



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

Balance of Sub Fleet to Swing Toward the Pacific

By Andrew Scutro, Navy Times

More submarines will be prowling western waters soon, as the Navy begins shifting its fleet of fast attack boats from the Atlantic to the Pacific. As part of an overall shift of forces outlined in the recently released Quadrennial Defense Review, 60 percent of the American submarine force will operate in the Pacific by 2010.

The new 60/40 split would put roughly 30 attack submarines in Pacific home ports such as San Diego, Pearl Harbor and Bangor, Wash., and 20 in Atlantic bases such as Groton, Conn., and Norfolk, Va., according to Navy officials at the Pentagon. The fleet currently has 53 attack boats, with 53 percent, or 28 boats, in the Atlantic, and 47 percent, or 25 boats, in the Pacific.

The President's fiscal 2007 budget proposal includes the inactivation of four *Los Angeles*-class attack subs and the activation of one *Virginia*-class boat. The Navy's fleet plan, released Feb. 7, has 53 attack boats in the inventory in 2010, the year the shift will be complete.

Details are being ironed out now, according to Lt. Cmdr. Jensin Sommer, public affairs officer for Submarine Force Atlantic. She could not provide names of

subs that will be affected. Sommer said to such an adjustment will mean major movement of boats, crews and families, and involve a nod from lawmakers. "It's going to require home-port shifts and with that a whole congressional notification has to take place," she said.

A fast attack submarine has a crew of 133. The change does not include fleet ballistic missile submarines. There is an initiative underway to convert the nuclear warheads on the current D-5 Trident missiles to conventional ordnance.

Also in the submarine mix are the four boomers under conversion to guided-missile submarines. *Ohio* will be homeported in Bangor, Wash., but forward deployed out of Guam. *Florida* will home ports in Kings Bay, Ga., but will be forward-based in Diego Garcia. "*Georgia* and *Michigan* home ports have not been announced," Sommer said.

Under QDR, submarine production needs to return to a "steady-state" of two attack boats per year by 2012 at a cost of \$2 billion apiece. Support of "engagement, presence and deterrence" is given as the reason for the new submarine force posture. QDR also expresses concern over the modernization of the Chinese military as a risk to regional stability, noting its investments in submarines, advanced torpedoes and ballistic and cruise missiles.



Commander's Corner

By Karl 'Dutch' Krompholz, Base Commander
Shipmates,

The 2006 Base Officer Elections are history. We, collectively, thank you for your expression of confidence. We will do our best to make you proud to say you belong to the USSVI.

The dates have been set for this year's Tolling of the Boat's Ceremony and our Christmas Luncheon. The Memorial Day Ceremony at the Mt. Tahoma Cemetery, the 4th of July Parade in Sedro Wooley, the Auburn Veterans Day Parade, and Ceremony at Mt. Tahoma Cemetery are all annual events which belong on your calendar. Please plan ahead so you can show your support for our organization by attending.

Do you know, or have you met someone, that you think would make an interesting speaker at one of our meetings? Send me an E-mail.

Fraternally,
Dutch

Living with Juliett

By Ric Hedman

As most all of you know I sent last summer in Providence RI as the site manager for the Russian Juliett class submarine K-77. Both Dave Goodson and myself took a trip back there last April and spent five days crawling all through the boat.

At the end of the time, both Dave and I were offered positions with the submarine. Dave declined. I accepted since I was out of work having had my employment sold down the river to San Diego Maritime. The original position was just for three months on a contract with an apartment and cable TV included. As it turned out, I stayed on for five months.

The submarine is owned and operated by the USS Saratoga Museum Foundation, Inc, a non-profit organization started to gain possession of the USS Saratoga, aircraft carrier. The reason I was hired was to free the two principles up to pursue fund raising for the acquisition of the carrier.

I set about trying to get a handle on the job and two days into it, we had a break-in into our maintenance trailer where all our tools were stored. The next night we had a second break-in but the police arrived before anything could be stolen and the men were questioned but for some reason let go. We have never recovered any of the tools stolen the first night though we did later end up having one of the men arrested and he is now serving time, having plead guilty.

