



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>).

July Meeting

During July's meeting we recapped the Sedro Wooley 4th of July parade. Special thanks (along with a check for his expenses) went out to Jim Harper for taking the Bonefish float to the parade, and to the local Ford dealer for loaning the SubVets a convertible for use in the parade.

With the parade fresh in our minds, we also talked about the possibility of creating a Seattle Base float. Several months ago Dave Goodson volunteered to organize a committee to investigate the feasibility of creating a float and he gave a

brief (as brief as Dave can be) report to the members. He described several proposals thought of by the committee, along with the pros and cons of the each. The major issues for any of the ideas were cost, size, storage, and insurance. But overall he felt that the committee really didn't have enough information to make a good recommendation for the float.

Bob Opplé suggested that we look into a large printed double sided graphic art work, which could be displayed in a frame carried on a truck bed or towed flat bed. This would allow SubVets to ride along with the picture. Bob agreed to research and report back on this.

The August meeting was canceled.

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,

It has been a very busy summer. First the 4th of July parade in Sedro Woolly, then our always memorable Tolling of the Boats Ceremony, followed by a profitable Smokey Point event. Soon it will be Labor Day signaling the end of summer. Next is the National Convention in Little Rock, and I know there will be several of our members attending that event (Bob Opplé?). Maybe, at the September meeting, we can get Bob to give us a short version of what our national family is doing to justify their existence; rebuttal by Pat Householder.

Lately I have been attending a few of the local Fire Fighters "Fill the Boot" collection events to help with the efforts to cure Muscular Dystrophy. My grandson (Colby) is afflicted with SMA (Spinal Muscular Atrophy) which is included in the MD family. He spent a week at MDA summer camp and is the official "Junior Good Will Ambassador" for the local MDA. Who knows, we may even get to see him on TV during a local segment of the Jerry Lewis Telethon, over the Labor Day weekend.

The winning ticket for our Submarine Model Raffle will be drawn at the September business meeting, so time is getting short for you to get in on the action. Next on the agenda is planning for the Veterans Day Parade in Auburn, followed by the annual Christmas Gala.

See you September 20th when our guest speaker will be a representative of the Seattle Sea Scouts. Hope you all had a great summer. Come share!

Respectfully,
Karl "Dutch" Krompholz

After Six Decades, a Submarine's Fate may Surface

By Ralph Ranalli, Boston Globe Staff

There was no distress call, no indication of enemy depth charges exploding or bulkheads breached, just a dead silence that stretched from a few days into 60 years.

The *USS Grunion* disappeared in July 1942, leaving 70 American families grieving and the three sons of skipper Mannert L. "Jim" Abele, without a father. Abele's boys - ages 5, 9, and 12 and living in Newton when their father disappeared - grew up and built their own lives. But, they dwelt on the fate of their father. At 2 a.m. yesterday, a grainy sonar picture e-mailed via satellite appeared in Bruce Abele's inbox, appearing to finally show what they had been searching for much of their adult lives: the outline of an oblong object believed to be the *Grunion* deep in frigid Alaskan waters.

If the discovery is confirmed, it would signify a triumph of luck and perseverance and put to rest a quest for clues, financed by the personal fortune of one of the Abele sons, that has spanned decades.

"It's big, very big," 76-year-old Bruce Abele, the eldest of the three sons, said yesterday. "This mystery has been a part of my consciousness for as long as I can remember."

The *Grunion*, one of the *Gato*-class attack submarines commissioned in the early part of World War II, was on its maiden operational voyage when it disappeared while patrolling the seas between Alaska's tip and Japan, according to a Navy website.

The submarine made several transmissions in July 1942, reporting it had sunk three Japanese destroyers. On July 30, it reported heavy



USS Grunion at Electric Boat, March 1942

antisubmarine activity nearby and said it had 10 remaining torpedoes. It was never heard from again. Warplanes searching for wreckage never found any evidence of the sub's fate.

For years, the sons - Bruce, Brad, and John, who is founder of Boston Scientific Corp. - have pored over Navy documents, any shipping records of the area they could locate, and contacted others interested in the *Grunion's* fate. John Abele, a billionaire, has paid for much of the search. He declined to say how much he's spent.

The effort wasn't made any easier by the brutal seas around the Aleutian Islands, widely considered some of the most dangerous in the world, with winds that can howl at 100 miles per hour, waves taller than a house, and ocean depths of 1,800 feet and greater. Any search mission would have to know where to look, since a long scouting voyage would be dangerous and expensive.

