to its size and layout, SSGNs offer expanded living and training space for embarked SOF. This space includes increased bunk capacity as well as improved training and physical conditioning areas that allow the SOF operators to maintain their high operating capacity.

Another advantage of SSGNs' size will be its ability to carry an increased payload. In the future, this capacity will allow for the launch and recovery of unmanned undersea vehicles (UUVs). As new capabilities and equipment are developed, they can be inserted relatively easily into SSGNs thanks to its Open Architecture computing systems and the related ability to rapidly integrate new technologies and payloads. SSGN can also offer significant opportunities to serve as a test platform to develop future weapons, sensors, and operational concepts. "The added payload capacity of the SSGNs gives us mission flexibility and future capability options unlike anything we have ever had," added Capt. Norris.

The SSGN conversion program is the first truly transformational program in the Navy. President George W. Bush made reference to it in his May 2001 commencement address to the U.S. Naval Academy, and since then the program will go from the first boat entering the shipyard to the last boat being delivered back to the Fleet in less than five years. SSGN embodies a new level of adaptable warfare that is suited for today's security environment.

The three other submarines undergoing the SSGN conversion process - *USS Michigan* (SSGN 727), *Florida* (SSGN 728), and *Georgia* (SSGN 729) - are all slated to rejoin the Fleet by 2007.

Veteran Groups to Restore Submarine Memorial

By Amanda Creel, The Mississippi Press

Ocean Springs — Two benches face each other just beyond the Mississippi Vietnam Memorial Park, but the benches were the ideal spot to appreciate the USS Tullibee/Submarine Memorial before Hurricane Katrina.

The submariners' memorial was ripped from its platform and thrown to the ground where it was broken beyond repair during the storm. Now the benches stare at vacant space rather than the names of American heroes.

"It got wiped out, but we are dedicated to putting it back," said Bob Hayes, state commander of the Submarine Veterans of World War II organization.

The granite memorial had a two-pronged mission: To list the names of the men who lost their lives when the USS Tullibee (SS-284) was sunk by its own torpedo and to honor all submarines veterans, especially those that served with the 41 for Freedom that were used to deter nuclear war during the Cold War. "The foundation and bottom was left intact, but the memorial itself was toppled over and shattered," Hayes said.

The national office of the Submarine Veterans of World War II is funding \$4,500 of the \$9,000 needed to reconstruct the memorial, said Rex Carpenter, the group's national president. "The thing was wiped out completely and is not repairable," Carpenter said.

The new memorial will be thicker than the previous one that was destroyed by the Category 4 storm on Aug. 29. The original monument was only four inches thick. The new monument will be six inches thick, Hayes said. The stronger design will not be the only change to the monument. Misspelled names and other mistakes will be corrected on the new granite structure. Plans are to dedicate the new memorial on March 25, 2006, the anniversary of the USS Tullibee's loss.



The memorial before the hurricane

Along with dedicating a new monument, a Mark 14 torpedo was located. The group plans to make it a part of the memorial. The torpedo was the main torpedo used in World War II, Hayes said.

The Mississippi Vietnam Memorial Park fared well compared to the submariners' monument. "The memorial fared very well. Not much damage, we lost no pictures. But we did get 3 to 4 feet of water that did damage some of the lighting and benches," said Larry Lucas, a member of the memorial's names and pictures committee.

The founders of the Vietnam memorial decided to celebrate their own survival by pitching in and helping the submariners' memorial with a \$500 donation to the reconstruction. "They have helped us quite a bit to benefit our memorial, so when theirs was damaged we thought it was time to pay them back," Lucas said.

Lucas added that the All Veterans Walkway was not damaged and that orders were still being taken for bricks and that any veteran or supporter of the monument could have his/her name on a brick.

For more information about ordering a brick for the walkway, visit the memorial beside the Ocean Springs Civic Center.

