



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 is a short recap of the most recent base meetings. You can read the minutes of each meeting on the Seattle Base website: <http://seattlebase.donmac.org>

September Meeting

In September Ric Hedman surprised us by bringing a real ship's bell for our tolling for the boats lost during the month. Ric explained how he came about having the bell and you can read more about it on page 2.

After introductions, the evening's guest speakers, Commodore Thomas Fawthrop and Boatswain Emily Freebairn, from the Puget Sound Sea Scouts gave presentation about the Sea Scouts. They explained who the Sea Scouts are and talked about their activities.

Next up was the drawing for the submarine model raffle; four custom hats were also added as prizes. The winner of the model was Tom Oliver and the hat winners were: C. D. Scott, Dave Goodson, Jerry Parker, and John Lynn. Congratulations to all winners and thanks to everyone that bought tickets.

October Meeting

In October, Dutch covered the highlights of a committee meeting on the Tolling of the Boats ceremony. Another committee meeting will be held in January; if you have comments or ideas for the ceremony, be sure to contact one of the base officers.

Robbie Robertson gave us an update on the Auburn Veterans Day parade. More information about where to meet for the parade will go out in an e-mail. If you didn't get the e-mail or need more information, contact one of the base officers.

After the business was concluded, Ric Hedman showed DVDs from the Ashley family, whose son died at sea on *USS San Francisco* after she collided with a sea mount. The first was the helicopter placing a doctor on the sub, which not only gave an idea of how low the sub was in the water, but showed some fancy flying by the pilot. This was followed by a ceremony that took place on Guam as Joe Ashley's body was removed from the sub and taken to the hospital.

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 fraternal, non profit, organization, made up of a bunch of misfit volunteers, who proudly call ourselves Bubble Heads. Our Seattle base membership is approximately 120 and nationally there are over twelve thousand members. Our creed is to perpetuate the memory of our fellow submariners who gave their lives in the service of our country.

At our monthly business meetings and community events, which include parades, ceremonies, and fund raisers, you basically see the same group of faces each time. I consider them our core group. These gentlemen repeatedly give of their time and talents to see that our base honors its creed. The remainder of our membership, for whatever reason sits on the pier, waiting to be entertained. We recently held elections for our National Officers. Seventeen of our membership bothered to vote, and our local base officers are usually elected by fewer than thirty.

As a brother with another mother, you are as welcome as the first breath of fresh air after a long patrol, but what kind of member are you going to be?

Respectfully,
Karl 'Dutch' Krompholz

Tales of a Ship's Bell

By Ric Hedman

Not too long ago I got a phone call from my friend and fellow bubblehead Rick, who lives south of Columbus, Ohio, asking me to do him a favor. Seems he had just won an online auction of the ship bell from the United States Submarine *USS R-15 (SS-92)* and the seller was in my local area. He had paid a considerable sum and asked me to check out the bell before the funds transfer was to take place. I contacted the seller and we arranged a meeting at a time Rick would be available also (time zone differences taken into account).

The meeting happened in a supermarket parking lot. When the seller opened the door to his van and I saw the bell there was no doubt this was the real deal. I picked it up and was amazed at the approximant 50 pounds of brass. The bell is almost one inch thick and there was a tiny bit of very old damage to the bottom rim and ancient spider webs festooned the interior.



A close-up photo of the R-15's bell

The seller had found it at an estate auction in central Oregon. The owner had been the decommissioning Executive Office of the *R-15* and the bell had been in storage in his possession since September 17, 1945. Until its purchase and auction, the bell had sat in the same box for 61 years.

With the funds transfer completed and confirmed, I put the bell in my truck and headed home. It had been agreed by Rick that I could take the bell to the Seattle Base USSVI meeting and use it for the monthly "Tolling of the Boats" then 3 weeks off. To use it I needed some way to hold the bell and the solution came from work. The advantage of working in a machine shop was people to fabricate what I needed. The clapper stem goes through the top of the bell and use to hold the bell



R-15 in Pearl Harbor with R-12 and R-13

to a bracket on the submarine. I was amazed that with a little pressure the old and rusted steel nut that hadn't moved in 61 years twisted off the threads. The new bracket would screw down on the exposed threads and a rod could be run horizontally through a hole in it. Several people then could hold the bell for ringing.

