



*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

## Meeting Recaps

Here are some short recaps of the most recent base meetings. Remember you can read the minutes of each meeting on the Seattle Base website (<http://seattlebase.donmac.org>).

## March Meeting

Our March meeting didn't have a guest speaker, but we were treated to a taped interview with Alan Carl Bryson, the last remaining survivor of the Squalus. In the interview Alan described his Navy career and his remembrances of the rescue efforts for Squalus.

## April Meeting

In April our guest speaker was Robert 'Coke' Roberts. Mr. Roberts, who was raised in Black Diamond, WA, is a WWII veteran. After graduating from high school in 1941 he worked in a local shipyard but was encouraged to join the Navy before he was drafted. He spent his war years working

from various forward operating bases in the Pacific repairing naval ships that were damaged in battle and by the stormy Pacific.

Coke had a lot of good stories about the numerous ships he helped repair and life at the forward bases; including one about standing night watch on his ship near the Philippines after the battle of Leyte Gulf, where he nearly shot an Engineman that he thought was a Japanese soldier.

After his release from the Navy he attended and graduated from the UW with a BA in teaching. He has taught history, social studies, and math. He has coached football, basketball, and baseball, and for 32 years has refereed college, and high school, football and basketball.

The monthly meetings are always a good chance to catch up with shipmates, retell sea stories, and make up new ones. We hope to see you at the next meeting!



## Commander's Corner

By Karl 'Dutch' Krompholz, Base Commander

As we move into spring my primary focus is our fund raising raffle with a professionally built submarine model, customized for the winner. Bob Oppe and I will be traveling to several meetings and functions in our region in an effort to include as many participants as possible. I have asked my children, and grand children to give me raffle tickets for Fathers Day. I would never buy one of these high priced models for myself, so a few more chances to win one makes more sense than another bottle of aftershave. Use your imagination. The success or failure of this project is the responsibility of EVERY member of the Seattle Base.

If you are staying in town over the Memorial Day weekend, you might think about spending some time at the Memorial Day Ceremony at the Mt. Tahoma Cemetery. You can, as I have done in the past, be a part of the Color Guard, or just observe from the hillside. Either way, if you wear your colors, it's a great way to represent our organization, and you might get to meet another real life Hero. Afterwards, you can join us for lunch or take the family for a picnic. I will supply the program start time via E-mail.

See you at the May Business meeting.

Respectfully,  
Karl 'Dutch' Krompholz

## U.S. Navy Works To Shrink Submarine Costs

By Christopher P. Cavas from DefenseNews.com

The U.S. Navy has begun an effort to redesign the forward sections of future SSN 774 *Virginia*-class submarines — one of several moves the service hopes can shrink the ships' \$2.4 billion price tag.

Designers are trying to "dramatically simplify the bow," said Rear Adm. William Hilarides, the Navy's program executive officer for submarines.

At the heart of the effort is the proposed removal of the large spherical array of transducers that supports the BQQ-6 sonar system. The "ball" takes up most of the space inside the submarine's bow.

A pattern of hydrophones on the hull would replace the sphere, Hilarides told reporters April 17 at the Washington Navy Yard.

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



In place of the sphere, a payload integration module would be fitted to carry Tomahawk cruise missiles or other weapons. Twelve vertical launchers for Tomahawks are fitted in current versions of the class, placed just behind the sphere and its systems.

Hilarides noted the redesign effort is "not a done deal" and has several issues to be resolved. But if successful, he said, the changes could be incorporated as early as the submarine ordered in 2010.

A total of 10 *Virginia*-class submarines have been delivered or are under contract, Hilarides said. The service is ordering one ship per year and hopes to order two in 2012. Key to that two-per-year plan, though, is whether the price can be brought down to \$2 billion per ship, counted in 2005 dollars.

If that threshold can't be met, Hilarides said, the Navy will continue to order only one submarine per year.

"That 10 percent [price reduction] is a real challenge with a design that's this mature," he said.

The submarines are being built under a 50-50 split between General Dynamics Electric Boat, New London, Conn., and Northrop Grumman Newport News, Newport News, Va. Each company is building half of each submarine and alternating assembly at its shipyards.

Electric Boat assembled the *Virginia*, commissioned in October 2004. The *Texas*, first of

the class to be assembled at Newport News, should be commissioned in September, Hilarides said.

The service could build up to 30 units of the class.

Among other changes and developments that should bring about cost reductions, Hilarides said, are higher levels of completion for each portion of the submarines. He pointed to a large hull section of one of the latest subs and noted it would be 95 percent complete when it arrives at the shipyard for assembly — an approach that can save considerable time and effort in building the complex and cramped ships.

Hilarides said another change in approach that could drive down costs is to reuse government-furnished equipment for some initial combat system installations. Technology improvements are often halted or severely reduced at various stages of ship construction, since to continually incorporate improvements prolongs the task and drives up costs. Rather, ships enter a shipyard several months after completion to swap out some original equipment with improved systems before the subs become fully operational.