Editor's Note: The Tullibee Base in Mississippi can use your help. Donations can be sent to the base care of the Base Commander at the following address:

*C. L. Harvey, Tullibee Base CDR
9108 Orange Lake Road
Moss Point, MS 39562-9692*



The memorial after the hurricane

A Bit on Submarine Rescue Marker Buoys and Escape Trunks

By Jim Christley

The period from 1920 to 1930 was particularly tragic for the submarine force. We lost four boats and 68 shipmates. The particular tragedy is compounded by the very nature of the losses. *S-5* and *O-5* were early in the decade and the losses, even though the loss of life was thankfully low, pointed in the direction of the lack in submarine design for crew escape. Early designs were equipped with large lifting padeyes with which the boat could, it was hoped, be dragged up by barge mounted cranes. As the boats got heavier, the padeyes were left off the design, but no facilities were included to allow the boats to be brought up or for the crew to escape. A plan was in place in the S-Class for the crew to use the gun access trunk as an escape mechanism and the control room as a staging area.

The loss of *S-51* in 1925 in a collision with a steamer, showed that even though the boat suffered many casualties and most of the compartments were flooded, there might be some survivors if the boat hadn't been completely flooded. Two men tried to escape the sinking submarine by using the existing plan. It went horribly wrong.

When the *S-4* went down in 1927 there were survivors in the torpedo room but submarine force was unable to extract them and their last plaintive message "Please hurry" went unanswered. The tragic loss of these men and the inability of the Navy to help men only 100 feet underwater was broadly published.

These four losses initiated actions, which resulted in the design and creation of the escape trunk, the marker buoy, and the personal escape appliances (Momsen lung, Steinkie Hood and the present Escape suit). Commander Momsen, CO of the *S-1* used the no-longer needed aircraft hanger on his after deck to create the first test escape trunk and to formalize a procedure for its use. This escape trunk design was fitted to all new submarines in their initial building starting with *USS Dolphin* (SS-169) and back fitted to all existing submarines in a somewhat lengthy schedule. Boats already in commission were fitted when they underwent major overhauls from 1930 to 1941. Drawings show that boats such as *USS Nautilus* (SS-168) and *USS Narwhal* (SS-167) were changed in two phases. The forward trunk was installed before 1940 and the after escape trunk was installed in the early wartime overhauls which also installed the deck torpedo tubes.



Students undergoing Momsen Lung Training at Sub School

For the 'fleet boat' classes beginning with *Dolphin*, the plan was to use an escape trunk for survivors in the forward end, the conning tower for the mid section and the entire after torpedo room for the after end.

The only actual escapes to be made from a sunken submarine (other than tests and rehearsals) were from the *USS Squalus* (SS-192) and the *USS Tang* (SS-306).

Marker buoys were installed on all new construction submarines starting with *Dolphin* and backfitted on older boats during yard overhauls in the 1930s and early 40s. The first type had a phone line as an integral part of the rig so communication could be established. These were installed on all boats up to the start of the Guppy conversions in the late 1940s. The small cylindrical marker buoys were replaced with the buoy that had two spherical flotation chambers and fitted flush to the deck.

Marker buoys serve two purposes, first to mark the position of the boat and second to serve as the downhaul line for the rescue chamber.

I know that at times, marker buoys are disabled in various ways so they don't release inadvertently in places we don't want. During the Cold War, this was common practice.

Boats that made combat patrols were equipped with marker buoys as far as documentation shows. The boats making WWI combat patrols had no rescue or escape apparatus installed. Those who sailed on patrols during WWII and Korea can answer for those buoys installed on their boats. I could find no reference that gives instructions for how to or when to disable the buoys.

At times questions have been raised as to why there is, installed on boats, any method for escape at all since the boats operate under normal circumstances in water beyond their crush depth. The answer is that there are occasions that the boat is operating in water shallow enough that there might be survivors if the ship sank due to collision or other accident. Even though the rescue effort might be unsuccessful, it would be unconscionable to allow the men to die because there was no method of escape or rescue available. Those methods and the hope they give are worth the cost, at least in my opinion.