The sub was very dark and not well lit inside so I began a program of replacing the low watt bulbs with higher watt fluorescent power, saving bulbs and organizing massive work parties to clean up all the black paint that the owners (Finnish, Stan Sherman, US managers in Florida, and the movie company and the current owners) had put on the decks and a lot of the piping. A program of removing paint from valve bodies and shining of the brass and copper began, which has added "sparkle" to the boat. A number of people working with 800 and 100 grit Emory cloth and Brasso have worked wonders on the torpedo tube locking rings adding that ship-shape look that has pleased the visitors, which is what it is all about anyway.

The day to day management and scheduling of employees, giving tours, and trying to keep the bookkeeping and bank deposits current consumed my time in a never ending cycle.

We have a never-ending program of trying to keep the boat level. The rubber covering on the hull/ballast tanks makes maintenance almost impossible and the poor quality of Russian steel only adds to the problem. One of the part time workers is a welder and is hard at trying to seal up the tank

tops, but trying to find steel good enough to weld to can be a problem. One of the tanks was so fragile that just dropping a flash light put a hole in it.

As we all know these boats aren't called Rusty Russkies for nothing. Trying to keep up with maintenance on the Foxtrot was bad enough, but imagine how it is on a sub three times the size, with the same problems, and 75% more equipment inside.

There have been successes and fun times too. I had on my agenda to work on several systems when I went back but just day-to-day stuff kept me from getting to them. In September, Dave was able to return for a week and we got, with the help of work parties from the Sub Base New London, the air systems traced out and the water systems online so that the Finnish installed bathrooms and the hot water boiler can be run using the onboard water tanks. This has only been partly successful since some of the water seems to be going somewhere and it isn't in the bilges. However, when the system works it works well. Even from here, I'm still working the problems with part time employee and volunteer Ken Johnson. Ken is a retired Navy Lt. having spent time on *Sea Owl* and *Halfbeak* before retiring. As of this morning, Jan 27, we think we have cornered one more possible location the water was going to and hopefully fixed it. Only time and water fills will tell.

I am heading back to Rhode Island around the first of April for a six month contract running the submarine. You are always welcome to come and visit me and the largest class of diesel submarine ever built.

The fun never stops!

Note: You can find out more about visiting the Juliett at their website: www.saratogamuseum.org or just ask Ric before he heads east again.



A view of the Juliett at Collier Point Park

Commercial Photos Reveal Secret Chinese Underground Facilities

Bill Gertz, The Washington Times, 16 February 2006

Commercial satellite photos made public recently provide a new look at China's nuclear forces and bases - images that include the first view of a secret underwater submarine tunnel.

A Pentagon official said the photograph of the tunnel entrance reveals for the first time a key element of China's hidden military buildup. Similar but more detailed intelligence photos of the entrance are highly classified within the U.S. government, the official said.

"The Chinese have a whole network of secret facilities that the U.S. government understands but cannot make public," said the official, who spoke on the condition of anonymity. "This is the first public revelation of China's secret buildup."

The photographs, taken from 2000 to 2004, show China's Xia-class ballistic missile submarine docked at the Jianggezhuang base, located on the

Yellow Sea in Shandong province.

Nuclear warheads for the submarine's 12 JL-1 missiles are thought to be stored inside an underwater tunnel that was photographed about 450 meters to the northwest of the submarine. The high-resolution satellite photo shows a waterway leading to a ground-covered facility.

Other photographs show additional underground military facilities, including the Feidong air base in Anhui province with a runway built into a nearby hill.

Underground submarine sites are one of 10 major types of facilities hidden by the Chinese military, U.S. officials said. The others include nuclear missile storage facilities, other weapons plants, command centers and political leadership offices.

In 2004, China revealed the first of a new class of submarines. The development of the Yuan-class submarines was kept secret through the use of an underground factory in south-central China, the officials said. You can see full size copies of all the pictures at: <http://www.imagingnotes.com>



A Short History of the Finnish Submarine Service

Finland first obtained a navy of sorts during the Finnish Civil War of 1919, when a number of elderly gunboats and torpedo boats of the Tsarist Navy fell into White Finnish hands. Almost all of these captures came in shipyards and harbors where the vessels had been laid up without crews, and not of active warships. The only serious losses came when ice trapped and crushed several torpedo boats in Viipuri Bay.

By the early 1920s, these ships had become thoroughly worn out and most of them went to the scrapyards in Turku. The fleet's first commander, Commodore Hjalmar von Bonsdorff, presented a plan in 1919 for a navy base around a division of armored coast defense ships, with a squadron of large destroyers and 40 torpedo boats, plus submarines and minelayers. It went nowhere, but the basic concept, heavy guns supported by submarines and torpedo craft, stayed with the next generation of Finnish naval planners.

