



*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>).

## May Meeting

In May our own Don Masero talked about something that is hard for all of us to think about, but is important to our families; estate planning and burial arrangements. It can be difficult to talk about such uncomfortable subjects, but Don did a great job in letting us know some of the options available to us all. It is never too early to look into this.

## June Meeting

At June's meeting we were reminded that the Sedro Wooley Fourth of July parade is coming up. The SubVet float will in this year's parade (thanks to Jim Harper) and all SubVets should feel free to come and participate in the parade. Parade assembly

will be at 10:00am and the parade will start at 11:00.

June's program was Holland Club member Tom Rice sharing his experiences serving on S-boats and during World War II. Tom talked about making deep dives to test depth on an S-boat (test depth was around 200 feet) and after seeing how much the hull compressed during the dive wondering how they would really hold up in combat. Tom was stationed in the Philippines on *USS Skipjack* at the start of the war and told the story about pulling into Surabaya after the war had started, only to find the Dutch pilot that was to lead them through the minefield to the harbor was drunk. Tom reminded us that his memory wasn't quite what it used to be, but he still remembered enough to provide an interesting program.

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

Shipmates,

We are a month and a half into our submarine model fund raising raffle, and we have sold 74 tickets to 28 different members. We would like to hold the drawing at the August business meeting, so hurry and get your lucky tickets while you can.

Don't forget the 4th of July parade in Sedro Wooley. James Harper has volunteered to pull the float. Since I will be in California, assembly time and location will come via Pat Householder or Robbie Robertson.

Our fund raising week (Aug. 14 - 17) at the Smoky Point rest area is being managed by Steve Shelton. We still need volunteers, to fill some time slots, so please call Steve, (206) 526-1130 to find out how you can do your share.

Saturday, August 5th is our Tolling of the Boat's Ceremony. Don Masoero and Phil Ward are finishing up the final details, which includes a selection from the US Navy Band. They can still use a few volunteers to be ushers, and help with set up, take down, and clean up. Please call Phil, (206) 932-2955 to find out what you can do to be a part of this solemn and inspiring occasion.

See you at the July Meeting.

Respectfully,  
Karl "Dutch" Krompholz

## Navy confirms sunken vessel in Thailand is U.S. WWII sub

By Gregg K. Kakesako, Honolulu Star Bulletin

Navy divers have confirmed the location of a World War II submarine believed to have been sunk by a Japanese minelayer 61 years ago in the Gulf of Thailand. Lt. Cmdr. Jeff Davis, spokesman of the Pacific Fleet Submarine Force at Pearl Harbor, said *USS Lagarto* was first discovered in May 2005 by a commercial diver. It was one of 52 submarines lost during the Pacific war.

Last month, Navy divers participating in an annual naval exercise confirmed the discovery first made by British wreck diver Jamie McLeod. McLeod used records from "fishermen in the area where they lost a lot of nets," Davis said. "He assumed that something on the bottom was catching the nets." On his first dive he found the *Lagarto* sitting upright."

The 1,526-ton *Balao*-class diesel sub is in 275 feet of water. McLeod has taken family members of the *Lagarto* to the area where he found the wreckage.

Davis said no attempt will be made to raise the 311-foot sub where 86 members of its crew are entombed. "The Navy considers the ocean an appropriate final resting place for sailors killed in the line of duty," Davis said.

Photographs and video of the wreck will be sent to the Naval Historical Center in Washington for further analysis. "Without a doubt it's a U.S. submarine, a *Balao*-class," said 7th Fleet Diving Officer Cmdr. Tony San Jose.

San Jose and his fellow divers reported identifying twin 5-inch gun mounts both forward



**A wreath honoring the *Lagarto*'s crew, laid at the site by divers from *USS Salvor***

and aft, a feature believed to be unique to *Lagarto*. They also reported finding serial numbers and the word "Manitowoc" engraved on the submarine's propeller. The *Lagarto* was one of 28 submarines built in Manitowoc, Wis.

San Jose said that the diving operations were challenging because of short bottom times, strong currents and limited visibility. Due to the depths involved, the dives had to be conducted with mixed gas.