I looked all through my photo collection for one that showed the bell in place on the sub, but to no avail. I even asked my friend Ken Johnson, who is a docent at the Submarine Force Museum, to look through the library photo archives. But he couldn't find one there either. I settled on a 1930's circa snapshot from my collection showing the *R-15* underway in Pearl Harbor to bring to the meeting so folks could see the boat.

The photos taken during the tolling document the first official ringing of the bell in a ceremony in 61 years. It was my distinct honor to be allowed to use the bell in this way.

The future plans for the bell is that it will be mounted in a stand and will be brought by its new owner to Columbus Base USSVI functions to be used as its bell.



Ringling the R-15's bell during the tolling for the boats lost during September

Veterans Pride

A Message from Secretary of Veterans Affairs R. James Nicholson

America's veterans are the face of America. They come from all walks of life, all ages, and all ethnicities. They served our Nation honorably and well and we honor that service, but how do we honor the veteran – the individual who put on the uniform and gave his or her all for our country?

Last spring I had the privilege of attending the ANZAC (Australian and New Zealand Army Corps) Day ceremonies in Sydney, Australia. ANZAC Day is the most important national holiday in Australia, a combination of Memorial Day and Veterans Day. It was established to commemorate the more than 8,000 Australians killed in the battle of Gallipoli in World War I, and now honors all Australian and New Zealand veterans.

One of the things that stood out during the day-long ceremonies was how all of the veterans and surviving family members wore their medals and campaign ribbons. It focused public pride and attention on those veterans as individuals with personal histories of service and sacrifice for the common good.

That is why I am calling on America's veterans to wear their military medals this Veterans Day, November 11, 2006. Wearing their medals will demonstrate the deep pride our veterans have in their military service and bring Veterans Day home to all American citizens.

Veterans, wear your pride on your left side this Veterans Day! Let America know who you are and what you did for freedom.

Editor's Note: Veterans can find out more about this campaign and also can obtain information about how to replace mislaid medals and learn how to confirm the decorations which they are entitled at the VA website:

<http://www.va.gov/veteranspride/>

Customized Member Cards

This program was previously limited to Life members but now ALL Members can order a Customized Membership Card featuring a photo of the submarine of your choice (most choose their qualification boat) for a minimum donation of \$50 to the USSVI Charitable Foundation. The check (made to USSVCF) can be sent to: USSVI, PO Box 3870, Silverdale WA 98383-3870. Include with the check, the Sub you desire, and whether you prefer a photo or a watercolor painting (if available) by USSVI Sub Vet and Artist Tom Denton.

Thanks from the Sea Scouts

I just wanted to thank USSVI again for inviting the Sea Scouts to your meeting. Your crew is outstanding men who served our country well. Your donation is going to pay for our annual engine overhaul in November. To view our upcoming events, please visit our calendar on line at: <https://hna.holynames-sea.org/sailing/default.aspx>

Thank you again, we will send to you our annual report in January.

Red skies,
Thomas Fawthrop

The Sea Scout program is a co-educational part of the Boy Scouts of America Venturing program for young adults between the ages of 14 and 21. Sea Scouting is organized to promote better citizenship and to improve members' boating skills and knowledge through instruction and practice in water safety, boating skills, outdoor, social and service experiences, and knowledge of our maritime heritage. The sea offers challenges to all who venture upon it. If you are looking for challenges, you will find them here.

Activities are primarily oriented towards boating and the maritime environment, but include non-maritime activities too. Safety, individual responsibility, leadership, and courtesy are stressed. For more information about the program and to contact the local group, visit their website: www.seattleseascouts.org

A Note From Dan Ashley

Editor's Note: This is an excerpt from an e-mail from Dan Ashley, providing a little background on the DVDs we watched at the October meeting.

About those DVDs, they were put together by the crew and were hand delivered by the six men from the *USS San Francisco* that escorted Joseph home from Guam. When they arrived at our house in Manchester, Ohio, it was a sad sight of knee braces and arm slings and bent bodies from the accident. A sight which I will never forget. One of the men was carrying a box of Joseph's personal belongings and the DVDs.

The Helicopter video was taken by a crew member of the Coast Guard cutter and the other by photographers on the base. Kevin Mooney was most instrumental in making sure we received the videos as well as the Navy making sure we received as much detailed information possible. They certainly serve as a reminder and a reality check.