The Finns saw two threats requiring a fleet: a possible Soviet landing around Helsinki, and another Swedish attempt to seize the Åland Islands (repeating their 1918 adventures in the Finnish archipelago that were driven off by German threats). The Finnish parliament finally passed an ambitious naval construction program in September 1927 after two years of debate. That didn't stop the navy from signing a contract for its first submarine a full year before the Navy Act became law, and another for two more in April 1927.

The program called for two armored gunboats, three high-seas submarines, one tiny submarine intended for operations on Lake Ladoga, and four motor torpedo boats. A never-completed second phase would have added four more armored ships, six 1,000-ton destroyers, nine high-seas submarines and three more tiny lake submarines.

Crichton-Vulcan of Turku, a conglomerate (by Finnish standards) formed from the 1924 merger of two financially-troubled shipyards, received most of the Navy's contracts. They built the submarines to a design from the Dutch firm Ingenieurskantoor voor Scheepsbouw (I.v.S), a front for the German shipyards AG Vulkan and Krupp-Germaniawerft, which under the terms of the Versailles Treaty could not participate in submarine construction. The *Vetehinen*, *Vesihisi*, and *Iku-Tursu* were 500-ton minelaying submarines that became prototypes for the much larger German Type VII U-Boats, the backbone of the Kriegsmarine's submarine force during World War Two.

German engineers oversaw the construction,

which proceeded slowly. When the Finnish shipyard workers went on strike, Crichton-Vulcan imported German craftsmen to replace them. After delivery, German officers (some of them active-duty officers like Kapitan-Leutnant Karl Topp, future commander of the battleship *Tirpitz*) remained on hand for "testing" but in reality trained the new Finnish crews. Meanwhile, the future Finnish submarine commanders served on board Italian boats to gain experience.

The declining Hietalahden Laivatelakka yard in Helsinki laid down the tiny submarine *Saukko* in 1930, with a claimed displacement of 99 tons. The Treaty of Dorpat signed in 1920 between Finland and the Soviet Union limited warships on Lake Ladoga to 100 tons, but as built *Saukko* actually displaced 114 tons. She had two torpedo tubes with no reloads, and could be divided into two segments for transport by rail. *Saukko* never actually served on the lake, but was used in the Gulf of Finland. Also an I.v.S. design, *Saukko* was to be the prototype for a coast-defense submarine the Germans could build rapidly and in large numbers. They discarded this concept even before the Finns laid down *Saukko*, and in service she proved a disappointment. She was prone to break down, and her small size made her very difficult to handle in the Baltic.

In 1932, Crichton-Vulcan laid down another I.v.S.-designed submarine "on speculation" (that is, without a contracted buyer) but actually at the secret request of the German Reichsmarine. This boat, known initially as CV707, had almost the same torpedo armament as the bigger *Vetehinen* (five torpedo tubes as opposed to six) but displaced half as much, sacrificing most of her range. She was based on the German World War One UBII type, and became the basis for the World War Two German Type II coastal submarine.

She completed in 1933, and for the next three years I.v.S. and Crichton "engineers" (German submarine officers in civilian attire) "tested" the submarine, undertaking training cruises in the Baltic. Germany began submarine construction in late 1934 and announced the step in March 1935 with the first boats commissioning that summer. With training moved to CV707's German-built sisters, the secret training submarine was no longer needed and Crichton sold her to the Finnish Navy in 1936, where she was named *Vesikko*.

The Finns liked *Vesikko* and hoped to build more of the same type. Her relative lack of range meant little in the congested waters of the Gulf of Finland and Baltic Sea. The Finnish Navy hoped to build at least three more of this type, along with a third armored gunboat and a half-dozen small

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destroyers, in the years just before World War Two but could not obtain funding.

Finland's five submarines all survived the war, and *Vesikko* remains today as a war memorial. They formed the fleet's offensive striking power, but during the Winter War they could not prevent Soviet battleships and cruisers from shelling the Finnish lines. Tiny *Saukko* made the first attempt, stalking first the destroyer leader *Minsk* and then the battleship *Oktyabryskaya Revoluciya* on 10 December 1939 but having to call off the attack when her air vents froze.