Rather than buy new equipment for each submarine that is going to be replaced, Hilarides said, the same equipment could be used over and over.

That effort is also a work in progress. "There's still a lot of work to be done to support this," Hilarides said.

Coupled with shipyard efforts to reduce construction time, Hilarides the changes will cut up to two years from the current seven years needed to build, test and refit a submarine before it becomes fully operational.

Hilarides noted that certain capabilities also could be removed from future ships in the drive to cut costs. "If it means taking capability out of the ship, I will do it," he said.

One possibility would be changing or removing the large lock-out chamber installed amidships in *Virginia*-class subs — a loss of capability that might be accepted because several ships would have the capability.

The search is continuing for more means to drive down costs on the submarines.

"I am looking for good ideas," Hilarides said, "and am on the hunt."



## Submarine Day speaker: Today's Military as good as 'Greatest Generation'

By Neil Young, Mohave Daily, 12 Apr 06

The current generation serving the armed forces is every bit as good as "The Greatest Generation," as World War II vets are called, according to Rear Admiral Mark Kenny.

Kenny was keynote speaker at the National Submarine Day program at the Ramada Express Hotel Casino in Laughlin Tuesday. He addressed a reunion of the U.S. Submarine Veterans of World War II, 46<sup>th</sup> Southwest Regional Caucus, many of whom are World War II vets. "This generation gets it," Kenny said of the current crop of recruits. He described them as "extremely patriotic. They want to be part of something bigger than themselves." They understand the importance of teamwork, Kenny said. So many of those in military hospitals recovering from their war injuries "can't wait to get back to their team."

Kenny is involved in fighting the worldwide war against terror, and was in Afghanistan just last week. As memories of 9-11 fade, many in this country have forgotten the threat Islamic terrorists pose, he said. Those threats "have not diminished," Kenny said. "They want nothing more than to set off a nuclear device," Kenny said. They have "a hatred that's visceral, unquestionable," and don't want to kill members of our military as much as "their wives and families."

The war in Iraq "was kicked off by submarines," which are able to fire Tomahawk missiles with a 1,000-mile range, Kenny said. Subs are versatile, being "non-intrusive," and able to collect volumes of military intelligence without being detected, according to Kenny. "I can't tell you how many terrorist attacks have been thwarted by military intelligence," Kenny said. He touched on the threat posed by Iran's pursuit of nuclear weapons, calling the country's president a "nut case" who wants to wipe Israel off the map, and is threatening other nations, including the United States. A submarine force is monitoring rogue states like Iran and North Korea, Kenny said. China is also a major concern. "Is it a threat? You bet it is," he said. China's voracious need for oil could be "a possible source of conflict," according to Kenny.

Kenny, a native of Cincinnati, Ohio, graduated from the United States Naval Academy in 1977. His assignments included Director at the Naval Training Center, Pacific and Deputy for Readiness and Training on the staff of Commander Submarine Group Ten. He served as Commanding Officer of USS Birmingham, where he was presented with the COMSUBPAC Naval Submarine League Warfighting Award.

## Memorial dedicated to submarine veterans

By Liam Farrell, The Fredrick News-Post Staff

The water was outside, the men were inside - a fitting scene for armed forces veterans who served beneath the waves in submarines.

A new memorial was unveiled Saturday at Bentz Street Graveyard Memorial Grounds for submariners who died during their service. The memorial, presented by the United States Submarine Veterans Tri-State Base of Maryland, Pennsylvania and West Virginia, stands "to perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country."

Following a brief dedication ceremony in the rain, the veterans, dating in service back to World War II, and their friends and family gathered at the Middletown Amvets for a ceremony and luncheon. "I'm proud to call myself a United States Submarine Veteran," said Ray M. Bussard, commander of the Tri-State base. "(The memorial is) a humble reminder of those who served with pride."

Featured speakers included Rep. Roscoe Bartlett, R-Md., who serves on the Armed Forces Committee, and Master Chief Petty Officer Terry D. Scott. Both men said the legacy of submariners will continue as the nation faces future challenges to security.

As the technology of warfare changes, so do the needs of the Navy, Mr. Bartlett said, and the United States should use submarines for their covert capabilities. "We need more and more submarines. They are really survivors," Mr. Bartlett said. "I want to complete all the missions. I think more often than not, submarines will get the nod."

Mr. Scott said new recruits who serve on submarines will continue to build on the service of veterans. "We've adapted to changes (in the past)," he said. "The interesting times of today are no different."

Two veterans, clad like the rest in blue vests with badges and boat monikers on the back, read aloud the names of all submarines lost, with each ship punctuated by the tolling of a bell: the *USS Sea Dragon*, the *USS Sea Lion*, the *USS Scorpion*, the *USS San Francisco*.

But though the veterans bowed their heads as taps was played, the somber tone was balanced by a belief that serving one's country surrounded by water is a proud and adventurous experience.