Volunteers Will Provide Human Touch At Sub Museum

By Anthony Cronin, Day Staff Writer

Groton - Visitors to the Submarine Force Library & Museum in the coming year will notice a new "interactive" addition to its offerings that doesn't involve computers or special effects.

They're called docents, and they're human volunteers who will answer questions, offer tours and generally provide a "human touch" to the Groton museum, which is just outside the gates of the Naval Submarine Base.

The museum, which houses the Historic Ship Nautilus, the nation's first nuclear submarine, hopes to have its first roster of museum docents available during January and then plans to add to the ranks in the coming months so docent-related services can be expanded.

Michael G. Riegel, a retired Navy captain who serves as executive director of the submarine museum, said he's wanted to initiate such a program for some time, provided he could find enough committed volunteers to serve in the new role.

The museum has already found an initial core of docents who are getting training about the museum's various attractions and offerings, and he said that first round of docents would be available to greet visitors as they arrive and answer any questions they have.

"We definitely want this going within the first month of the new year," Riegel said. "And then we'll grow it as we go."

The volunteer docents would be stationed around the site to aid visitors as they navigate their way through the museum and library. They also would be expected to explain the various exhibits and to generally add some depth to the experience for visitors, Riegel said.

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Submarine Force Museum with USS Nautilus



Artist concept of Cormorant UAV Launch

Cormorant Submarine/Sea-Launched & Recovered Multi-Purpose Unmanned Aerial Vehicle

By Program Manager: Mr. Van Olinger

The Cormorant Submarine/Sea-Launched and Recovered Multi-Purpose Unmanned Aerial Vehicle (MPUAV) is a unique concept to extend the capabilities of the newly modified OHIO-Class SSGN submarine as well as surface combatants such as the Littoral Combat Ship. It could enable renewable, organic air operations for long-range, survivable, all-weather reconnaissance, battle damage assessment, or specialized mission support (e.g., special forces re-supply) in a broad spectrum of operations. In particular, the combination of a stealthy SSGN submarine platform and a survivable MPUAV could introduce new capabilities to support future joint warfighting operations in high-threat scenarios.

The current effort addresses critical technical aspects of the overall MPUAV system concept. Key risk reduction demonstrations include submerged docking tests using a full-scale, instrumented MPUAV mock-up/test article, and a mechanism placed on the sea floor to emulate the launch and recovery "saddle" that would be extended from a SSGN missile tube. A remotely operated vehicle will be used to demonstrate the in-haul recovery cable/MPUAV tether hook-up event. A second test article will emulate the forward half of the MPUAV to be utilized for instrumented splashdown testing of structural loads. Additionally, rapid starting of a representative turbofan engine using high-pressure gas will be demonstrated in a test fixture.

The MPUAV concept envisions the immersible MPUAVs being housed and serviced in the ballistic missile launch tubes of the SSGN. They would be released from the submerged submarine and remain buoyant at the water's surface until launched using

See "Cormorant" on Page 6

Veteran's Day Recap

By Karl 'Dutch' Krompholz

Thank you to all those who braved the weather to 'represent' at the Auburn Veteran's Day Parade and at the ceremony at the Mt. Tahoma Cemetery.

In my five years of participation in the Auburn parade, this is the first time it rained, and rained, and rained. John Bush, my wife Barbara, and I stood across from the reviewing stand and watched the rest of the parade...all 200 + entries. Later Robbie Robertson, Ted Taylor, Admiral Horton Smith, our wives and the contingent from Bremerton attended the Veterans Day luncheon at the Truitt Building, hosted by the Auburn Noon Lions Club. Where Lei-Lah Smith led the group in the singing of God Bless America, and The Star Spangled Banner.