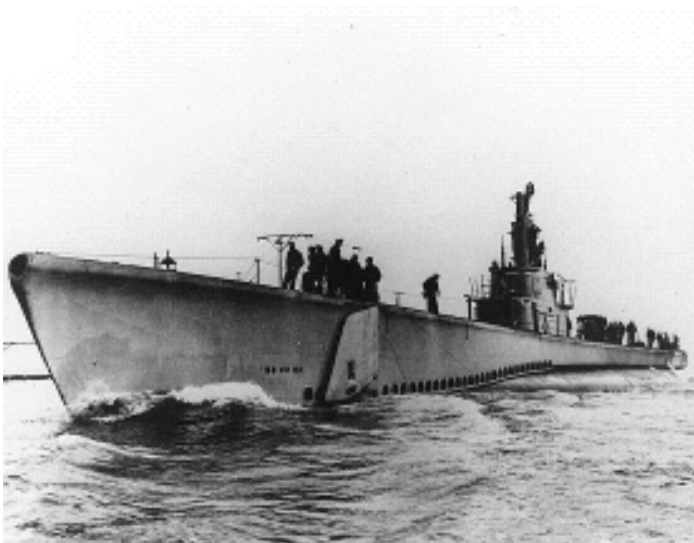
Commissioned in Oct. 14, 1944, *Lagarto* arrived at Pearl Harbor on Christmas Day 1944. On April 12, 1945, it left Subic Bay to patrol the Gulf of Siam, which is now called the Gulf of Thailand. On May 3, *Lagarto* met with *USS Baya*, which was tracking a tanker. Nothing was heard from *Lagarto*'s crew after that.

Last year, Rear Adm. Jeffrey Cassias, Pacific Submarine Force commander, met with *Lagarto* family members in Wisconsin at a memorial service held in Manitowoc. Cassias told the family members that Japanese records indicated the minelayer *Hatsutaka* reporting sinking a submarine near the Gulf of Siam. Twelve days later the *Hatsutaka* was sunk by *USS Hawkbill*.

Cassias said, "In all, 52 submarines were destroyed during World War II, which is about the number of attack submarines we have in our Navy today. More importantly, 3,500 submariners lost their lives aboard these ships."

The divers who searched for *Lagarto* were from the Pearl Harbor-based Mobile Diving and Salvage Unit One. The rescue and salvage ship *USS Salvor* and *USS Patriot* mine countermeasures ship also participated in the mission.

The Pacific Fleet Submarine Force sent the divers to Thailand for previously scheduled international maritime exercises and asked them to stay on an extra week for the *Lagarto* search mission.



**USS *Lagarto* (SS-371) in 1944**

## Admiral Defines Changing Role of Submarines

By Bethé Dufresne

New London - As keynote speaker at Saturday night's 42nd Anniversary Celebration for U.S. Submarine Veterans, the commander of the U.S. Submarine Force's Atlantic Fleet, Vice Admiral Charles L. Munns, kept a steady focus on what binds this group together: fraternity and experiences.

Munns said that two months ago he visited the U.S. Naval Academy, from which he graduated in 1973, and a midshipman asked him one of those "open-ended, what's the meaning of life?" questions. Thinking about his answer, he said, had helped him prepare his speech.

First, he said, he put aside the obvious, such as family and religion.

"We each do our own thing there," he said.

Finally he synthesized his answer into two words, "fraternity" and "experiences." Those words "capture pretty well what we're all about" he told veterans gathered in the ballroom at the Port 'N Starboard restaurant at Ocean Beach Park.

Munns reminisced about riding aboard the *Seawolf*-class *USS Jimmy Carter* with the former president and his wife, Rosalynn. Here was a man who had charted world events and won the Nobel Peace Prize, Munns said, yet Carter told him that his most vivid memories were of serving with the U.S. Submarine Force.

"I could tell he meant that when he said it," Munns said.

As commander of the Atlantic Fleet, Munns said he actually spends more time on board foreign submarines — French, British, Spanish, Italian — than he does on U.S. submarines. There, he told veterans, the ongoing influence of the U.S. Submarine Force is clear.

They look to you as well for an example, he said.

Looking back on the changes he has witnessed within the Submarine Force, Munns focused especially on technology, from the professional (work on GPS systems) to the personal (allowing sailors able to receive email from home).

He acknowledged that parts of the submarine fleet are aging, and said he was confident that the Bush administration and the U.S. Congress were committed to funding the construction of two *Virginia*-class submarines a year.

"That's the plan," he said, calling the *Virginia*-class submarine "a marvel."

Munns briefly addressed the role of

submarines in "this long war on terror," saying submarines are uniquely suited to gather certain types of crucial intelligence. Barring a war, he foresaw the future of the submarine force chiefly as "to act as scouts for our nation."

Emphasizing the personal tenor of the evening, submarine veteran David Bergstrom of Bozrah, a woodcarver, presented Munns with a replica of the *USS Sea Dragon*, the submarine on which Munns qualified and served as Division Officer from 1974 to 1978.