A break came in 2002, when a Japanese man, Yutaka Iwasaki, posted a translation of an article in an obscure Japanese shipping journal on one of several websites dedicated to the *Grunion*. The article, written by a military officer on board an armed Japanese merchant ship, the *Kano Maru*, described an exchange of cannon fire and torpedoes with an American submarine in an area where the *Grunion* would have been patrolling.

Iwasaki's involvement changed everything, John Abele said yesterday. Not only did the brothers have a place to look for their father's submarine, but they also had newfound friends from the other side of the war. They were so inspired by the cooperation they received from Iwasaki and others in Japan that they decided to expand the search to find two Japanese sub-chasers, *SC-25* and *SC-27*, that were sunk by the *Grunion* and to find the *Arare*, a Japanese destroyer that went down in the same area.

"This has been a very emotional thing for a lot of us," John Abele said.

After four years of research, the brothers finally decided they could make a good enough guess at probable locations to start looking, with John Abele deciding to fund the search himself.

After a discussion with renowned *Titanic* explorer Robert Ballard, who declined to take on the exploration, the brothers hired a Seattle ocean surveying firm, Williams and Associates. They also chartered a crab fishing boat, the *Aquila*, skippered by a seasoned veteran of the dangerous waters, Kale Garcia. The family is represented on the boat by Peter Lowney, a former Newton resident and crab boat crewman who is chronicling the search with a pair of high-resolution video cameras and sending back frequent updates.

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The search, with sonar equipment capable of returning high-quality images, began two weeks ago. The boat traversed a grid, seeing nothing but sonar images of the ocean floor.

Then they saw on the screen a smooth, oblong object with features that could be a tower and periscope mast.

With no other submarines they know of reported sunk in the area, they concluded it must be the *Grunion*.

John Abele said that the brothers will fly to Alaska next week on his private jet to tour the area and meet with the survey crew. They said they will probably return to the site next year and send an unmanned, remote-control device beneath the waves to get a closer look at the object and take pictures.

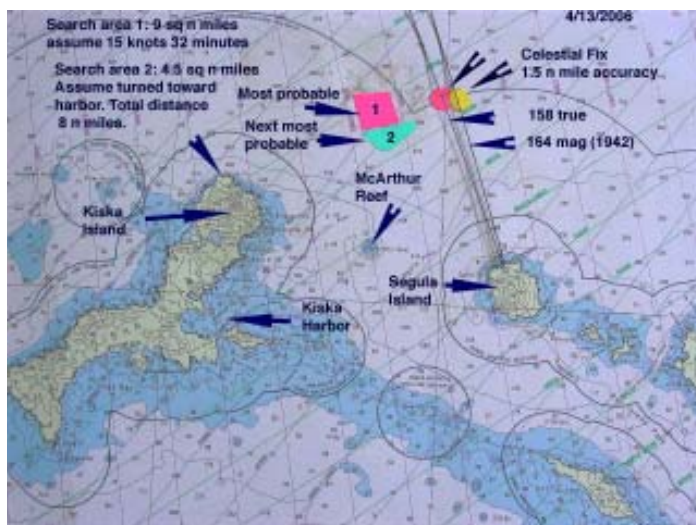
Jack Green, a historian at the Naval Historical Center in Washington, D.C., said yesterday the Navy has been aware of the Abeles' quest for the *Grunion*. Green said the Navy rarely helps with such searches and is unlikely to aid in theirs unless the brothers provide more proof than a sonar image.

"But this is very, very exciting," he said. "We'll be very excited to see what they come up with."

While photographs could finally solve the puzzle of what actually happened to the *Grunion*, John Abele said the brothers' motivations are much more personal.

"We're doing this as much from a desire for connection with my father as to learn the answer to a mystery," he said.

Editor's Note: You can read the online blog and follow the progress of the search for Grunion online at: <http://ussgrunion.com/blog/>



Map of the Search Areas

Iowa plans submarine memorial

Each state was asked to build a WWII memorial honoring a submarine.

By Jonathan Roos, Des Moines Register Staff Writer

A new military memorial, honoring submarines and their crews, is planned for the grounds of the Iowa Capitol.

A state commission has approved a monument featuring a slab of black granite that will remind Iowans of the pivotal role played by the U.S. Navy's submarine force during World War II, as well as the large sacrifice in lives and vessels.