"I never really felt more alive than when I was on a submarine," Mr. Scott said. "The times I love the most, and miss the most, are those times under the surface."



## Tales from a Watery Grave: Speaker Shares Story of CSS Hunley

By Chris Meyers, The Post & Mail, 7 Apr 06

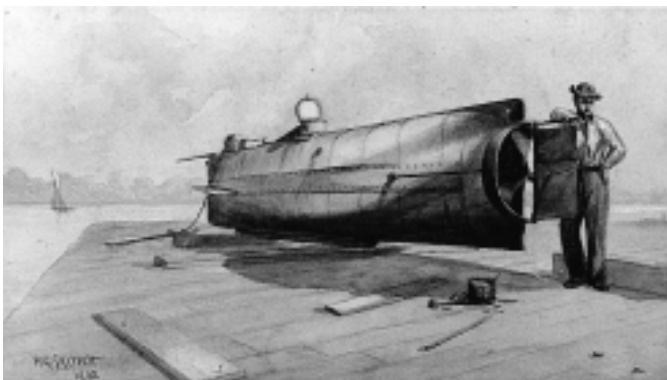
The story of the CSS Hunley is one of triumph and tragedy, success and failure.

The Hunley, the first submarine ever used during combat in the United States, was a Confederate submarine that sank two times and went through two crews before the third and final sinking that left it, and the crew, on the bottom of Charleston Harbor about one and a half miles out to sea.

Telling the story of the Hunley and its three separate crews was Civil War expert Bob Willey, a member of the National Park Service who was at Charleston when the Hunley was raised from the water for the first time. "It was a most awesome site," he told a crowd of at least 60 people at the Whitley County Historical Society's banquet Thursday night at the Eagles Nest. "I don't know how I did this, but I stood there for 45 minutes looking at that black silt," Willey said. The silt had filled much of the submarine while it was on the bottom of the ocean for 140 years.

The story begins during the Civil War. The Hunley was originally designed to tow a mine behind it and dive under the ship it was attacking, pulling the mine into it to destroy it. The crew hoped the destroyed ship would shield the submarine from the explosion. After its first mission, Lt. John Payne accidentally stepped on a lever that made the ship dive, but the hatches were still open. Five of the eight crew members drowned - Payne was one of the survivors.

The loss did not deter the Confederate Navy. The Hunley was raised and another crew recruited. This time tragedy struck once again when the ship sank while on a routine dive and all men on board drowned. It was recovered once again after resting on the bottom of the ocean for five days. The submarine was found with its bow buried in the muck and still at the same 30 degree angle it took to the bottom.



After this recovery, the design for how the Hunley would attack was changed. A long, pointed pole was put on the front so the sub could ram its records show the blue light was used and the white light returned, but the ship and crew were never seen again.

Fast forward to May of 1995 as explorers and on-lookers stood in awe as the sub was carefully brought to shore. The recovery team had to use inflatable straps under the sub that were carefully monitored and adjusted so no harm would come to the ship. "They thought there was a possibility it would break apart as it was raised," Willey said. Fortunately, the sub surfaced intact and for the first time since it set to sea on that fateful night, human eyes saw the first innovations in naval warfare.



**Hunley being pulled from the water in 1995.**

The sub was about 40 feet long, 3 ½ feet wide, 4 feet tall and weighed about 58,000 pounds. The only light for the eight-man crew was one candle. "It was essentially just a big iron boiler with tapered ends," Willey said. He said that before the sub was raised, the scientists who discovered it went to a local museum that had a scale model of what the sub was supposed to look like and compared what was right and wrong. "They went down to the museum at midnight and ran around the Hunley (model) yelling that's wrong, that's wrong," Willey said.

After it was raised, scientists found a broken window on one of the conning towers, but that should not have been enough to sink the ship. "I don't think there's a chance we'll ever know for sure," Willey said of what caused the sinking. Inside the ship were the remains of the crew, clothing and their possessions that included coins, wallets with money still in them and smoking pipes. "All 16 shoes

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of the eight crewman contained human remains as did the skulls which still contained brain material," Willey said. He said nothing has been lost that was found inside the ship and everything has been kept in a climate-controlled environment, processed and refurbished to as close to mint condition as possible.

He said the bench that the crew sat on to turn the propeller was removed and told an interesting story on its own. "There were three layers of paint, which leads them to believe it was repainted before each sinking."

The submarine is kept in a tank of water at 43 degrees Fahrenheit and when it's removed from it, it must have a constant mist sprayed on it so it won't deteriorate. This will have to happen for another few years until the material is stable enough to be displayed in a different way.

On April 17, 2004, a long procession of tens of thousands of people, including surviving relatives of the crew, gathered at the unusually calm waters of Charleston Harbor to give the crew a proper burial at Magnolia Cemetery. "For the Hunley crew, their 140-year journey had finally ended," Willey said.