After his speech, Munns mingled with veterans, as he had earlier, and posed for pictures. "We're a small service," he said, "so everyone feels very close."

Asked to name the most common question he'd gotten from veterans, the admiral said he couldn't answer, only because most began with, "Did you serve with (a particular submariner)?"

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## 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 have been called to fight it and their families, for whom the hardships and sacrifices have been very real.

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.

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)

## A Short History of Deck Guns in the U.S. Submarine Force

By Jim Christly

*Editor's Note: This article is a quick summary of the history of deck guns in the U.S. submarine force. I put it together from Jim's answer to a question from Dave Gordon about submarine guns posted on Ron Martini's bulletin board.*

The submarine in its present use, submerged and stealthy, requires the automobile (meaning self propelled) torpedo, which itself travels submerged and, except for the bubble trail of some weapons, undetectable. Thus it is difficult to comprehend the use of a deck gun. To realize the usefulness of such a weapon, one must look at the context of the warfare in which it was used. Submarines, up to 1917, had as their targets, ships which ranged in size from battleships to small fishing trawlers. Most, if not all of these targets, were ill-equipped or not equipped for opposing a submerged submarine.

The original use of the U.S. submarine, that of coastal defense against an enemy's seagoing battlefleet, required it engage capital ships at relatively short range (around 1,000 yards, vice the 10,000 yards of the battleship gun). Thus there was little thought given to any type of offensive or defensive "close-in" weapons system. It simply wasn't needed.

The European considerations in submarine design were somewhat different. There, the submarine, even with its limited seagoing range, was seen an offensive weapons system, operating in the Baltic, North Sea, along the coasts of England and France, and in the Mediterranean Sea. It could transit a couple of hundred miles, submerge and attack a fleet in a harbor, during sortie, or elements of an enemy's battlefleet at sea. In addition, the submarine could be used to disrupt local shipping. It was this latter use where a weapon less expensive and smaller than the torpedo was needed, because much shipping was carried in smaller vessels (200 to 500 tons).

In 1913, with the construction of the *U-19* type, the German Navy began equipping its submarines with an artillery piece topside to be used when the ship was surfaced. The Royal Navy equipped the *HMS D-4* with a retractable 12 pounder gun around the same time. These deck guns could engage an unarmed ship and sink it without expending a valuable torpedo. In the early days of World War I, the submarine was supposedly required to stop and inspect the cargo of non-warships and if the ship belonged to a belligerent and/or was carrying war material to a belligerent, it

could be sunk or taken as prize after its crew had been released to the lifeboats. Generally, the limited size of the submarine crew precluded the taking of the ship as a prize and sailing it to a friendly or neutral port. There was no need to expend a torpedo against a small freighter if time permitted other forms of sinking. Torpedoes were expensive and if other means of sinking the boarded ship were available, they were preferable. Explosive charges were carried on board some submarines for scuttling the boarded ship. The other option was to use the deck gun. As the rules of submarine engagement changed to unrestricted sinking of enemy ships, the deck gun was still useful for engaging unarmed or lightly armed small shipping. It also gave the submarine a sting against aircraft that might catch the boat on the surface.

The deck gun had no fire control system other than that with which the gun was equipped. It was strictly a point and shoot operation with the range to the target being estimated by seaman's eye and the azimuth being estimated by the pointer's practice. The submarine was by no means a stable platform so firing "on the roll" was a practiced skill. This skill was, however, common as very few if any guns on ships had a gyro-stabilized fire control system at the time. This rudimentary fire control method was compensated for by the fact that the target was often at close, almost bore sighted, range and very seldom was a ship taken under fire in bad weather.

It was up to the commanding officer to decide which targets warranted a torpedo and which would be engaged with the deck gun. Because the deck gun had to be used on the surface, its use put the submarine in a vulnerable position. The gun was not sufficiently large to enable the sub to equal the lethality of a warship and as the enemy armed more and more of the small freighters and merchantmen, which were the prey of boats using deck guns, the risk to the submarine became greater.