The back of the stone will bear the message that American submarines suffered the highest loss rate among the nation's armed forces during the war: "Of the 16,000 officers and enlisted men that served on submarines during the war, 3,506 (22 percent) were lost. Although only 1.6 percent of the U.S. Navy, the Submarine Force sank 30 percent of the Japanese Imperial Navy and 60 percent of the Japanese Merchant Marine, choking off the Japanese economy. This victory came at a heavy price." Other words carved into the stone monument will pay tribute to all submarine sailors.

David Farran, a Navy veteran from Waverly who served on three subs between 1960 and 1966, said, "We want to encompass everybody." The impetus for the project comes from a nationwide effort to have each state establish a memorial for one of the 52 submarines lost during World War II. The submarine assigned to Iowa was the S-36. While the sub survived an enemy destroyer's attack, its crew had to abandon the vessel after it ran aground on a reef on Jan. 20, 1942.

"For over 24 hours, the crew battled to save the submarine. But chlorine gas, generated by her flooded forward battery, and the hostile waves and currents of the sea combined against them," according to a naval description of the submarine's demise.

The planned Iowa monument will include art work depicting a World War II submarine and a nuclear submarine. It will be located south of the Capitol, near a memorial already in place honoring recipients of the Purple Heart. Money is being raised privately to cover the project's estimated \$6,000 cost.

Memorials in other parts of the country include restored submarines as well as submarine conning towers.



Sedro Wooley 4th of July Parade

By Pat Householder

Under bright and sunny skies, the Bonefish embarked on yet another run in the Sedro Wooley patrol area. It was a target rich environment for "Button Bob" Opple and his eternal quest for older babes to pin his buttons on. The Bonefish crew all turned out nicely dressed in their ball caps and vests, mostly USSVI blue but also a smattering of SVWWII Green. The crowds were large and loud in their approval of Bonefish's Ahhhooga!

Ahhhhoooga! Led by our color guard contingent (Ric Hedman, Diamond Friedley and Peter McCafferty) showing the flags. Jim Harper fetched the float and returned it after the parade.

This year's crew included Peter McCafferty, Diamond Friedley, Larry Abbott, Bob Opple, Erv Schmidt, Richard Moe, Cliff Nutter, Steve Shelton, Rick Hedman, Robbie Robertson, Jim Harper, Pat Householder, Gene Posel and Sam Ronnie. I think there were a couple of others, but you know what they say about the mind being the second thing to go... I forgot what the first is. Apologies to anyone not mentioned, but it is your own darn fault! If you had stood still in front of the camera long enough, I'da known you were there!

For those of you who didn't make this patrol run with us, you really don't know what you are missing. The crowds love us and it is our opportunity to show our respect for those shipmates who went on patrol, never to return. Pencil yourself in for the next parade. You won't be sorry.



Ric Hedman, Diamond Friedley, and Pete McCafferty carry the colors.



Richard Moe and Robbie Robertson on Bonefish



The whole crew before the Sedro Wooley parade



At a different event: Submarine Veterans at the August 18 Tacoma Rainers Game.

South Sound Base Seahawk Ticket Raffle

South Sound Base is raffling off two tickets for the November 6, 2006 Seattle Seahawks football game. The Seahawks will be playing the Oakland Raiders. Don't miss out on a chance to win the hottest tickets in town. All funds will go to support veterans, their families, and the JROTC program in Tacoma.

Raffle tickets cost: 1 for \$1
 6 for \$5
 13 for \$10

Tickets are available through the mail. Make all checks payable to South Sound Base. Send your tickets request and check to:

Gregory Lee
 9824 25th Ave CT So, Apt Z376
 Tacoma, WA 98444

Be sure to include your first and last name and phone number (with area code). Your ticket stubs will be mailed to you.

For those of you that can't make it to the game or not football fans, you can still support our group by writing "DONATE" on the ticket request. If that ticket is drawn, then the two game tickets will be award to two active duty servicemen.

Thanks for your support.
 Greg Lee, South Sound Base Commander



Jon Jolly – Eternal Patrol

Shipmates, it is with a sad heart that I tell you our shipmate Jon B. Jolly (82) on August 24th 2006 has slipped his mortal lines and, with the Great Navigator at the helm, has silently sailed from of the port of earthly life on his Eternal Patrol.