Saturday November 11 turned out to be a cold, wet, miserable day to be standing around outside. But that's just what nine of us soggy old bubbleheads did. Bob Oppe and I carried the U.S. Flags while Ric Hedman and Bob Morris, carried the USSVI and WWII Unit Flags. Also in attendance were Robbie Robertson, Terri Robertson, Patrick Householder, Sam Ronnie, and Ted Taylor (even though Ted was representing and carried the U.S. Flag for the Renton VFW). It was a good program, and mercifully shortened, due to the inclement weather.

Afterward, we adjourned to Mitzels Restaurant in Kent, shared several carafes of coffee, ate lunch by the fireplace, and talked of warmer times.

Again, a special thanks again to our color guard, for enduring the elements.



Auburn Parade Attendees; Top from left to right: Sam Ronnie, John Baker, John Bush, Steve Shelton, and Fred Borgmann. Bottom from left to right: Robbie Robertson and John Mansfield

"Museum" continued from Page 5

In addition, the museum has invited a high school teacher to join the museum's executive board and form a partnership with other educators in the local school systems to design educational opportunities in math, science and history — key attributes of those in the Silent Service.

The museum's goal is to make the site an attraction for area educators looking for field trips, providing both education and entertainment experiences for students from kindergarten through high school.

Riegel said the submarine museum's busiest time is during the summer, and by then he hopes to have experienced volunteer docents who could offer guided tours to various groups visiting the museum and library.

Riegel said those interested in volunteering for the new docent program at the submarine library and museum should call him at 860-448-0893. No experience is necessary, he said.

"We want to enhance the experience that people have when they come to this museum," Riegel said. "The whole idea is to make them feel a bit more welcome, and make them want to come back — and tell their friends about it," Riegel said.



"Cormorant" continued from Page 5

two Tomahawk missile-derived solid rocket boosters. Upon mission completion, the turbofan engine-powered MPUAVs return to a designated retrieval point at sea, initiate engine shut down, and splash down to await recovery. During recovery, the submerged SSGN would deploy a remotely operated vehicle (ROV) to secure an in-haul cable from the SSGN to the recovery tether deployed by the MPUAV. The SSGN would then haul the MPUAV to its designated launch tube saddle mechanism, where it would be docked and retracted into the missile tube. The buoyant launch and recovery mode of the MPUAV would also allow it to be operated from surface ships. Access to various types of MPUAV launch and recovery platforms could provide increased operational and maintenance flexibility. A decision on future phases will be made once the results of current experiments are available.

35th Annual Northwest Regional Convention

**WESTERN REG. DISTRICT 3 & 4,
ID, MT, WY, AK, WA & OR**

Submarine Veterans of all Groups are welcome! The Northwest Region, Submarine Veterans of WWII are hosting the Submarine Veterans, Inc. of Western District 3 & Western District 4, at this special Regional Convention in Spokane, Washington. We hope that in the future, the Submarine Veterans Inc. will host a convention for us. We both wish to perpetuate the memory of those shipmates who gave their lives in submarine warfare.

Schedule of Events

Wednesday 10 May 2005 11:00AM

Registration and Hospitality Room Open

Thursday 11 May 2006 0900 to 1330 Hours

Historic Spokane "Age of Elegance" Tour: Enjoy a Guided tour of the rich history, historic homes and attractions of Spokane. Learn about where the city began as we travel along the Spokane River where the grounds of the former Expo '74 site are located. The Falls and Riverfront Park are the centerfold of this site. Tour inside the majestic Saint John's Cathedral. Discover Manito Park while strolling through the formal sunken Gardens. See the historic area of Browne's Addition where many of the old mansions are being restored to their original splendor. Tour the "Crosbyanna Room" at Gonzaga University to see Bing Crosby memorabilia. Includes lunch at the Steam Plant & Grill (\$35.00 per person)

Friday 12 May 2006 0930 to 1230 Hours

Tour of Acoustic Research Testing Station at Farragut Navy Boot Camp, ID.: Check out what the Acoustic Research Lab is doing with underwater hull acoustic profiling of our new submarine hulls. What they have done with the Farragut Navy Boot Camp! Why Lake Pend Oreille is the most ideal place to hold these tests! Moderate walking is required and there are steps up and down that must be taken. They will need a NAME and Photo ID, for each person who signs up for this tour. Bring your walking shoes and don't miss this tour. This will be a once in a lifetime tour! Transportation to be arranged (\$10.00 per person)

Fun Night with meal: This will be a real FUN evening. We plan a great time and all are welcome to the party. We will have FOOD, FUN and a BIG Surprise for everyone. Save this evening for all the SubVets (\$10.00 Per person).