Ice proved a serious problem — despite a design requirements that the *Vetehinen* class hulls be strengthened to resist ice, the Finnish Navy had not trained its submarine crews for sub-zero operations. The minelaying submarines began placing illegal offensive minefields in neutral Estonian waters, the Finnish government reasoning that since the Soviets were violating Estonian neutrality, they could too. But *Vesihisi* and *Vetehinen* were both damaged by ice on these missions, and on 15 January, 1940 the fleet command ordered a halt to all submarine operations.

The Finns opened the Continuation War in June 1941 by laying heavy mine barrages across the Gulf of Finland, and this kept Soviet surface ships penned in until 1944. In the summer of 1942 the Red Navy began a submarine offensive in the Baltic, and the Finnish submarines were tasked with hunting them. On 21 October, *Vesihisi* sank the Soviet submarine *S-7*, on the 26th *Iku-Tursu* sank *Shch-320*, and on 5 November *Vetehinen* rammed and sank *Shch-305*. These would be Finland's first and last submarine successes. After the war, Finland was forced to give up her submarines, keeping only *Vesikko* as a permanent memorial.



Snow and ice proved to be problematic for Finnish submariners

Submariner Pay and Teddy Roosevelt

by Barry Monroe from *Sharkhunters KTB*

Teddy Roosevelt was a man of many firsts. He was the first President to ride in a car and fly in an airplane. He was also the first American President to board a submarine and make a dive. Onboard *USS Plunger* (SS-2) on 25 August 1905, he ventured off Long Island Sound for this historic cruise (this was during the time when he was helping to negotiate an end to the Russo-Japanese War, which would earn him the Nobel Peace Prize, another Presidential first). During the cruise, the submarine remained beneath the surface (which was being lashed by a heavy rain) long enough for the President to watch fish swim past his window. Then, taking the controls, Teddy conducted several maneuvers himself, including one which brought the boat to the surface, rear end first.

USS Plunger was the second submarine in the US Navy and was commissioned in September of 1903. Because of this "patrol", Teddy was instrumental in submariner's pay and he was always known for getting things done.

The Navy did not consider submarine duty either unusual or hazardous, but classified it as nothing more than ordinary shore duty. This meant that the sailors on board earned 25% less pay than sailors received for duty on a destroyer, cruiser, etc. After the two hours that Roosevelt had spent on the submarine, he considered this to be unfair. He found submariners to be trained to the highest standards and that their work was both strenuous and dangerous.

Shortly after returning to shore Teddy decided that there must be a change in the pay structure for the men serving on submarines and issued an Executive Order for the pay change. He directed that submarine officers be paid the same as those on surface ships, while qualified enlisted men should receive an extra \$10 per month in addition to the normal pay of their rating. They were also to receive an additional \$1 per day for each day the boat was submerged while underway. Unqualified enlisted men received an additional \$5 per month.

So, the next time you think back on the extra money you earned in the sub service, remember to think about the man that made it happen.



Electricians, Enginemen, and Fireballs

By Jim Christley

On fleet boat, one of the great things about sitting in the sweltering heat of maneuvering while running submerged in tropical waters, after a long surfaced run on several engines, was throwing fireballs.

Fireballs are simple things. Small pieces of metal heated to immense temperatures by the ionizing force of a 250 volt arc with currents in the low three digits (this is real electricity, not the milli or micro type as practiced by those with 'technician' in their rate). These little balls of molten metal were expelled by the arc and bounced in crazy paths until they cooled enough so the glow dissipated. Most were contained within the metal of the control cubicle's walls.

However, sometimes they got out. I was in the motor room on *Sterlet* when Jimmy Goff threw a couple down and they bounced around while I ducked and swore. I knew without a doubt that Jimmy had done it on purpose. He, of course, denied any preconceived intention.

On occasion, a fireball left the cubical enclosure and bounced into the After Engine Room. When this happened, the errant metal particle (no bigger than the ball in a ballpoint pen) attracted the attention of the Engineman or Oiler on duty in that compartment. Because it happened without warning and was accompanied by a large flash, like a couple of flashbulbs, and loud CRACK from maneuvering, the event served to rapidly increase the heart rate of those watches. Their heads snapped around to look at the watertight door that led from the After Engine Room to Maneuvering and there, coming through the door was this little glowing particle. It bounced a couple of times off various surfaces in the engine room then disappeared. The event lasted no more than a very few seconds.