Jon was a WWII veteran, having qualified aboard *USS Chopper* (SS 342) in 1945. He was a freshly minted Ensign at the time. Jon joined USSVI Seattle Base in 2003, became a life member in 2004 and was inducted into the Holland Club in 2005. Jon belonged to the *USS Chopper* Association and was also a regular member of the US Submarine Veterans of WWII. He was owner of the Jon B. Jolly Company, selling and leasing professional sonar and navigation instrumentation primarily for scientific research and archaeology.

As his wife Ruth said, "He was his own man and marched to his own drummer," (and the family always said if we ever found his drummer he was dead). He was recently quoted as saying: "I have had a good life. I have been to places most people have never heard of and done things that most people only dream about".

He was intelligent, strong-willed, an explorer, an engineer, a submariner, a boy scout, a salmon watcher, an oceanographer, a diver, a mathematician, an adventurer, an avid reader, a mentor, a proud father, grandfather and husband... in short, a real piece of work.

He has contributed so much to our lives and we will miss him.

At Jon's request, there will be no memorial service.

Rest in peace, Shipmate. It was an honor to know you.

Condolences and memories can be sent to Ruth Jolly at: thejollygoddess@hotmail.com

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

** IMPORTANT INSTRUCTIONS **

In the case of my death, please immediately notify the U.S. Submarine Veterans Inc., (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). The information can also be E-Mailed to the National Office at USSVI@telebyte.net.

Also, all members should provide Steve Shelton, membership data manager, with next of kin information if not your wife.

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

An Undersea Grave for WWII Heroes

63 years after submarine with 80 aboard was sunk off Japan, friends recall Fair Haven crewman, his legendary commander

By Kirk Moore, Posted by the Asbury Park Press

They were heroes in their day, submariners who showed Americans they could take the fight deep into enemy waters. But for sailor William E. Davison, his first patrol with the Navy's great undersea ace of World War II was also the last. This summer, a dive team visited the resting place of Davison; his skipper, Cmdr. Dudley W. "Mush" Morton; and 78 other men lost when their submarine, the *USS Wahoo*, was sunk in October 1943 in the Sea of Japan as Morton attempted to slip back into the deep Pacific Ocean.

For longtime residents of Fair Haven - then a tight knit community with half the population it has today - news of the discovery harked back to years when a small town of 2,500 lost seven men to war. "It's hard. He was a very close friend of mine," said Richard Pettigrew, 81, who grew up with Davison and other children in their DeNormandie Avenue neighborhood near the Navesink River. "Billy was a good boy. They all thought the world of him. "I remember when he came to my house for the last time." He told my mother "This will be my last trip on a submarine. I don't know if I'll be coming back, but if I do, it will be the last," Pettigrew recalled. "I don't know how exactly to say this . . . but the captain was a little on the risky side."

Under Morton's command, the *Wahoo* and its crew had earned a reputation as the most lethal submarine in the Navy's Pacific fleet. "The *Wahoo* had a hell of a price on her head. A hell of a price," said Bob Zerr of Rumson, Pettigrew's nephew.

Since the late 1940s, history buffs, underwater explorers and relatives of the lost crewmen have looked for where the *Wahoo* sank under relentless attacks from Japanese aircraft. Success finally came to the *USS Wahoo* Project Group, organized by Bryan MacKinnon, an expatriate American who lives in Tokyo and is Morton's grandnephew, and the Australia-based Ocean Wilderness Group divers.

The *USS Wahoo* was lost with 80 men, according to historians. Postwar analysis correlated Japanese accounts of an Oct. 11, 1943, attack on a submarine in the La Perouse Strait, also known as the Soya Strait, a shallow 25-mile long passage between the northern Japanese island of Hokkaido and the Russian island of Sakhalin. Working in chilly waters where the international border is still a matter of contention 61 years after the war ended, the searchers won important cooperation from Russian and Japanese groups. Organizers say a big

break came when the Sakhalin Energy Investment Co. Ltd. provided sea-floor surveys to confirm a side-scan sonar contact believed to be the remains of the *Wahoo*. A Russian dive expedition operating out of Vladivostok confirmed the wreck was there at the end of July.

The *Wahoo* will be respected as a war grave. No one will be permitted to disturb the site, authorities have said.