Dan Ashley

Familygrams: Reality in 28 Words or Less

By Bob Ciminel (ciminel@sitnews.us), SITNEWS

One thing that has made life in the military a little better in the 21st Century is the improvement in communication between our members of the armed forces and their families. Almost every unit has access to email and cell phones when they're not deployed in combat, and we all saw the satellite videophones the reporters let our soldiers use during the invasion of Iraq. Things weren't always so good.

During the Civil War, sons and brothers went away to war and their fate often remained unknown until they either came home or never returned. World War I and II saw some improvements, but the communication was usually one-way, with the dreaded telegraph from the War Department. Our soldiers in Vietnam weren't much better off.

When I served in the submarine service during the Cold War, we were able to receive messages from our families by radio, but we could not reply. If we transmitted any signals, the Russians would immediately know our location. When you operate on the enemy's doorstep, stealth equals survival.

Submarine Squadron 16 operated out of the U.S. Naval Station at Rota, Spain, up the coast from Gibraltar at the end of the Bay of Cadiz. It was from here that we would embark on our patrols into the Mediterranean Sea. Sixty days later, we would return to Rota. We submerged and surfaced at the same spot in the ocean, and there would always be a Russian "fishing trawler" in the area to greet us. Russian submarines operated in the Mediterranean too, and we would spend days on end quietly following them around the ocean. If the balloon had gone up, and World War III started, our first action would have been to torpedo the Russian submarine we were tailing and then launch our 16 Polaris A2 missiles toward targets in southern Russia.

On patrol, we trailed a long black antenna called a floating wire that enabled us to receive radio messages while underway. The crew could also receive "familygrams" from their wives and loved ones. A familygram was a 28-word telegram containing a personal message to an individual crewmember. Each crewmember could receive six familygrams during the patrol. I received one familygram in seven patrols, but I wasn't married then, so it was no big deal. The one I did receive was from my future wife. I could kick myself for not saving it.

With the familygram limited to just 28 words, many wives tried to convey as much information as possible. Senior Chief Petty Officer Don Ennis, a

former crewmember of the *U.S.S. Stonewall Jackson*, recalled receiving the following message from his wife: "Sprayed for mosquitoes with roach spray - Bird, fish, and turtle all dead - Trip to pet store in order - Bad day - Wish you were here."

Because familygrams could also contain very bad news, they were always read by the folks in the radio room as they were transcribed. It was up to the Captain to decide if a crewmember should be given a familygram that might affect his performance during the patrol. In case of a dire emergency, some submarines surfaced and the crewmember was taken off by helicopter.

I know how much our married crewmembers looked forward to receiving their familygrams. When you were completely out of contact for two months, that 28-word message from home was your toehold on reality. It was a personal, poignant reminder that you did not live in a vacuum. I encourage you to get in touch with any family members who are serving in our armed forces, even if they are distant relatives. Help them keep their toehold on reality.

Anti-Aircraft Defense for Submarines

Earlier this year the U.S. successfully tested an AIM-9X Sidewinder air-to-air missile finding and hitting a target after being launched straight up from the ground. The 9X version of the Sidewinder has a much more sensitive heat seeker, as well as a seeker with a wider targeting arc.

The purpose of the test is to provide American submarines with an ability to take down aircraft, particularly helicopters, that are hunting them. Anti-submarine helicopters and aircraft carry sensors (usually sonobuoys) that can get a more precise fix on a sub, and torpedoes with which to attack the sub. The sub cannot outrun the aircraft and attempting to do that would just make more noise for the sonobuoys to pick up. Diving deeper probably won't work against the more modern torpedoes carried by the aircraft. Thus the need for a weapon that can bring down the aircraft before the sub takes a fatal torpedo hit.

U.S. nuclear attack subs have sensors that can detect that a helicopter is up there, but lack a weapon to respond with. The proposed anti-aircraft capability would use a AIM-9X missile in a capsule that can be released from a torpedo tube. Once the capsule reaches the surface, it would release the Sidewinder missile, which would attack any aircraft in that area.



**AIM-9X
Sidewinder**

Submarine Heroes of World War II

By Patrick Householder

As of Oct 26 2006, 1,168 WW II Subvets currently belong to USSVI. But sadly, the attrition rate is high. We have lost 16 WWII subvets to Eternal Patrol just since Sept 4 2006.