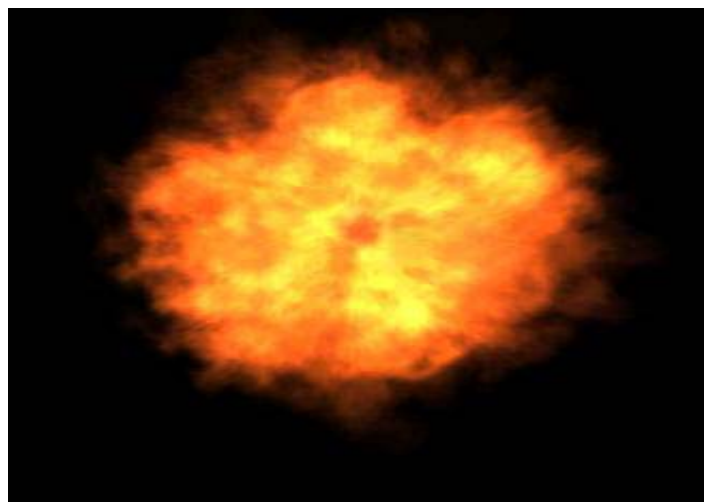
Fireballs, however, possessed properties which defy the laws of physics. Some of these properties I will list below:

1. Fireballs generated a glowing ball, the size of which increased exponentially with the passage of time. By this I mean that the fireballs that chased me in the motor room were the size of basketballs as I remember them after this nearly forty years. However, in reality they were most likely no more than softball in size - well, OK, maybe soccer balls.
2. Fireball generated glowing balls grew in size each time the story of a particular fireball event.

3. The number of fireballs from any arc event increased with both telling and time, except when telling any officer or the Chief Electrician, at which time there was only one and it was small enough to be unremarkable.
4. Fireballs chase people. They chase people in some kind of intelligent manner. By this I mean, if there is a non-qual and a qualified engine room watch in the engine room, the non-qual gets chased. If two people of generally equal seniority are available, it will chase the one with the shortest temper first, or the one that is not on good terms with the Electrician on watch. Junior officers get chased, senior officers either do not, or do not show fear (jumping and yelling in alarm is considered 'bad form').
5. On the last boat people were on, also called 'ustafish', a guy was burned by a fireball. However no one in this crew has actually received medical treatment from the fireball itself. Some head bumps on locker corners and valve stems have been noted.

Fireball throwing is a fine art, practiced by Electricians in secret with serious incantations. Good Electricians can chase an Engineman from the After Engine Room into the Forward Engine Room. But not many are that good. What is lesser known about fireballs is that they are often accompanied by an Electrician crawling inside the cubical (which is energized) and filing the high spots off the burned contactor face. That is a fun task that bears telling in its own story.

PZZZZZAAAAPPPPP BANNNGGGG!!!!



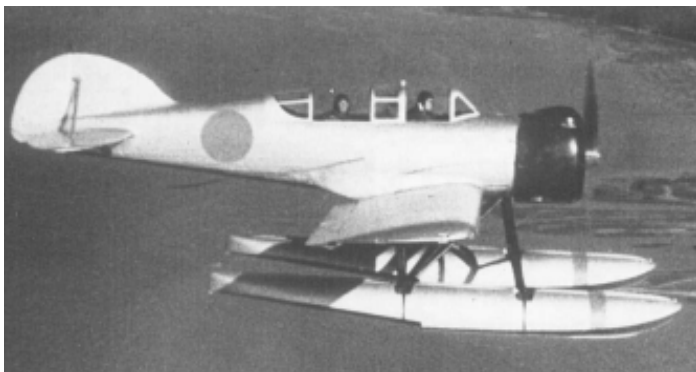
Gotcha - Heh Heh Heh Heh Heh Heh!!!!

Be Safe, Jim Christley

Up in the Sky - It's a Bird, It's a Plane; No, It's a Japanese Submariner!

Throughout World War II, the Japanese Admiralty clung tenaciously to the desire to attack the continental United States. When the opportunity did present itself, the responsibility for the attack fell to the Japanese submarine force.

At the start of the war, eleven Japanese submarines were outfitted with deck hangers, designed to carry one single-engine, catapult-launched, two-man floatplane; the Yokosuka E14Y (code named Glen by the Allies). The Japanese nicknamed these aircraft the 'Geta' because of the resemblance of their floats to a common Japanese clog-like shoe of the same name. The Geta had a top air speed of only about 150 knots and was capable of staying in the air for a little over 3 hours. These small planes were stored for transport in 12 separate pieces and assembled just prior to launch. Recovery took place when the aircraft returned to the mother ship, landing nearby on its floats, was pulled aboard by crane and then disassembled and re-stowed.