Boldness was his hallmark

Historians say Morton was an aggressive officer whose criticism of the *Wahoo's* first captain for passing up Japanese targets led Navy superiors to transfer that officer to surface ships. Before taking the submarine to sea himself in January 1943, Morton famously warned the crew they were "expendable" and offered to let go anyone who wanted to stay on shore. None did.

Like many of those submariners in the early stage of the war, Davison had joined the professional prewar Navy. His family was well known in town - father Raymond was a chief of the fire company in the mid-1920s, and his son grew up among a crowd of close friends, "mostly swimming at the old Fair Haven steamboat dock and raising hell down there," Bob Zerr said. "In the winter they'd ice skate on McCarter's Pond and sleigh ride on the hill. He was at my grandmother's house all the time."

Davison and his best friend, Bill Pettigrew, Richard's older brother, joined the military soon after high school - Bill Pettigrew went to the Army, where he learned to fly assault gliders for airborne troops, Zerr said. Davison chose the Navy in 1939 and trained for submarines, becoming a motor machinist's mate, part of the engine room crew that operated diesel engines to propel the boats and charge their batteries on the surface, then used quiet electric motors when submerged.

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USS Wahoo

Continued from previous page

Davison joined the *Wahoo* only for its last voyage, part of a crew that had replaced many of the longtime complement from the boat's first six combat patrols. "There would be, by the third or fourth patrol, one-third of the crew as replacements," said Charles Hinman, director of education at the USS Bowfin Submarine Museum in Honolulu, Hawaii, chosen to be the *Wahoo* project's research custodians and curators.

Richard Pettigrew and another friend, Warren Chandler of Manchester, said Davison had served on submarines for years before he was tapped to sail with Morton on the *Wahoo*. During a visit home on leave in 1943, he told friends that this would be his last undersea patrol before he transferred.

Morton apparently had similar plans. Both captain and submarine had been lionized by the Navy and the news media for their rampages through Japanese sea lanes, and the Navy wanted to keep their sub ace alive to train other captains. But faulty torpedoes had frustrated Morton's attacks during his previous patrol, and he insisted on getting one more chance.

Rules go by the board

Morton and his officers were successful early because they decided to ignore the rules when they had to, historians say. Contrary to prewar Navy doctrine, on his first patrol in January 1943, Morton took the *Wahoo* on a high-speed surface run from Australia to the Palau islands near New Guinea, calculating the risk of enemy air attack was worth the additional days he would have to hunt Japanese ships.

In the weeks that followed, Morton and his crew disabled a Japanese destroyer in a harrowing head-on torpedo duel, and attacked a convoy carrying reinforcements for Japanese troops fighting Allied forces on New Guinea.

On its next patrol, the *Wahoo* sank nine enemy ships, an unprecedented number at the time. Morton and his crew sank three more on their next time out, to the frigid Kuril Islands in the northern Pacific. But for the Navy's notoriously unreliable torpedoes - with their dud warheads and erratic accuracy - the *Wahoo* would have destroyed even more shipping, Morton told superiors.

Large of frame and voice, Morton's "Mush" nickname came from "mushmouth," an epithet for a slurring Kentucky accent the commander frankly delighted in. He once had a banner made up for the *Wahoo*'s mast with the motto "Shoot the Sunzabitches."

Upon returning from the *Wahoo*'s sixth patrol, Morton's mouth got him into trouble when he unleashed his anger at superior officers. All nine of his attacks had failed when bad torpedoes went

awry or failed to explode, he complained. Morton's boss, Adm. Charles Lockwood, gave in to his plea for one more chance. The *Wahoo* was rearmed with new Mark 18 electric torpedoes and assigned a mission in the Sea of Japan - the enemy's heartland waters lying between the home islands and Japanese-occupied Korea and northeast China.

Davison had a chance to visit home in summer 1943. "He was like an uncle to me," Zerr said, recalling Davison's dazzling white uniform with its dolphin insignia, the emblem of submariners. "The last time I saw him I was 9 or 10 years old. He was home on leave while the *Wahoo* was being refitted."

The final voyage

Wahoo left Pearl Harbor Sept. 9, 1943, and was last seen at Midway Island after it had stopped to top off its tanks from the Navy fuel depot there. In the weeks that followed, the *Wahoo* sank four Japanese ships in the Sea of Japan, one with a reported loss of 544 lives. The *Wahoo* never returned.