Saturday 13 May 2006

NW Regional Meeting (Election of Director) 9:30 AM
Western Region - District 3 & 4 and Chapter Meetings 11:00 AM
Memorial Service 1400 hours
Banquet: No Host social hour 1800 hours, Dinner at 1900 hours (\$30.00 per person)

Other places of interest in the area (within a comfortable walking or driving radius):

- Cruise on Lake Coeur d'Alene
- Spectacular Laser Light Show on Grand Coulee Dam
- Tour Arbor Crest Winery or others in the area
- Walking tour to the newly restored Davenport Hotel, Coffee at Starbucks.

Lodging Information: Double Tree Hotel, 322 N. Spokane Falls Court, Spokane, WA 99201. (The Falls on the Spokane River, from which the Court gets its name, are in back of the hotel.) Telephone: (509) 744-2363 or 1-800-222-8733, Fax: (509) 744-2343
Room Rate: As an added incentive to book early, reservations made prior to **Monday, April 10, 2006**, will receive a **10%** discount off the \$79.00 rate, single, double, triple or quad. Reservations made after **April 10, 2006** will be accepted based upon availability at the group rate. These rates are available to attendees (2) days before and (2) days after the convention dates. All room rates are net, and subjected to a 10.5% State tax and \$1.50 per night County Tax. Auto Parking is at NO Charge.
NOTE: RV Parking at the Hotel. No Charge, also NO hook-ups or Dump Station!

For more information and registration forms, contact Ted Taylor at (425) 228-3764 or email: slopertaylor@sprynet.com



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

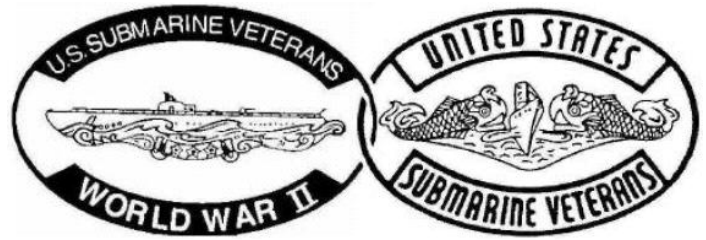
On Saturday, December 17, a near-sell out crowd of World War II and Cold War submarine veterans, WWII SubVets ladies auxiliary members and guests descended on the Seattle Yacht Club to celebrate the Christmas season and their common bond of submarine duty.

It was a beautiful, sunny day and the Yacht Club was decorated even more beautifully than last year as shipmates and guests gathered for refreshments in the "Wardroom" overlooking the moorage area and houseboats in Portage Bay. After brief opening remarks, the Pledge of Allegiance (led by the longest qualified SubVet, Tom Rice Lt CDR, USN ret.), and Tolling of December's Lost Boats everyone enjoyed a salmon or London broil banquet followed by champagne/cider toasts in the Fireside Room.

After lunch Jon Jolly, Donald DuFour, and Jay Davis were all inducted into the Holland Club. Then the Seattle Base USSVI and the WWII SubVets ladies auxiliary took the opportunity to present awards and certificates to those that had provided services throughout the year. The event was wound up by Lei-Lah Smith, wife of Rear Admiral Horton Smith, played the "Navy Hymn" followed by "God Bless America" as everyone sang along. Before "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.