A Yokosuka E14Y (Glen) in flight

While originally designed to assist the host submarine in long range recon missions for the fleet, a resourceful submariner-pilot eventually concluded that by attaching a few bombs to the aircraft, the Geta might be put to a more lethal use. This idea is attributed to Warrant Officer Nubuo Fujita who was then stationed aboard the Japanese submarine *I-25*. While Fujita's original idea was to arm the Geta for use in assisting attacks upon the U.S. surface ships in fleet actions (he believed that by doing this he could not only find the ships but attack them as well), when the Japanese Admiralty got wind of the idea, they had a grander mission in mind.

Briefed by no less than Prince Takamatsu, the Emperor's brother, Fujita was instructed to test his theory's effectiveness on the American mainland itself! However daring this mission would be, it quickly became one of strategic convolution -

rather than a direct attack on one of the many targets of significance along the U.S. west coast, the orders given to Fujita were to drop his bombs in one of the forests in the Pacific Northwest!

The reason for the Japanese decision was recorded as 'Rather than inflicting limited damage on industrial targets, since the northwestern U.S. is full of forests, we will start a blaze in the deep woods. The resulting forest fire will be very difficult to stop. Whole towns will be destroyed, creating panic in the population.'

After training and fitting out the Geta with incendiary bombs, *I-25* began its slow transit of the Pacific, arriving off the coast of Oregon in late August 1942. Ten days were spent on station by the anxious crew with seas too high to launch the floatplane. Finally, it calmed sufficiently to execute the mission. On 9 September, 1942, Warrant Officer Fujita and his observer, Petty Officer Shoji Okuda boarded their Geta and set off for the forests of Oregon.

Flying 50 miles inland, completely undetected, Fujita and Okuda became the first and only Japanese aircraft to successfully bomb the continental U.S. during World War II. They returned safely to *I-25* to report that both bombs exploded perfectly and two large fires were burning. However, what Japanese intelligence either did not know or failed to account for was that the target area in Oregon had been saturated with several weeks of recent rains and the fires quickly burned themselves out with negligible damage to the forests. Another attack was made on the 29th, with similar results. In the end, no towns were destroyed and, for the most part, the attacks went unnoticed. However, the U.S. government did learn about the attacks, but kept them secret until after that war.

As a side note, during the same patrol *I-25* sank two merchants and the Russian submarine *L-16* (even though the Japanese and Russians were not at war at the time of the attack), which was on its way to San Francisco for yardwork.



***I-25* riding on the surface**

On a previous patrol, *I-25* had fired 17 rounds from its deck gun at Fort Stevens on the north coast of Oregon, but inflicted no significant damage (one dud shell landed on a golf course that is now a memorial). The Japanese actually intended to shell the "American submarine base at Astoria."

U. S. SUBMARINE VETERANS OF WORLD WAR II and U. S. SUBMARINE VETERANS, Inc.
35th ANNUAL NORTHWEST REGIONAL CONVENTION
May 10-11-12-13, 2006

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. 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. Use the form on the next page to register for the convention.

LODGING AND OTHER 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!

DIRECTIONS: To the Double Tree Hotel in Downtown Spokane, next to the Spokane River Falls. From Interstate 90, take Exit 281, go North on Division St. after Five blocks you will pass Main St, get in the far left lane and turn left at the next traffic light. Double Tree is on your right after about two blocks.

Tour the Historic Part of Spokane "Age of Elegance"

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.

Time: 9:00AM - 2:30PM Includes: Transportation and Lunch at the Steam Plant Grill.

Tour to the Acoustic Research Test Site:

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!

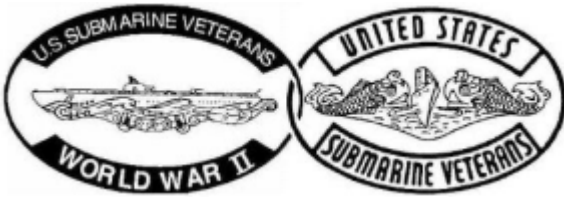
Time 9:30AM - about 12:30 PM Transportation will be arranged for those who Sign up.

Friday Night is FUN Night with Food:

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 Sub Vets.

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.