**Hunley resting in its holding tank.**

## **War Veterans: Real troop support**

*Excerpts from Seattle Post-Intelligencer Editorial Page*

The slogan adorns bumper stickers and those yellow-ribbon trunk magnets: "Support Our Troops." Great slogan; but is it anything more?

Most Americans have enjoyed a separate peace during the War on Terror. The war has brought them no hardships and demanded no sacrifices. It is only those soldiers, sailors, and airmen who've been called to fight it and their families, for whom the hardships and sacrifices have been very real.

The war is producing a stream of wounded and disabled soldiers for which our veterans' facilities are unprepared.

Now Puget Sound area has a chance to support our troops with more than a bumper sticker.

The Fisher House philanthropy has helped build 33 wheelchair-friendly centers where families can live and visit wounded soldiers. We need one here. Half of the estimated \$4 million to build the Seattle Fisher House must be raised locally. As of this week, the tally stood at about \$70,000.

Seattle, home to software billionaires and \$1 billion in sports stadia, should do better than that.

### **How to Help**

Tax-deductible gifts may be made directly to:

VA Puget Sound Fisher House Fund  
C/O VA Puget Sound Health Care System Voluntary  
Services Division (S-005-VOL)  
Seattle, WA 98108

For more information, contact VA Puget Sound Health Care System Seattle Division at: 206-277-3950. To learn more about Fisher House see [www.fisherhouse.org](http://www.fisherhouse.org)

USSVI Member: Please cut out and attach this note to your will or final instructions.

#### **\*\* IMPORTANT INSTRUCTION \*\***

In the case of my death, please immediately notify the U.S. Submarine Veterans Ass'n, (USSVI) at 877-542-3483 or 360 337-2978 and give the person on duty the information regarding my death, funeral and burial arrangements, plus who they can contact for follow-up and support.

Please ask them to contact my local chapter Base Commander with this information as well.  
(They can look it up in the membership records.)

USSVI Member: Please cut out and attach this note to your will or final instructions.

## Disaster in the Deep

By Jack Kelly for American Heritage magazine

"Experiencing minor difficulty." It was 9:13 on the morning of April 10, 1963—43 years ago—when Captain John W. Harvey relayed this message from his submarine, the USS *Thresher*. Harvey had steered out beyond the undersea cliff that marks the edge of the continental shelf, 220 miles east of Cape Cod. He was spiraling down to a "test depth" of some 1,000 feet. If anything went wrong that far down, the *Thresher* would be beyond help.

The ocean floor was now more than 8,000 feet below the boat. And things were going very wrong. The *Thresher*, which had been described by one admiral as "the most advanced operational attack submarine in the world," had lost power. Unable to maneuver, its ballast tanks full of sea water to assist diving, the vessel was beginning to sink. The sea was exerting tremendous, groaning pressure on its hull. It would very soon reach a point where its steel skin would rip open. Harvey had to do something quick.

"Have positive up-angle. Attempting to blow . . ." was the rest of the message picked up by the escort vessel that floated almost a quarter mile overhead. Harvey had angled the sub's fins to bring its nose toward the surface and was trying to empty the ballast tanks. His life and the lives of 128 other men depended on the success of the maneuver.

The *Thresher* represented the cutting edge of America's military might. When Rear Admiral Hyman G. Rickover had proposed a nuclear-powered submarine immediately following World War II, skeptics had scoffed. The standard atomic reactor of the day occupied two city blocks. That it could be miniaturized to fit into a 32-foot-wide boat seemed preposterous.

But Rickover persisted; he proved the concept with the launch of the USS *Nautilus* in 1954. The Cold War value of the submarine, whether in its traditional attack role or as a platform for firing nuclear missiles, spurred an intensive development effort. The *Thresher* was a big step forward. Its teardrop-shaped hull and powerful nuclear turbine allowed speeds up to 40 knots underwater. Advanced quieting technologies let it run in virtual silence. It could detect and destroy hostile submarines from unprecedented depths.

Launched in 1960, the boat represented the first of a new class of subs. After testing the vessel at sea, the Navy ordered it to drydock in 1962 for an extensive overhaul. Assigned a new skipper, the submarine was on April 10 conducting its first trials

following those repairs.

"The most dangerous condition that exists in the *Thresher*," said its first captain, Rear Admiral Dean Axene, "is the danger of salt water flooding while at or near test depth." The remark highlighted a crucial issue. The pipes that brought seawater into the ship for cooling had to withstand tremendous pressure when the vessel submerged. The joints in this system had passed tests that subjected them to even greater pressure. But a new testing method, using ultrasound, had found flaws in the workmanship of 14 percent of a sample of them. These controversial results did not prompt further repairs. Navy analysts later speculated that one of those joints gave way in the *Thresher's* engine room. Spray probably shorted out electric-power components, automatically shutting the reactor.