Within USSVI Seattle Base we are fortunate to share company with seventeen of these WWII submarine heroes. While there is still time, seek them out and thank them for their service in WWII. They served at a time when one of four did not return from patrol and those shipmates remain on Eternal Patrol, forever young, entombed on the ocean floor.

Holland Club members all, we should honor these brave fighting men now while they are still with us by telling each of them THANK YOU for their combat service in WWII when it was so important to us all.

They will appreciate it and you will be glad you did.

Baker, John R.	RM2(SS)	Q: 1943 in USS Atule SS-403	Port Townsend WA
Day Jr, William F.	ENFN(SS)	Q: 1944 in USS Dace SS-247	Bellingham WA
Durham, James L	MoMM3(SS)	Q: 1945 in USS Tuna SS-203	Wake Village TX
Ensslin, Fred V.	GM1(SS)	Q: 1941 in USS O-10 SS-71	Lynnwood WA
Fankhouser, John W	TM1(SS)	Q: 1942 in USS Porpoise SS-172	Arlington WA
Horgan, Victor	LTJG	Q: 1945 in USS Segundo SS-398	Seattle WA
Martinson, Kenneth R	ET1(SS)	Q: 1944 in USS Puffer SS-268	Camano Island WA
McFarland, John M.	EMC(SS)	Q: 1944 in USS Besugo SS-321	Mountlake Terrace WA
Moe, Richard L	RM3(SS)	Q: 1945 in USS Kingfish SS-234	Burlington WA
Myhre, John K	CAPT	Q: 1945 in USS R-6 SS-83	Belfair WA
Peterson, Isaac L	QM2(SS)	Q: 1943 in USS Snapper SS-185	Grayland WA
Rice, Thomas G	LCDR	Q: 1935 in USS S-23 SS-128	Everett WA
Riddell, Robert	ET??(SS)	Q: 1942 in USS Finback SS-230	Greenbank WA
Robertson, Robert D	CDR	Q: 1944 in USS Tirante SS-420	Seattle WA
Schmidt, Ervin O	RM1(SS)	Q: 1943 in USS Saury SS-189	Edmonds WA
Sterley, Ralph R.	ETM2(SS)	Q: 1945 in USS Sea Owl SS-405	Snohomish WA
Stewart, Charles	SM1(SS)	Q: 1943 in USS R-6 SS-83	Kirkland WA

To our submariner brothers of WWII, I salute you and thank you from the bottom of my heart.



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.

Regulus

America's First Seaborne Nuclear Deterrent

By Edward C. Whitman, from *Undersea Warfare* Spring 2001

As the Cold War intensified in the decade following World War II, and particularly with the Soviet Union's success in matching the United States in developing atomic weapons, nuclear deterrence became a key element of global diplomacy. By the early 1950s, both superpowers had deployed large manned bomber forces capable of reaching each other's homelands with either forward basing or aerial refueling, and additionally, the United States had begun to deploy atomic weapons on aircraft carriers.

Both sides were also quick to take advantage of captured German V-1 and V-2 technology from World War II to begin development of both guided and ballistic missiles for tactical and strategic use, with the U.S. Army initially taking the lead in the United States. Not to be out-done, the U.S. Navy converted two World War II fleet boats, USS *Carbonero* (SS-337) and USS *Cusk* (SS-348) to carry a U.S. variant of the German V-1 pulse-jet missile, known as the Loon, first launched at sea in February 1947. Loon's nominal range under command guidance was approximately 50 nautical miles, but using a second submarine as a relay, it could be effective out to 135 nautical miles, with a reported Circular Error Probable (CEP) of 6,000 yards.