U. S. SUBMARINE VETERANS OF WORLD WAR II
U. S. SUBMARINE VETERANS, Inc.
35th ANNUAL NORTHWEST REGIONAL CONVENTION
WESTERN REG. DISTRICT 3 & 4, ID, MT, WY, AK, WA & OR
May 10-11-12-13, 2006

Double Tree Hotel, Spokane City Center
 322 N. Spokane Falls Court
 Spokane, WA 99201
 1-800-222-TREE www.doubletree.com

NAME: _____

WIFE/GUEST NAME: _____

ADDRESS: _____ PHONE: _____

CITY: _____ STATE: _____ ZIP: _____

CHAPTER/STATE: _____ OFFICE: _____

EMERGENCY CONTACT: _____ RELATIONSHIP: _____

		Number	Total
Registration Fee (non-refundable)	\$10.00 per person	_____	_____

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 Lunch at the Steam Plant & Grill	\$35.00 Per person	_____	_____
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Friday 12 May 2006 0930 to 1230 Hours Tour of Acoustic Research Testing Station at Farragut Navy Boot Camp, ID. Transportation to be arranged	\$10.00 per person	_____	_____
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Fun Night with meal	\$10.00 Per person	_____	_____
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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 (2PM)

Banquet No Host social hour 1800 hours (6PM) Dinner at 1900 hours (7PM)	\$30.00 per person	_____	_____
Meal Choice Beef _____ Fish _____ or Chicken _____			

TOTAL COST _____

Make checks payable to "U.S.SUB VETS WWII" and mail to:
 Dorothy Holman, 24306 - 106th Place W., Edmonds, WA 98020-5730

2006 Base Officers

Elections were held at the January meeting and the officers for Seattle Base (and their email addresses) are:

Base Cmdr: Karl 'Dutch' Krompholz
bkrompholz@aol.com

Sr. Vice Cmdr: Dave Goodson
nwracs@mindspring.com

Jr. Vice Cmdr: Steve Shelton
sdshelton@comcast.net

Treasurer: James Harper
kh6cn@earthlink.net

Secretary: Robbie Robertson
robbie78@comcast.net

Other base committee chairs are shown in the table to the right.

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
Ron Thody	April 12
Donald Masoero	April 18
Eric Muller	April 27
Wayne Barger	April 27
Victor Horgan	April 29

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:	Dave Goodson	425-823-3507
Jr. Vice Commander:	Steve Shelton	206-526-1130
Secretary:	Robbis Robertson	206-525-1553
Treasurer:	Jim Harper	425-357-6485
Membership Chair:	Dave Goodson	425-823-3507
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

March 15 at Redmond VFW Hall

April 19 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.frappr.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.

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.

Reunion Information

Here is a quick update on recently announced reunions. You can also find a more extensive list online at: <http://www.ussvi.org/reunion> and <http://www.submarinesailor.com/reunion/reunion>

USS Canopus Association:

October 19 - 22, 2006 at the Radisson Hotel in New London, CT.
Contact: Richard Retin, 1755 Rockhaven Dr, Reno, NV 89511
Phone: (775) 851-1077, e-mail: usscanopus@mail.com, or website: www.usscanopus.org

USS Carp SS-338

October 12 - 13, 2006 in San Diego, CA
Contact: Jim Burkholder, Phone: (865) 671-6229 or e-mail: jimb Burkholder@aol.com

USS Cavalla SS-244/SSK-244/AGSS-244/SSN-684

April 28 - 29, 2006 at Hotel Galvez in Galveston, TX
Contact: Jim Burke, Coordinator Phone: (831) 684-2313; FAX: (831) 684-2382; e-mail: cavallareunion@burkefamily.org, or website: www.cavalla.org

USS Corporal SS-346

September 4 - 10, 2006 in Little Rock, AR
Contact Dennis Kauppinen, Phone (860) 667-4157, or email: ss346crew@hotmail.com

USS Cubera SS-347

June 21 - 25, 2006 in Branson MO
Contact: Ross Simcox, Phone: (515) 285-7867 or email: rbsimmie@msn.com

USS Diodon SS-349

September 5 - 10, 2006 in North Little Rock, AR.
Contact: Glenn Boothe, Phone: (559) 322-6624 or e-mail: gbpluspb@aol.com

USS Ethan Allen SSBN/SSN 608

October 12 - 15, 2006 Kings Bay Area, Georgia
Contact: Herb Richardson, 8952 Centerway Road, Gaithersburg, MD 20879 or e-mail: reunion2006@ssbn608.org