The United States, taking the example of the European navies to heart, also started to equip their submarines with deck guns in 1913. The first boats to be so equipped were the eleven boats of the L class, which were destined for service in European waters. Authorized in FY-1914, these boats were built by Electric Boat (EB-37G Design for *L-1* to *L-4*), Lake design (*L-5* to *L-7*), Portsmouth Navy Yard (*L-8*, a Lake design) and Electric Boat (EB-37H, *L-9* to *L-11*). The gun for the L class was the diminutive 3" Mark IX sliding breechblock quick-firing gun with a maximum range of about 8,000 yards and which could be retracted into the sub's

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Photo # NH 101001 Crewmen on board USS O-8



### The 3" Mk IX retractable gun on USS O-8

deck when not in use. Also authorized during this year was the *M-1* (EB-39E) which had a 3" MK IX gun forward of the conning tower. The early O class boats were also equipped with the 3" MK IX. After 1920 when the L class and the Lake O class were retired, the remaining submarines were reequipped with the heavier hitting 4"/50 gun. The last boats slated to be equipped with the 3" MK IX were the T class boats, but they were never fitted, instead they had the 4"/50 installed.

As a word of explanation, a standard way to refer to a gun type is by its bore diameter and bore length. Further refinement of the gun type is by the Mark and Modification number. The bore diameter is normally given in inches and the bore length is given in calibers. A caliber is one bore diameter. Thus for a 3" gun, the bore diameter, measured land to land is 3". The length of the bore is 23 calibers which is 23 times 3 inches or 69 inches. A 5"/51 gun has a bore diameter of 5 inches and a bore length of 255 inches. A 16"/50 gun has a bore diameter of 16 inches and a bore length of just over 66 feet 8 inches. Each major type also was given a Mark number by the Bureau of Ordnance (BuOrd). A gun could have the same bore size and length and be a different Mark. When discussing the entire range of 5" guns in the Navy, it is useful to use the Mark number. For submarine guns only, it is normally not necessary. Modifications to a particular Mark were also numbered. Thus, a gun was fully described with its bore diameter, bore length, Mark and Mod numbers. The 3" gun in this first section is the 3"/23 Mark IX, Mod 0. The 3"/23 was a small short barreled deck gun which had the unique capability to be retracted into the deck superstructure so only the barrel and part of the recoil cylinder showed above the deck. This small gun proved to be inadequate against even small antisubmarine craft of WWI.

In addition to the use against surface targets, WWI showed that aircraft were a very real

threat to submarines thus some thought was being given to defense, since the submarine might not be able to dive to escape. Early on it was felt that equipping the submarines with small caliber machine guns would suffice. However, the 3"/50 caliber dual purpose gun was being manufactured for use by small surface craft, so it was adapted for submarine use. Submarine commanders felt the 3" caliber was too small and lobbied for larger guns. Some wanted the 4" caliber and other wished for 5" and larger. The S-Class had 4"/50 deck guns and 3"/50 deck guns installed as they became available.

Photo # NH 51833 Submarines S-40, S-38 &amp; S-41 alongside USS Canopus, 1930



### The 4"/50 deck guns on the S-class

The submarine force was in a state of design flux following WWI. Several groups who carefully studied the strategy and tactics of submarine warfare lobbied for their interests. Captain Thomas C. Hart, President of the General Board that was responsible for setting forth design specifications for shipbuilding, was not in favor of arming submarines with large deck guns. He felt that the submarine was a weapon that supported the battle fleet and could defend the coast of the US and its overseas interests. Having a large deck gun would cause some submarine skippers to might become over aggressive and to take on a larger ship in a gunfight that would prove lethal to the submarine. Speaking for the submarine force was Commander Charles Lockwood, who was touting the fleet submarine which could range far and wide threatening the enemy fleet and transports any where and any time. His view was that the bigger gun was the better gun and didn't agree with Hart about over aggressive skippers taking on undue risks. The compromise reached was that the designs in the naval construction buildup in 1937 to 1940 would use the 3"/50 dual purpose deck gun

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but that the foundations (fore and aft in the superstructure) would be robust enough to take a 5"/51, if it became necessary to install such a weapon. The deck guns were normally sited abaft the conning tower so the gun could be used as a defensive weapon while maneuvering away from an oncoming enemy. However, early in WWII skippers were granted permission to move the gun to the foundation forward of the conning tower, if they felt the need to. Many, although not all, skippers did. Research is still ongoing to determine which boats made the switch and when.

There were three notable exceptions to this design compromise. They were the three large 'cruiser' submarines, *USS Argonaut* (originally designed and built as a minelayer), *USS Nautilus*, and *USS Narwhal*. These three each had two large 6"/53 gun mounted, one forward of the conning tower and one aft. The 6"/53 Mark 17 Mod 1 was the largest deck gun carried by a US submarine.