With full power, Harvey could have muscled the boat to the surface even with its ballast tanks full. But once the reactor "scrammed," it would take him at least seven minutes to restore power. During that time, the boat would continue to sink, quickly reaching a "crush depth" where its hull couldn't withstand the pressure.

A roaring hiss of compressed air resonated through the sub as Harvey tried to force water out of the ballast tanks. The process was too slow. Tests later showed that it was impeded by ill-planned screening that caused ice to accumulate on a valve.

The *Thresher*, powerless and unable to blow ballast, began to accelerate toward the bottom. At 9:17, listeners on the escort vessel heard a garbled message that might have been "Exceeding test depth . . ." Almost immediately, they picked up what was described as a thud or "the sound of a compartment collapsing."

The *Thresher's* hull gave way. Inrushing seawater spiked air pressure, quickly killing the crew. The pressure also ignited the sub's diesel fuel, causing an explosion that tore the high-tech vessel to pieces.

Four months later, the bathyscaphe *Trieste* descended into the black depths and found an area of debris "like a large automobile junkyard." Operators recovered a twisted piece of pipe marked with the *Thresher's* name, ending the search for the ill-fated vessel. The loss of the *Thresher*, coming only months after the Cuban missile crisis, dealt a serious blow to U.S. power and prestige. The accident threw years of technical planning into question. Morale in the submarine service plummeted.

Governmental inquiries parceled the blame

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widely. In effect the sub program had leapt into a new technological realm without establishing adequate quality control. As an institution, the Navy had echoed the sentiments of former *Thresher* crewman Keith Johnson. "We felt invincible," he said. "We never thought we were going to die."

The Navy brass learned from its costly mistake. Rickover ordered a redesign of the reactor system to allow for a faster recovery from a shutdown. A new, more adequate system for blowing ballast was installed in submarines. More important, the government introduced a system, the SubSafe Program, that tightened specifications and quality assurance dramatically. Begun a few months after the *Thresher's* demise, the program has yielded an exemplary safety record ever since. Sixteen American subs had sunk for non-combat reasons up to the time of the *Thresher*; only one has been lost since—the *USS Scorpion*, which sank in 1968 and had not been certified by the program.

We sometimes forget that the Cold War had costs that are both painful and difficult to reckon. The human toll of the *Thresher* accident was grievous. Even today, the *Thresher's* nuclear reactor, with its complement of radioactive isotopes, remains at the bottom of the ocean, along with those of other sunken Soviet and American subs. With no effort currently envisioned to clean up this deadly detritus, the final bill is almost certain to be left to generations yet unborn.



USS Thresher

## Seawolf Subs Will Move to Bremerton

By Elaine Helm, The Kitsap Sun

The Navy plans to base two Seawolf-class attack submarines not at Bangor submarine base but in Bremerton, according to U.S. Rep. Norm Dicks, D-Belfair.

In February, Dicks announced the fast-attack subs, *USS Seawolf* and *USS Connecticut*, would move from Groton, Conn., to Naval Base Kitsap in summer 2007. The move is part of a broader realignment of naval forces from the East Coast to the West Coast outlined in the Pentagon's Quadrennial Defense Review.

But the Navy at that time wasn't ready to say whether the subs would join *USS Jimmy Carter*, the third and final boat of the same class, at Bangor or be based at the Bremerton naval station.

Dicks and local Navy leaders had speculated that Bremerton would be the more likely choice.

Three new submarines in as many months arrived at Bangor in late 2005, bringing the total number of subs based there to 11.

Bremerton, on the other hand, currently is a permanent home port only to the aircraft carrier *USS John C. Stennis*. Four fast-combat support ships based in Bremerton were decommissioned from 2003 to 2005. Two of those ships, *USNS Bridge* and *USNS Rainier*, remain stationed at Bremerton under Military Sealift Command with mostly civilian crews.

On Saturday, Dicks ended the *Seawolf* speculation in a speech at Puget Sound Naval Bases Association's anniversary celebration. He said the final decision was made last week. "I mean, the *Stennis* would get kind of lonely," Dicks said to an audience of local Navy officers and boosters. Basing all three *Seawolf*-class subs together will help facilitate repairs and guarantee work for Puget Sound Naval Shipyard, Dicks said later.



USS Seawolf  
SSN-21

Capt. Reid Tanaka, commanding officer of Naval Base Kitsap, said he believed the *Seawolfs* would be the first submarines permanently homeported in Bremerton, though many subs spend up to several years undergoing maintenance work at PSNS. Accommodating the subs will require special buffers at the pier, he said, but no structural modifications on the waterfront. "Unlike most Navy bases and regions, we're growing, and we're doing the best we can," Tanaka said. "We're doing it, really, with very little added cost."

## Give the Boatservice Back Tradition

By Dex Armstrong

*Editor's Note: Dex's stuff is usually pretty humorous, but after the recent hazing incident in Bremeton, I thought it might be good to run this more serious article.*

Someday, the submarine force will find a leader who will have the insight to recognize the wisdom of returning a lot of the lighthearted tradition and give back some of the little things that meant so much to the old tattered foul weather jacket and raggedy dungaree force.