USS George Washington SSBN-598/USS Scorpion SSN-589

September 7th 2006 Wyndham Hotel North Little Rock, AR
Contact Paul Honeck: Phone (501) 945-1349 or e-mail: ck@centurytel.net

USS Haddo SSN-604/SS-255

October 5 - 7, 2006 in Branson MO at the Radisson Hotel.
Contact Ken Brenner, Phone: (770) 205-6083 or e-mail: kwsg0913@bellsouth.net

USS Howard W Gilmore AS-16

May 4 - 8, 2006 in Charleston, SC
Contact: Bob Munjas, 440 West 40th St., Shadyside, OH 43947
Phone: (740) 676-5582 or e-mail: moonmunj3@aol.com

USS Nautilus SSN-571

September 28 - October 1, 2006 in Bremerton, WA
Contact: Roland Cave, 370 East Camano Dr., Ste 5-104, Camano Island, WA 98282-7279
Phone: (360) 387-3874 or e-mail: rcave@camano.net

USS Perch SS-313/SSP-313/ASSP-313/LPSS-313

April 18-19, 2006 in Las Vegas, NV
Contact: Ruben Q. Yabut, Phone: (702) 647-3084 or e-mail: perch@rqy1801.net

USS Rasher SS/SSR/AGSS-269

May 7 - 9, 2006 at Silverdale Beach Hotel in Silverdale, WA.
Contact: Nelis Vander Pol, 5607 NW Bryan Rd., Bremerton, WA 98312
Phone: (306) 377-1750 or e-mail: vansrus@att.net

USS Simon Bolivar SSBN-641

June 14 - 18, 2006 Holiday Inn, Cocoa Beach-Oceanfront, FL
Contact: Frank P. Finecey - Reunion Coordinator, 23298 Nutall Rise RD, Lamont, FL 32336
Phone/Fax 850 584 2491 or e-mail: bolivargroup@gtcom.net

USS Thomas Jefferson SSBN-618

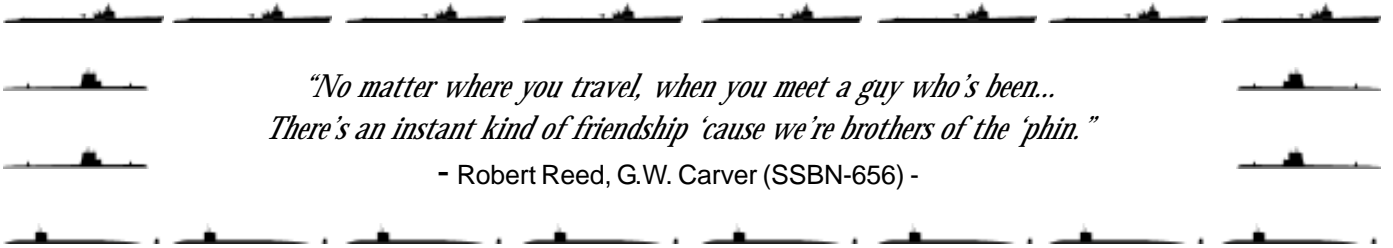
October 25 - 28, 2006 at Kissimmee-Orlando, FL
Contact: Dennis Hudson, 9093 South Bay Dr., Haines City, FL 33844
Phone: (863) 422-8283 or e-mail: toucheturttle@copper.net

USS Trigger SS-564

September 20-24, 2006 at The Grand Plaza Hotel, Branson, MO
Contact: Wayne Standerfer, Phone: (972) 298-8139, or email: lwaynes@charter.net, or website: <http://www.SS564.org>

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

To:



Contents

Commander's Corner	1
Balance of Sub Fleet to Swing Toward the Pacific ..	1
Living with Juliett	2
Commercial Photos Reveal Secret Chinese Underground Facilities	3
A Short History of the Finnish Submarine Service ...	4
Submariner Pay and Teddy Roosevelt	5
Electricians, Enginemen, and Fireballs	6
Up in the Sky - It's a bird, It's a plane; No, It's a Japanese Submariner!	7
SubVets of WW II and USSVI Convention.	8
Convention Registration Form	9
Base News	10
2005 Seattle Base Officers and Chairs	10
Reunion Information	11



**What did this submarine have to do with your
 sub pay?
 Find out on Page 5.**