"Everybody knew what happened to Billy Davison on the *Wahoo*," said John "Jack" Mulvihill, 60, who grew up among a postwar generation of children in Fair Haven, some of whom helped erect a recent addition to the war memorial at River and Fair Haven avenues: a plaque that lists Davison and others who never came home.

In northernmost Japan, another memorial stands on Cape Soya, not far from the old gun batteries where Japanese defenders first spotted the *Wahoo*. Part of the inscription in Japanese and English reads: "When the *Wahoo* was lost it was the highest-scoring submarine in the US Navy. Eighty Americans sleep in the Soya Strait 12 miles northeast of here. Many Japanese sleep in the Sea of Japan from *Wahoo* attacks. This monument was erected by the members of the Japanese Attack Group and relatives of Americans lying in the *Wahoo*. Old enemies met as brothers to dedicate that our countries will have lasting peace and war will never again destroy the friendship we now enjoy today."



Wahoo in Pearl Harbor after her 3rd patrol with the 'Shoot the Sunzabitches' flag

2006 Tolling the Boats Ceremony

By Dave Schueler

It was a beautiful day for this year's Tolling Ceremony. The weather was warm, but temperatures were comfortable under the shade of the Kirkland Marina Pavilion. Most attendees got the chance to see a distant view of the Blue Angels air show before the ceremony.

As the years go by it is important for us to stop and take a few hours to remember our fellow submariners that gave their lives in service to our country, whether in war or peace. With this in mind, our Tolling Ceremony has been expanded to include all sixty-five submarines lost in U.S. service since the formation of the submarine force in 1900.

This year's ceremony also paid special tribute to our World War II veterans, whose numbers grow fewer each day. Master of Ceremonies Don Masoero made sure to single out each World War II veteran in attendance at the ceremony.

This year's guest speaker was Col. Bruce Meyers USMC; while it may seem odd to have a Marine at a submarine ceremony, Col. Meyers has very close ties to the submarine community. The Colonel was instrumental in the formation of Marine Force Recon and pioneered many of the submerged diver deployment and recovery procedures used throughout the Cold War. Col. Meyers gave a wonderful speech about the close relationship between the Marines and the submarine service.

As a special part of this year's ceremony, Col. Meyers presented a Purple Heart medal to Cpl. Nick Aragon. Cpl. Aragon earned his Purple Heart in Vietnam, but in those tumultuous times he had not officially received his award. It was completely appropriate for Col. Meyers to present the medal, since it turns out that he was in command of Cpl. Aragon's regiment when it was in Vietnam.

The medal presentation was followed by the reading of the lost boats by Rabbi Bernie King with



The volunteers before the ceremony

Base COB Ted Taylor manning the ship's bell. Rabbi King was in the Navy and qualified in submarines before becoming a Rabbi and served with Don on *USS Perch*.

Our own Mike Bennett, Lt. Col. USAF(Ret)/SO3(SS), gave a moving invocation and benediction and Navy Band Northwest, under the direction of Lt. Chuck Roegiers and MU1 Raasch, provided music before and during the ceremony.

As always the ceremony would not have been possible without the assistance of the volunteers. Phil Ward acted as Don's right-hand man and as Boatswain, piping aboard all the honorees and dignitaries for the ceremony. Cliff Nutter acted as head usher, while Dave Goodson ran the sound system. Doug and Connie Abramson provided the memorial wreath decorated with sixty-five white carnations, each representing a lost submarine. Steve Shelton was the official photographer and Pat Householder created the ceremony program. Other volunteers that acted as ushers and/or helped set up the ceremony include: Bill Giese, Ric Hedman, Bob Oppe, Gene Posel, and Bob Treggett (sorry if I missed anyone, but know that your help is appreciated).

The Drill Team and Honor Guard from VFW Post 2995, commanded by Jim Weaver, presented the colors, provided the salute, and performed their flag-folding ceremony, narrated by Don Masoero. The Seattle Naval Sea Cadet Corps, Blue Angel Squadron provided the side boys for the ceremony.

Special thanks to the Kirkland restaurants that provided meals for Navy Band Northwest: Cactus, Georges' Place, Jalisco Mexican Restaurant, Marina Park Restaurant, Sontorini Greek Grill, The Slip, Wilde Rover, and World Wraps. The next time you are looking for a meal in Kirkland, you may want to consider one of these fine establishments.