A good beginning would be to return the tradition of never pinning Dolphins on a dry shirt. It was a good tradition...Oh yes, I know the arguments against the tradition... Safety... Unnecessary risk. In the world of grown men... Adult, red-blooded bluejackets, that rationale is pure bullshit. The foundation of all military service is risk... The acceptance of risk in selfless service to one's nation.

Tossing a lad into the ocean he lives in, involves minimal risk. Hell, strap a lifejacket on the lad. The honor of this baptismal ritual and the effect it had on a man's personal pride and his entry to ship's company and the fellowship of proven submariners, far outweighs the risk.

If you want boatsailors to reenlist...to remain for career service... You must give them back the cocky pride that once was ingrained in the men who wore cloth Dolphins just above the cuff of their right sleeve. That can be done... It would take one hell of a force commander but it could be done.

First, de-emphasize all the personal benefits of specialized training as enticements to retain boatsailors and instead emphasize the brotherhood of undersea service. Riding heavy steel under the sea is the common denominator... Being taken in to that brotherhood used to be all that mattered. Wearing 'twin fish' over your pocket meant that you measured up, they marked you as a man apart... An accepted part of a very elite Naval Force... They made you special.

In the old days before the wholesale proliferation of all the meaningless bullshit pocket hardware that the Department of Defense uses as bribes to make kids appear to be warriors, the golden calf icons of mediocrity that get handed out like Crackerjack prizes that mean nothing. The lads of today know in their hearts that they risked nothing, dared nothing and sacrificed nothing for 90% of the meaningless chest jewelry they wear. Quit treating men like children and handing out toy horsecrap. All that the men of yesterday required was the privilege of serving in submarines.

There is something wrong with a military force where peacetime junior enlisted personnel

wear more ribbons than a field grade officer who fought from North Africa to the Rhine. It is a silent insult devised and perpetuated by small-bore command leadership to diminish the deeds of the giants of what Tom Brokaw has termed 'The Greatest Generation'.

The desk bound public relation hacks have missed the mark. By inflating awards and turning American decorations to ticket punch milestones, everyone got shortchanged and brave men whose valor was rewarded with the decorations that have become travel souvenirs, got their pockets picked by the feather-merchants who piss on the tradition of hard men who rode armed ships in defense of what they believe in.

Let sailors go back to crushing wings in their goddam white hats. Who in God's name came up with that toilet bowl roll white hat crap? They ought to find them and hang all of them up by their heels. I see ships returning from overseas deployment and the bluejackets lining the rail looking like the navy has parked bidets on everyone's head. Give the lads back that seagoing cocky crushed white hat, the one worn by men that threw heavy ordinance, went in harms' way and won wars.

The world once witnessed proud American sailors rolling down streets in foreign ports with white hats rakishly cocked over one eye with a set of characteristic port and starboard wings, his wallet clamshelled in his waistband, his pack of Luckies tucked in his sock. The brass'll puff 'emselves up like a mating barn owl and say,

"The United States Naval uniform is not meant to be a vehicle for personal expression and individual affectation."

Horseshit! It used to be. It set us apart from the chickenshit regulation of the other robot handpuppet forces. Sailors never took a pee by the numbers or spent a whole helluva lot of time memorizing Rockettes routines. It was a force of extremely proud, highly competent individuals who took pride in buying tailormades and looking like a damn sailor was supposed to look.

You've gotta ease up on the lads today. Give them back that means of self identification. The poor bastards look like some toy manufacturers idea of what a sailor should look like or what some fashion designers imagined our navy should be wearing. Navy leadership should remove anyone from influencing naval uniforms who never woke up in a stretched canvas rack six hundred plus nautical miles from the nearest deep water port. Any idiot who never wore snug-nut skivvies and thirteen-button bell bottoms shouldn't be allowed within ten miles of any decision on raghat uniforms.

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Next, you must reconnect present-day submarine sailors with their heritage. I have talked with a number of lads riding today's technological marvels. Most of them feel no connection with any non-uranium powered submersible.

We were fortunate. We shared mess tables with the boatsailors who rode boats under Lockwood, skippered by the meateaters that destroyed more enemy ships than any American sub sailors before... Or since. They handed us our heritage... Our birthright as submarine sailors. In those days heritage was passed from the barnacle encrusted bastards to the next generation in sea stories told over coffee.

That can't be done today.

The old 'Dead air and seven knot submerged' bastards are gone. There are no more pre E-8 and E-9 red hashmark Chiefs, no guys who listened to fifty pound TNT packages detonate and bust up crockery, gauge faces and hull packing. They are history... Rickover relegated the sonuvabitches to the pier dumpster for obsolete gear.