One attempt at getting a good picture of the group, while Ted Taylor (lower right, front) shows off his socks to the crowd



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. Thanks to Dick Hagen of the Hagen Company for sponsoring us at the Seattle Yacht Club. The Hagen Company provides commercial real estate brokerage services throughout the Puget Sound and Dick can be reached at (425) 455-1005. 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 '45 a rousing success: Doug Abramson and his wife, Connie, for the ladies' corsages; Bob Morris his daughters Erin and Emie along with Will Gibson and Todd Barker, guest registration and services; Ric Hedman, historic submarine photos and memorabilia.

Finally, a special Bravo Zulu and thanks to our favorite NQP, Charlie Ryan, who once again coordinated this event with the Seattle Yacht Club.



The outside view of the Seattle Yacht Club

The 2007 USSVI Convention

Cruise Alaska - Sept. 15-22, 2007

As many of you know, USSVI-Bremerton Base is putting together the 2007 Convention Cruise to Alaska. It has been in the planning stages for two years and we are well underway. However, September 2006 is the booking deadline, established by the cruise line, to allow Subvets control of the ship's agenda. Currently, over half of the ship is booked but we need a push to get interested folks to register before the drop-dead-date. Empty cabins will be opened to the public after September 2006.

On Saturday, September 15, 2007, the MS Oosterdam will depart Seattle with the 2007 USSVI Convention onboard. The ship has 900 cabins that can accommodate about 1800. Over half the cabins are booked. You do not have to be a USSVI member to join the fun. All submariners, their families, and friends are invited. Don't wait - register now!

A \$350 dollar per person deposit is due when booking your cabin. It is fully refundable until September 2006 when the balance is due.

Insurance is available that will refund most of your money in case you are unable to sail in 2007. The price includes: A seven night cruise, all shipboard meals and entertainment, port tax, gratuities, and registration for the 2007 convention.

At <http://www.aaawa.com/submarine/index.htm>, you will find the cruise itinerary, port info, onboard experiences, deck plans, pricing, photos, contacts, and FAQ. View the deck plans and pricing, and then contact our AAA Travel Agent Kim either by email at www.aaawin.com/submarine or toll free at (877) 802-6894 and book your cabin before September 2006. For current (updated weekly) 2007 Convention News and the Cruise Roster go to <http://gertrude-check.up-scope.org>. Click on the Cruise Roster to see if you have shipmates attending. We hope to see you onboard!



Scary Times on the Boats

By Pat Householder

As battle helmsman on Chopper in 1962 we were taking the boat to test depth on a rapid dive when I heard a loud 'bang' followed by a hissing roar and shouting voices coming from below in Control.

I looked over my shoulder down into Control room to see a rooster tail of water and mist coming out of the pump room. Almost simultaneously someone slammed the CT hatch shut and then the lights went out and the down angle got steeper. Instinctively my left hand went over my head and turned on the emergency light switch waiting for a back bell that didn't come...

Approaching test depth the Conning Officer finally ordered All Back Emergency as finally the whump and shuushhh of high pressure air was heard blowing the tanks. That up angle felt really good. How Deep? About 150' below test depth.

So what happened? A blank flange on the refrigeration plant suction carried away blasting tons of seawater into the pump room, shorting out the AC/MGs in operation there.

Panic in Control? No way...Just submarine sailors doing what they do best, responding, not reacting, and fixing problems under pressure.

An Anthology of U.S. Submarine Stories

As told by the World War II men of the U. S.

Submarine Service

Edited and Compiled By Paul W. Wittmer

A book of 76 selected short stories each one previously published in the POLARIS magazine and on a web site. The book consists of 570 pages of text alphabetically arranged in six chapters by the story author's name. It is a 5" x 8-1/4" paper bound nonfiction depiction of the historic records and experiences of U. S. Submarine men during World War II.

Price per book: \$ 25.00*, meeting pickup or + shipping if mailed to your home.

IMPORTANT: Please place your immediate order through the Base SK Bill Giese bill.giese@verizon.net to get your name on the list for the first (very limited) printing.