Photo # NH 69206 6"/53 deck gun on USS V-4 (later renamed Argonaut), June 1928



**The forward 6"/53 deck gun on USS Argonaut**

During WWII a variety of gun types were carried. These included the 3"/50 Mk 11 Mod 4, 5, 6, and 7. This could fire a 13 pound projectile to a maximum range of just over 14,000 yards. The 4" gun came in two types, the 4"/50 Mark 12 Mod 6 and the 4"/50 Mark 12 Mod 44. The main difference was the method of maintaining the bore watertight. These could fire a 33 pound projectile to a max range of over 16,000 yards. The 5"/51 was adapted from the battleship 5" open mount and carried the Mark 13 Mod 11 designation. Only the *USS Tambor*, *USS Tautog*, *USS Thresher*, and *USS Tuna* were equipped with this type. Six more boats were

supposed to get them but most likely got the 5"/25 instead.

The gun that became the standard during the latter stages of WWII, replacing the 3" and 4" guns as boats went through mid-war overhauls, was the 5"/25 Mark 40 Mod 0. It was first installed as new construction in *USS Spadefish* in 1944. This gun could fire a 53 pound projectile to a range of over 14,000 yards. Several boats were fitted with two 5"/25s and a fire control system with gyro-stabilization.



**A 5"/25 deck gun from USS Parche**

Early in WWII it was seen that the range of the .50 caliber and .30 caliber machine guns in the anti-aircraft role was too short to be effective. Therefore the Bofors (Swedish) designed 40 mm anti-aircraft gun and the 20 mm Oerlikon (Swedish) type were selected to be standard equipment. The 40mm was the Single Mount Base Ring type Mark 3 Mod 0. The 20 mm came in two varieties the single mount open or shielded pedestal type Mark 10 Mod 0 and the twin mount open or shielded pedestal type Mark 24 Mod 5. These guns would be mounted on platforms forward and aft of the bridge (fore and aft of the conning tower) or in the case of the 20mm occasionally on the main deck.



**A profile view of late war fleet boat showing the upgraded anti-aircraft armament**

Only once did a submarine skipper take on in a gun fight an enemy that proved to be lethal, that was the *USS S-44* which, thinking it was shooting at a freighter, found it was, in fact, a Japanese destroyer. The *S-44* was sunk in that action on 7 October 1943.

## Texas (SSN 775) Delivered to the Navy

By Team Submarine Public Affairs



Northrop Grumman Newport News (NGNN) delivered to the Navy the second *Virginia* Class attack submarine, *Texas* (SSN 775) to the Navy on June 20, 2006. *Texas* is the first *Virginia* Class submarine delivered by NGNN and marks the end of that company's 10-year submarine construction hiatus. NGNN and General Dynamics Electric Boat are partnered in building the *Virginia* Class, with each company building part of each ship, then transporting these hull sections (or modules) aboard barges to the shipyard performing that hull's final assembly.

"NGNN has come a long way since the start of *Texas's* construction" remarked Capt. David Johnson, *Virginia* Class Program Manager PMS 450. "I am very satisfied to see the second ship of the *Virginia* Class delivered and the third and fourth ships are well into their construction."

"The Navy and Northrop Grumman Newport News will use the knowledge gained during *Texas's* construction to improve our performance on future boats," stated Rear Adm. William Hilarides, Program Executive Officer for Submarines. "The shipbuilders and the Navy are committed to identifying and implementing construction process improvements to achieve the CNO's goal of procuring two submarines a year for \$4 billion [FY05 dollars] in 2012."

The *Virginia* Class is the most versatile submarine ever built by the United States. As the first submarine class completely designed and built after the end of the Cold War, the *Virginia* Class is as adept at patrolling the deep blue waters of the world's oceans as it is at operating in the shallow littorals. It is also the first class designed from the outset to conduct clandestine Special Operation Forces missions while also excelling in intelligence gathering, strike, battle group support, counter mine, anti-submarine, and anti-surface ship missions.

*Texas* will be commissioned on Sept. 9, 2006, in Galveston, TX. First Lady Laura Bush is the ship's sponsor.

## 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.

These replicas are not mere wooden models, but rather are composed of metal, resin, and plastic components, which is then mounted on a wooden base with nautical style brass stand-offs and an aluminum bar inside the hull to ensure sturdy 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 cost \$10.00 each and only 500 are being printed. Be sure to get your tickets before they are all gone!

You can get your tickets at any upcoming Seattle Base meeting or by sending a request for raffle tickets to:

Jim Harper, Treasurer  
USSVI Seattle Base  
12105 48th Drive SE  
Everett WA 98208-9106

The tickets are \$10.00 each and payment should be enclosed with your request. Make checks out to USSVI Seattle and mark for raffle. The drawing will be held when all 500 tickets are sold.