I know that the lads who make up the crews of those two hundred yard, high speed automated undersea luxury liners look on smokeboat sailors as Neanderthal relics, but like it or not, they are downline links in the hundred year chain of submarine history. Some submarine force commander is going to wake up one day and have the spiritual revelation required to give our submarine history to our fine sailors of today.

You say, "How in hell could THAT be accomplished?"

Simple really. The History of the force exists in books, film, logs, records, diaries and in the graying heads of the men who lived it; the men whose deeds gave us our proud legacy.

With minimal expenditure and use of limited manpower resources, the United States Submarine Force could prepare a series of underway lectures, after chow - talks to be read by junior officers when the boat is underway.

A gentleman by the name of Theodore Roscoe wrote a book about *Submarine Operations of World War II*. Simply reading from that book would connect today's submariners to a very important part - the most important era in our history. The book should be a part of every boat's library the day she's launched. They spend zillions on subs, so a fifty to sixty dollar book that can be obtained from The U.S. Naval Institute in Annapolis shouldn't knock a helluva dent in the developmental piggy bank. The return on investment would be measured in improved pride, elevated morale and warrior spirit.

We diesel boat sailors had little or nothing in comparison to today's crew comforts taken for granted by today's submariners. But we had deep pride in what we were a part of. We didn't share our boats with follow-on crews. We WERE the boat. We owned our hull number, every bolt, rivet and packing gland - and every rust stain that ran down our superstructure.

Let us pray that some saltwater admiral turns up someday with a set of deep submergence cajones and sends the word to every boat in the force to the effect that all this Top Gun, Navy SEAL horseshit is about to take a backseat to the tough seagoing bastards that make up the community of undersea sharks. He is going to elevate the visibility of the U.S. Submariner to the point where eight-year old boys want to grow up and get on a bus to New London.

Hey, I'm just an old worn-out E-3. Nobody in possession of his right mind would listen to an After Battery Rat, but if I was SUBPAC or SUBLANT, I would (a) find out what Art Smith, Ron "Warshot" Smith, Roy Ator and Capt. Slade Cutter eat for breakfast and serve it every morning and (b) I would buy Tommy Cox and Bobby Reeds's 'Brothers of The Dolphin' CD and play the damn thing every morning on every boat in the fleet until every lad knew the words by heart - and could sing it in any bar on the globe.

And I would play that song at 0600 every morning at New London at a decibel level over outdoor speakers that would knock every sonuvabitch at the Coast Guard Academy out of his rack. Hell, I would have noise pollution guys from the E.P.A. skydiving on the base with tiger nets.

That is one of the many reasons that the people up forward rarely sought advice from idiots aft. But seriously, the boatservice became a dysfunctional family when Rickover's boys started considering the gravel gut service to be "The other side of the tracks". Officers never saw that, but we sure as hell did.

We can change that. All we have to do is do what raghats do best; look on each other as shipmates and take back our deeply meaningful history and tradition that link us in the tightest brotherhood ever created. If you wore Dolphins 'once upon a time', then join the United States Submarine Veterans, Inc. and show your support for the lads riding steel ships under the sea in selfless sacrifice in defense of this fine nation. They are our legacy!



## Member Bios

Mike Bennett did an outstanding job interviewing last year's Holland Club Inductees to produce the Bios that were read during the Tolling of the Boats Ceremony.

Phil Ward has suggested that the task of getting member information would be much easier on our staff if each Seattle Base USSVI member filled out a standard form with all the necessary Biography information. These forms could then be stored by the Base Commander and used for future Holland Club inductions, newsletter articles, etc. Phil would even like to use the forms to create a book or journal of anecdotes.

An email was sent out with a blank form and an example of how to fill it out. We would appreciate it if you would make the time to fill out the form and return it to the Base Commander.

If you did not get the email or need a hard copy of the form, please contact one of the Base officers and they will get one for you.

These forms will keep our memories from dying when we do.

## Birthday Wishes

Here is a list of Seattle Base member birthdays for May and June. 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.

Ian Ellis	May 5
Richard Moe	May 6
Kingsley Parker	May 8
Richard Lanzner	May 12
Steve Shelton	May 12
Robert Vanderway	May 15
George Debo	May 21
Lee Bicknell	May 23
Kenneth Board	June 2
Jon Jolly	June 2
Dave Goodson	June 3
William Coleman	June 11
Tom Oliver	June 22
Gary Ness	June 24
John Bush	June 27

## 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:	Robbie 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 Meetings

May 17 at Redmond VFW Hall

June 21 at Redmond VFW Hall

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

## Online Copies of the Dolphin Brotherhood

Some of you are getting your copy of The Dolphin Brotherhood newsletter off the Seattle Base website and don't need a copy of the newsletter mailed to you. If this is how you would prefer to get the newsletter, drop me a short email (be sure to include your name in the email) or talk with me at a meeting. My email address is [daveshoe@aol.com](mailto:daveshoe@aol.com). Getting the newsletter off the website saves the base the cost of printing and mailing.