Please note: *All prices are subject to change.

Base Elections

Base elections are coming up at our January meeting. Ric Hedman is in charge of the selection committee to find members to run for 2006 Seattle Base USSVI officers. He has not had much success in finding people willing to run for office and he was hoping that members would be more willing to run.

We all enjoy the special programs that happen during the year like the Tolling of the Boats and the Christmas Luncheon. These sorts of things wouldn't happen if someone didn't step forward and do it. Just like on the boats, we all stepped up to get the jobs done. Please consider one of the positions that needs filling. Also remember that more than one person can run for an office.

We really need your participation to make this organization successful. If you are interested, contact Ric at 206-335-7424 or rddesign@rddesigns.com

Birthday Wishes

Here is a list of Seattle Base member birthdays for January and February. 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.

William Day Jr	JAN	1
Roy Rasmussen	JAN	3
Bruce Fisher	JAN	5
Thomas Prettyman	JAN	5
Horton Smith	JAN	6
Stephen Friedley	JAN	11
James Gee	JAN	12
Bob Oppe	JAN	22
Peter McCafferty	JAN	24
Eugene Posel	FEB	1
Fred Ensslin	FEB	3
Jesse Nichols	FEB	4
Tim Floersch	FEB	8
Ervin Schmidt	FEB	10
James Shepperd	FEB	11
Jay Davis	FEB	14
Dennis Doyle	FEB	14
Bob Morris	FEB	16
Edward Lemay	FEB	21
Dave Gordon	FEB	23
Robin Johnstone	FEB	24
Pat LeMagie	FEB	24
Bill Giese	FEB	25
C. Angus McDonald	FEB	25
Phil Ward	FEB	25

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>

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 Events

January 18 at Redmond VFW Hall - Elections!

February 15 at Redmond VFW Hall

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

Get on the Map!

For those with internet access, an online map has been set up to show where the Seattle Base members live. (Note: Those members not having email have already been added.)

To add yourself to the list, go to the link:

<http://www.frapp.com/ussviseattlebase>

It may come in handy for ride sharing purposes. You only need put in your name, zipcode, and in the misc box you may want to put your city name, qual boat and yr, and if you are a Holland Club member. If you want to include your telephone number to make it easier for ridesharing, please do.

To see who is represented by the little 'teardrops', click on one and the identification info will pop up. The map can be enlarged, shrunk or moved, as suits your convenience. There is no cost or identification involved.

Seattle Base Parade Float

Dave Goodson is forming a group to look into creating a parade float for the Seattle Base. If you would like to help out, contact Dave at 425-823-3507.

Richard F. Breckenridge – Eternal Patrol

Dick went on Eternal Patrol on Nov 10, 2005 at the age of 83. He lived in Mineral, WA and was a Holland Club member of USSVI Bremerton Base. He qualified on USS Pollock (SS 180) in 1941 and also served on USS Cuttlefish (SS 171), USS Capelin (SS 289), USS S-30 (SS 135), USS Aspro (SS 309), USS Capitaine (SS 306) and USS Pomodon (SS 486). Dick made a 20-year career in the USN and served on numerous submarines prior to his retirement in 1962. He retired as a QMC(SS) and was a member of USSVI and SVWWII.

During WWII QM2 (SS) Richard Breckenridge was awarded the Navy Cross in WWII, one of the very few enlisted men to receive that coveted award.

Under command of Elliott "Steam" Marshall, late in 1942 on her third war patrol, USS Cuttlefish (SS 171) had a near collision with a Japanese destroyer at midnight off the coast of Japan. "On the way down, the conning tower hatch failed to close properly. XO Carter Bennett and QM2(SS) Breckinridge fought their way through a stream of water; by the time they got the hatch shut, there was three feet of water in the conning tower.

Bennett was awarded the Silver Star and Breckinridge the Navy Cross for "Extraordinary Heroism" for remaining the conning tower and helping to secure the hatch. His was one of only three Navy Crosses awarded to enlisted men in submarines during World War II.