Col. Bruce Meyers



Boatswain Ward piping aboard Honored Guest Fred Ensslin



Ceremony Honored Guest and Dignitaries



Tolling Reader Rabbi Bernie King



Navy Band Northwest



Memorial Wreath



Nick Aragon and Col. Bruce Meyers

New USSVI Website

Shipmates:

The new USSVI webpage, in development for quite some time, is now 'open for business.'

Please make a port call there (www.ussvi.org) and have a look around at all the new features; such as MY PROFILE where you can enter and update your information, FIND A MEMBER where you can look for shipmates by name, and BOATS AND CREWS where you can look up your old boats and find registered shipmates.

When updating your information, please consider carefully whether you want your contact information displayed or blocked to other USSVI shipmates. In any case, your contact information is blocked from non-member viewing.

Over the next few weeks the site will be 'tweaked' somewhat, rearranging some of the buttons to make a more rational and orderly sequence, but the site is fully functional now.

Please let me know what you think.

Pat Householder, National Jr. VCcmdr

Birthday Wishes

Here is a list of Seattle Base member birthdays for September and October. 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.

William Hoeller	Sept 11
B.K. Uptagrafft	Sept 12
Steve Freeman	Sept 25
Bill Godfrey	Sept 28
Charles E Stewart	Sept 28
Donald Sass	Oct 2
James Durham	Oct 3
Jack Olson	Oct 7
Tom Rice	Oct 9
Don Gentry	Oct 10
Gary Flynn	Oct 18
Toby Warson	Oct 18
Cliff Nutter	Oct 23
John Soth	Oct 29

Welcome Aboard New Crewmember

McCail Smith, Jr.	Cutlass 7/65
Bruce Murray	Razorback 7/67

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>

2006 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

September 20 at Redmond VFW Hall

- Submarine Model Raffle Drawing

October 18 at Redmond VFW Hall

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



New 2007 Submarine Calendar

The all-new, contemporary 2007 calendar honors our submarine past by featuring the transition submarines - from the last of the combat diesels through the early nuke boats.

There are more than 25 images of subs from this important period of submarine history. The loss dates for all U.S. submarines are listed along with other historic dates in USSVI and U.S. submarine history.

Calendars will cost \$9.95. Contact Base Storekeeper Bill Giese for more information about getting your copy of a calendar.

Smokey Point Rest Stop Event

We weren't sure what to expect for our 48 hours of watches, pouring coffee, hot coco or lemonade for motorists and truckers at this popular rest stop. I parked my trailer with the big rigs and hung out with the team of watch standers including Pat Householder, Ric Headman, Sam Ronnie, Dutch, Erv Schmidt, Robbie and Terry Robertson, Ralph Sterley, Bob VanDerway, Bob Morris, Keith Watson, Cliff Nutter, Bob Opplé, Don DuFour, and filling in here and there me, Steve Shelton. Thanks also for to those who stopped by with cookies and treats and to chat, Peter McCafferty, Derin Detwiler, and I'm sure I missed someone here.

It felt like a submarine galley in the booth as we chatted the hours away just like we were on watch. We were usually busy pouring, re-loading the coffee pots and having a good time with the public. We met a few "regulars" like a guy named Thomas who did a marathon dialogue for Dutch and I for over two hours. He must have had twenty cups of coffee and fifty packets of sugar. I think he lives there in his camper.

Another surprise was toward the end of our stint. Don DuFour and I figured we had enough coffee for an anticipated rush around eleven on Wednesday morning when we looked up and saw a sea of people everywhere. Four bus loads of folks were heading to Vancouver for the Somethingdam cruise ship to Alaska. Can you believe 250! We were wiped out in minutes and they just stood there in line like it was a Starbucks. I went out and announced that what they really needed for a pre-cruise trip was deprivation! No coffee, food, or anything. It didn't work, they just stood there until the busses were ready to leave, and we did our best to humor them.

Over all it was a success because after expenses we made a total of \$595. It was also a chance to get to know one another better. We will defiantly do this again, and hope for another good set of dates in the draw this October.

Thanks for everyone's help.

Steve Shelton, event coordinator



Cliff Nutter and Bob Opplé; what did they put in that coffee?



Don DuFour practicing for his next job at Starbucks



Steve Shelton, Pete McCafferty, Ric Hedman, and Sam Ronnie

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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Cliff Nutter and Bob Opple at the Tolling of the Boats Ceremony at the Kirkland Marina Pavilion. See Pages 8 and 9 for more about the ceremony.