Also, I am always on the lookout for articles for the newsletter, especially local news and items written by local members. If you spot an article, participate in a local event, or would just like to share some of your experiences/memories with the rest of the membership, please contact me and I will work with you to get it into the newsletter.

Finally, if you have any comments, good or bad, about the newsletter, please feel free to drop me an email or speak with me at a meeting.

Dave Schueler

## 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](http://usspargo.net/Binnacle_List.htm)

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

## Tolling of the Boats Ceremony

The USSVI Tolling of the Boat's Ceremony will be held on August 5, 2006 at the Kirkland Pavilion. As in years past we need volunteers to help set up, and take down, we need ushers, we need to arrange for chairs, and bottled water, and coolers to put the water in. There are so many things to do.

If you can help out please contact Phil Ward, telephone: (206) 932-2955, or email: philward@att.net.

Volunteer and be a part of the program, you won't regret it.



## Rest Area Fundraising

As part of the fund raising efforts for the Seattle Base, Steve Shelton entered our names in the drawing to manage the drinks and snacks at the Smokey Point rest area on I-5. While we can't sell anything, we can accept donations from the travelers that stop at the rest area. While there is no set amount, groups that cover the rest areas typically take in upwards of several hundred dollars in donations.

Our name came up for August 14, 15, and 16 for the northbound Smokey Point rest area. Steve will be spearheading our effort, but he needs help from the base members. He needs people to cover the different shifts (he would like to have two people per shift) and he is looking for people to provide cookies and snacks. He is also looking for some large coffee urns that can be used for hot water and coffee.

If you would like to help out by covering a shift or providing snacks, contact Steve Shelton, telephone (206) 526-1130, or email sdshelton@comcast.net.



## In Memoriam - Debbie Householder

As many of you already know, Patrick Householder's wife Debbie slipped her moorings at the pier of life on March 21, 2006 and faded away into the mists of eternity. She struggled with cancer for the past four years, but her focus was always outward and trying to help others around her. A vibrant personality with a loving and caring heart, Debbie was loved by all who knew her, because she was interested in and cared deeply for all the people she knew. In accordance with her wishes, she was buried at Tahoma National Cemetery. She will be missed by all of us.

## Seattle Base Raffle Fund Raiser

Seattle Base is excited to offer a museum quality replica of diesel and nuclear submarine as the prize for this year's raffle. Any submariner would be proud to display one of these realistic (and expensive) models in their home.

These replicas are not mere wooden models, but rather are composed of metal, resin, and plastic components. The model is mounted on a wooden base with nautical style brass stand-offs and a drilled and tapped aluminum bar inside the hull to ensure study mounting.

The winner of the raffle will be able to have the model configured to appear just as when he first 'qualified in submarines.' Diesel and nuclear submarines varied from boat to boat and many boats had variations during their service lives. Your submarine will be thoroughly researched to ensure the proper configuration is represented for your time onboard. The typical diesel submarine is 21 inches long on a 24 inch base, while nuclear sub models range from 13 inches (on an 18 inch base) to 35 inches (on a 36 inch base).

The raffle tickets will cost \$10.00 each and only 500 are being printed. Be sure to get your tickets before they are all gone!

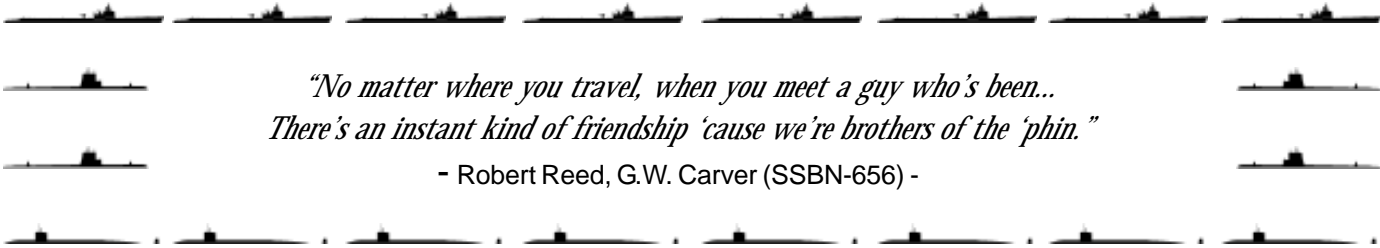
*Note: Replicas are not currently available for Nautilus, Seawolf, Albacore, the Skate class, Sailfish, Salmon, Blueback, Barbel, Bonefish, Halibut, Harder, Darter, Trigger, Trout, Wahoo, Gudgeon, SSK1-3, Mackerel, or Marlin.*



Photos of some replicas (top to bottom): Chopper SS-324 Ray SSN-653, and Razorback SS-394

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) -

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**Would you like a high quality replica of the boat  
 you earned your dolphins on? Check out the  
 Raffle Fund Raiser article on page 11 for  
 information on how to win one.**