For more extensive information on these models, visit <http://www.coldwarsubmarines.com/DieselSubList.htm> or see the advertisement on page 42 in the next issue of *American Submariner* (Issue 2, 2006).

*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.*



## The Nation's First Nose Transplant?

### At PSNS, the bow of the retiring USS Honolulu submarine will be transplanted onto the damaged USS San Francisco.

By Elaine Helm, Kitsap Sun

For the first time, the Navy will transplant one submarine's nose onto another sub later this year at Puget Sound Naval Shipyard — an operation expected to take nearly two years but ultimately save taxpayers tens of millions of dollars.

*USS Honolulu*, currently on its final deployment, will provide the bow for *USS San Francisco*, said Pat Dolan, spokeswoman for Naval Sea Systems Command in Washington, D.C. Both are *Los Angeles*-class submarines.

"A bow replacement on an operational hull is unique and has never been accomplished before," Dolan said.

The *San Francisco* arrived in Bremerton on Sept. 9, 2005, to await permanent repairs. Its bow was severely damaged when it hit an undersea mountain near Guam in January 2005.

Replacing the bow is expected to cost \$79 million, far less than the \$170 million required to refuel the *Honolulu's* nuclear reactor, Dolan said.

The *San Francisco*, 4 years older than the *Honolulu*, was refueled during an overhaul from 2000 to 2002.

Other than the smashed hull, the *San Francisco's* ship systems function as designed, Dolan said.

One sailor was killed and nearly 100 injured Jan. 8, 2005, when the sub, traveling at maximum speed, struck a mountain that did not appear on some navigational charts.



San Francisco's damaged bow, definitely in need of replacement



The 'nose donor', USS Honolulu

The submarine's commanding officer, Cmdr. Kevin Mooney, was relieved of his position following the crash. His superior officer noted, however, that "the crew's post-grounding response under his direct leadership was commendable and enabled (the sub's) recovery and safe return to port."

Six other crew members received punishments ranging from reduction in rank to letters of reprimand. Twenty officers and men also received medals and commendations for their actions.

After the accident, the sub floated to Guam under its own power, where it underwent temporary repairs to allow it to make the trip to Bremerton. Those repairs reportedly cost about \$18 million.

The bow replacement is scheduled to begin in November and be completed in September 2008, said Patricia Hubler, a PSNS spokeswoman.

The *Honolulu*, the bow donor, left Hawaii in April for its final deployment, said Lt. Cmdr Jeff Davis, spokesman for the Pacific Fleet Submarine Force at Pearl Harbor.

The sub would come to Bremerton for decommissioning and recycling even without the plan to reuse its bow. PSNS is home to the Navy's nuclear ship and submarine recycling program.

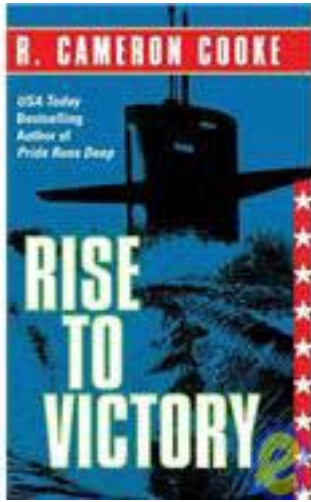
U.S. Rep. Norm Dicks, D-Belfair, recently inserted language into the 2007 defense spending bill that provides funding for the *San Francisco* repairs.





## Submariners Spotlighted in New Literary Thriller

By JO2 Travis Lee Clark, Navigator Book Critic



A dash of international intrigue, a cup of underwater suspense, and a sprinkling of first hand submariner life. These are the ingredients R. Cameron Cooke combined to create his latest thrilling naval novel, "Rise to Victory."

Set in the present day on board *USS Providence*, a Los Angeles class fast attack submarine, the novel is a quick-paced look inside

the world of the submarine Navy by someone who's lived the often-times cramped life.

Cooke served in the U.S. Navy as a fully qualified submarine officer and brings the level of Navy knowledge he obtained there along with a first-rate knack for story telling to his absorbing novel.

While returning from a deployment in the Middle East, *USS Providence* receives urgent orders from Commander, Submarine Pacific (COMSUBPAC) to return to the briny deep. With their Hawaiian homeport in sight, the sub must perform every sailor's nightmare and return to sea without pulling into port.