Following this patrol Cuttlefish, in atrocious mechanical condition, was withdrawn from front line service and sent to New London to serve as a school boat. (Source: Silent Victory, Vol I, Clay Blair.)

Under blue skies, the USN and the Storm King American Legion Post provided full military honors graveside as Dick was put to rest in the Breckenridge family plot on a grassy knoll overlooking the lake, with Mt Rainier looming in the background. Dick's brother, also a qualified subvet and QM, is also at rest in the plot.

Rest your oars, shipmate. Thank you for your splendid service.



USS Cuttlefish in 1943

Local Base Member on TV

By Tom Prettyman:

Editor's Note: Don Francke sent a request to the Seattle Base asking if we could help out his son, who is in charge of finding guest for the Marysville Pilchuck High cable TV show Tommy Talk. He wanted to know if any SubVets would be interested in appearing on show in November. Tom Prettyman offered to go and here is his report.

I attended the Marysville Pilchuck High cable TV broadcast at 6:30 am Monday morning (11/7/05) that Don Francke's son Remy had set up for a Sub Vet to come and talk on their show. It was a lot of fun and what a great bunch of kid's working the program. I was on for about a half hour or so and talked about how I got into the submarine service and what it took to get qualified and some of the things we did while out to sea. Of course I wore my vest and they were very interested in the patches and my dolphins and patrol pin as well as talking about the USSVI and their function. I also talked about the reunion I set up in 2001 for the U.S.S. John Adams and described what the tolling of the boats was about and how proud I was for have taking part in the ceremony to remember our fallen fellow submariners. I brought some pictures but we did not have time to get to them so they have ask me to come back again and talk some more about the submarine service of which I gladly said yes. They gave me a tape of the show along with a card saying how my knowledge was both educational and interesting and that they cannot wait to have me back on the show again.

In Memoriam - Mary Posel

Our Shipmate, Eugene Posel (Holland Club, USS Redfish SS 395:1955), said good-bye to Mary, his wife of forty-six years, at a solemn Mass at Pius X Catholic Church in Mountlake Terrace on December 22, 2005. In addition to his other friends and neighbors, our submarine shipmates Doug Abramson, Karl Krompholz, Ric Hedman and Patrick Householder attended her funeral service as a mark of respect and solidarity with our shipmate Geno. Mary put up a brave 9-year battle with breast cancer, going home to her God on December 17th, 2005. She will be greatly missed by her family and friends.

Online Binnacle List

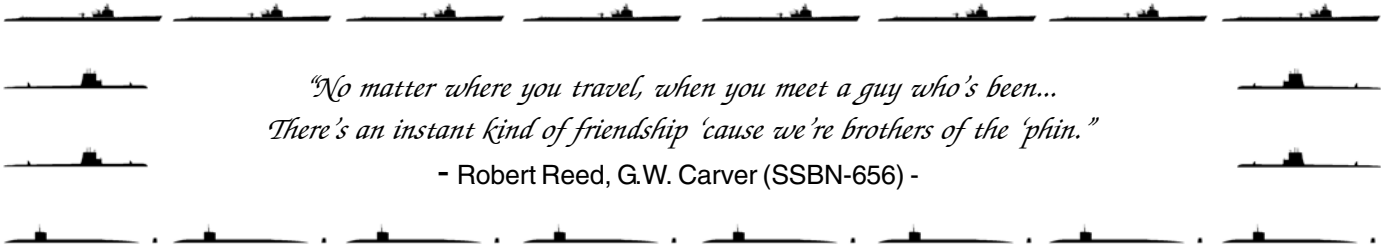
A nationwide binnacle list has been added to the Pargo website. You can find it at:

http://usspargo.net/Binnacle_List.htm

Don Gentry also has the link to the list on his BBS.

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

To:



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Not able to make the Christmas Luncheon this year? Find out what you missed on Page 8