*Providence's* mission seems painfully simple at first and hardly worth the effort of possibly the deadliest man-made object in the ocean. The sub and crew is instructed to head for Indonesia and evacuate a single U.S. citizen endangered by a brewing rebellion there. However, the sailors of *Providence* quickly realize there's much more to this mission than meets the eye. They soon find themselves thrown into the melee of a raging war on terrorism, while at the same time being hunted by the newest, most technologically advanced submarine on earth.

Cooke has created a fictional gem here that I think every sailor can appreciate, especially those wanted to learn something about the world of submariners. "Rise to Victory" is gripping, but at the same time, factual in its portrayal of submarine life. From the interaction of the captain with his crew, to technical details of vessels involved, the novel is informative, yet avoids going into "textbook mode" explaining things like the intricacies of rudder operations. Even non-sailors can understand this

book, yet old salts will stay interested with the great story telling.

Replacing the menace of the Russians and the Cold War, Cooke sets his novel within the present day's terrorism threatened world. Without giving too much away, I'll just say that Cooke aptly illustrates the challenges America's military faces with regard to terrorism. At the same time he shows the importance of submarine warfare and just how they're utilized to face the growing threat.

If you're looking for a good page-turner, curl up in your rack with this one. "Rise to Victory" is currently available in all major bookstores and contains some foul language and adult situations.

*Editor's Note: Thanks to Jerry Jonason for passing along this book review. R. Cameron Cooke has also written a World War II submarine novel called 'Pride Runs Deep.' In addition to being available at bookstores and online sources, both books are available from the King County Library System.*

## Book Review: Of Wives and Submarines The story of the USS Razorback, a GUPPY IIA submarine, and of the men and women who made her what she was.

A book review by Pat Householder

The author (Edward Monroe-Jones, who has been there, done that) has 'nailed' the experience of what it was like to serve aboard a modernized WWII type diesel-electric US Submarine.

I found the title somewhat off putting but after reading the book (and not being able to put it down), I must say it is appropriate, although it is not a grabber kind of title.

As I did, any submarine veteran who rode these GUPPIES in the 1950 or 1960s will recognize his own experiences. The storyline, which follows a young USNR OCS man from the Dakotas through his submariner experiences, from sub school to being a fully qualified submariner, and the crew's experiences in WestPac and on a northern patrol, is very difficult to put down.

I recommend the book to anyone interested in this era of submarining.

PS: The author served as a white hat on *Sterlet*, *Razorback*, and *Volador*; and as a "O-Ganger" on *Wahoo* and *Sirago*.

This book, along with several other submarine related books, is available from the Submarine Research Center. Their website is: <http://www.submarineresearch.com> or you can call: 360-437-8015 or email: [subres@cablespeed.com](mailto:subres@cablespeed.com).

## Reminder about 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 raffle ticket, and see if they remember what year they were born.

Robert D Harris	July 2
David Schueler	July 2
Richard Glaza	July 5
Sam Ronnie	July 9
John R. Baker	July 12
Bob Treggertt	July 19
Jerry C Jonason	July 19
Charles Quimby	July 21
Robert C. Andrews	July 23
Lee W Trunkhill	July 30
William A. Van Vleet	July 31
Richard E. Templer	Aug 12
Ralph R. Sterley	Aug 13
Jerome Gerten	Aug 18
Mike Giambattista	Aug 18
Robert D Robertson	Aug 28
Larry C Aasness	Aug 31

### 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

July 19 at Redmond VFW Hall

August 16 at Redmond VFW Hall

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

## Memorial Day 2006 at Tahoma National Cemetery

Both SubVets of WWII and USSVI were represented in the parade of colors, the flag bearers including Karl "Dutch" Krompholz, USSVI Seattle Base Commander who qualified on *Cubera* (SS 347), Ralph Sterley, SVWWII/USSVI member who rode the *Sea Owl* (SS 405) in WWII, Bob Morris, a *Halibut* (SSGN 587) QM, and Pat Householder, USSVI National Junior Vice Commander and a *USS Chopper* (SS 342) qualified sailor.

Also in attendance: Robert "Robbie" Robertson of *USS Tirante* (SS 420) who sailed with Medal of Honor recipient George Street. Jim Hafele, a cook aboard the WWII special ops boat *USS Nautilus* (SS 168), a *Narwhal* class cruiser submarine. Jim made an incredible 12 patrols on that hulking and obsolete submarine. Ric Hedman of *Flasher* (SSN 613) was present and accounted for. Bob Oppe, a *Razorback* (SS 394) qualified sailor squats with a wing in a sling. Not in the photo on the back, but in attendance was Sam Ronnie of the (then) fast attack *USS Harder* (SS 568) and Steve Shelton, qualified on *Razorback* (SS 394) and USSVI Seattle Base Junior Vice Commander.

## Tolling of the Boats Ceremony

The USSVI Tolling of the Boats Ceremony will be held on August 5, 2006 at the Kirkland Pavilion. The ceremony will start around 2:00 in the afternoon and will end around 4:30. The Navy Band will provide pre-ceremony music.

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. We would also like to be able to provide rides to World War II veterans that want to attend, but can't drive themselves to the ceremony.

If you can help out with any of these items 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.

## Squaw Rock Picnic

The SubVets of World War II and the Yakima USSVI Base are sponsoring a picnic at the Squaw Rock picnic area on July 15 (overnight camping for July 14 is available). It is a good time and a good chance to meet some of the eastern Washington SubVets. For more information, contact Ted Taylor at (425) 228-3764 or email: slopertaylor@sprynet.com.

## Rest Area Fundraising

As part of the fund raising efforts for the Seattle Base, Steve Shelton entered the base in the drawing to manage the drinks and snacks at the Smoky 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. There is no guarantee of making money, but groups that cover the rest areas typically take in upwards of several hundred dollars in donations.

The base came up for August 14, 15, and 16 for the northbound Smoky 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.

## Tacoma Rainiers Baseball Game

**What:** The annual gathering of USSVI members, friends and guests for a night of tailgating, baseball, and fireworks that we (AERO and South Sound Base) have hosted. Everyone is invited.

**When:** August 18, Tailgate starts at @1630 (wraps up at 1830) Game starts at 1900 (with fireworks to follow the game at 2200).

**What you need to provide:** Name, contact information, total of number of attendees, and t-shirt sizes for all.

I'll need the above information ASAP. The 1st cutoff is July 7 (to ensure a seat, with or near the group and what ever the souvenir is this year we need to have 30 people, currently 7 are signed up). The 2nd cutoff is July 28, but there is no guarantee where your seat(s) will be. After that date we will do our best to accommodate but no guarantee. After August 4 there is no guarantee of a souvenir. Please let me know as soon as possible if you attending, either by email:

jstiffeyssn648@yahoo.com

or

jstiffey@aeroembroidery.com

or by phone: Mon - Thurs at AERO Embroidery (360) 895-3195

**What is the cost?** \$15 per person, payable as soon as possible (cash, check, or credit card) I will try to be at USSVI meetings in July but can not attend the Bremerton meeting this time.

**What is included?** The ticket (We normally sit on the third base side because of sunset) and the tailgate. We provide hamburgers, hot dogs and fixings, chips, beans and maybe a cake, soda and beer. You can, if you want, bring a special dessert or salad, but this is certainly not required. Souvenir: We have done T-shirts in years past, no guarantee but we do need sizes just in case.

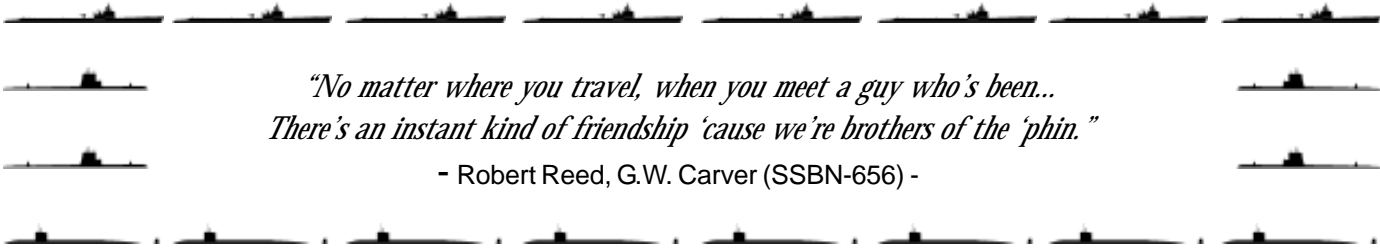
A second RV and additional propane grills would be appreciated.

Any business wanting to help sponsor and an extra cook or two would be great.

Thanks,  
Bear

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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**SubVets of WWII and USSVI at the 2006 Memorial Day ceremony at Tahoma National Cemetery. In the picture, back row left to right Ralph Sterley, Ric Hedman, Bob Morris, Karl Krompholz, Jim Hafele. Bottom row left to right, Bob Opple, Robbie Robertson, Pat Householder**