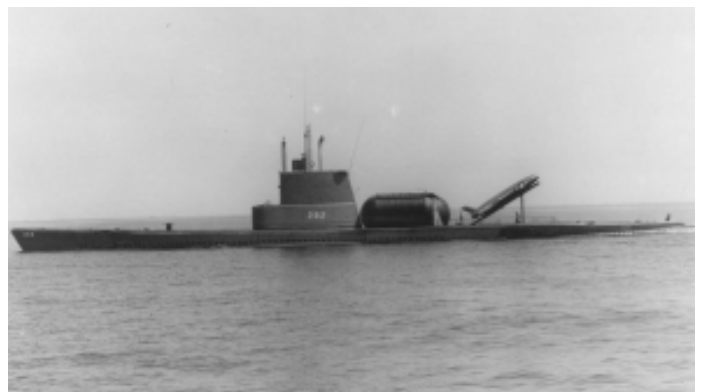


USS *Cusk* preparing to fire a Loon missile

By this time, the Navy had also let development contracts for two more ambitious bombardment missiles, the supersonic Grumman Rigel (SSM-N-6) and the subsonic Chance-Vought Regulus (SSM-N-8), each intended to carry a 3,000 pound warhead for 500 nautical miles. Although Rigel fell by the wayside in 1953, Regulus was successfully developed into America's first sea-going nuclear deterrent and was first deployed on the heavy cruiser USS *Los Angeles* (CA-135) in 1955. Eventually, five submarines were fitted to carry and launch Regulus also, and they became the principal deterrent force.

The Regulus I missile itself was essentially a small turbojet aircraft, 42 feet long, with a wingspan of 21 feet. Gross launch weight was just under seven tons, including a ton of fuel, and its Allison J33-A-14 engine could propel the missile to Mach 0.91 (about 550 knots). Regulus was launched from an inclined ramp – later trainable – and it required two 3,300 pound-thrust Jet Assisted Take-Off (JATO) units to get up to speed. The weapon was command-guided, initially out to the radar horizon by superimposing steering commands onto the launch platform's tracking radar waveform, and then by using a relay submarine nearer the target to track and steer the missile to the final aim point. Either a 40-50 kiloton nuclear warhead or a 1-2 megaton thermonuclear device could be carried.

USS *Tunny* (SSG-282) was the first submarine to carry Regulus. Originally a World War II fleet submarine of the *Gato* class, *Tunny* was launched in June 1942, completed nine war patrols, and earned nine battle stars in the Pacific war. Decommissioned in December 1945, she was briefly recommissioned in reserve for the Korean War, decommissioned again, but then brought out in early 1953 for conversion to a guided missile submarine (SSG). This consisted of deck-mounting a large, pressurized, cylindrical hangar, some 15 feet in diameter, just abaft the sail, with a collapsible ramp extending aft. The hangar could accommodate two Regulus I missiles in a rotating ring arrangement. The weapons could be checked out while the submarine was still submerged by entering the hangar through an access trunk, but actual launching required the submarine to surface and manhandle the weapon onto the rails before it could be fired. Then, the boat would have to remain at least at periscope depth to guide the missile to the radar horizon.



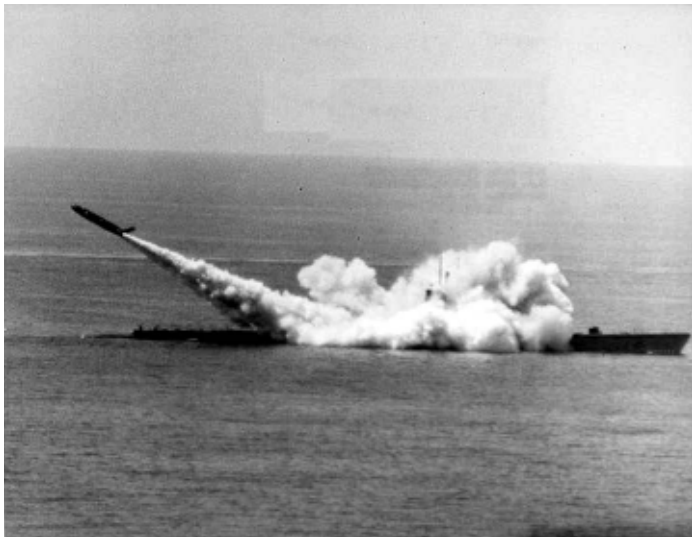
USS *Tunny* with a Regulus I missile and hanger

Tunny's conversion moved quickly by today's standards, and she fired her first Regulus at sea in July 1953. For the next several years, *Tunny* operated out of Point Mugu, California, primarily as

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a Regulus test platform. In October 1955, USS *Barbero*, originally SS-317 and also a World War II fleet boat, was commissioned as the Navy's second SSG, having been brought out of mothballs and provided by the Mare Island Naval Shipyard with a cylindrical hangar identical to *Tunny's*. After work-ups off the coast of California, *Barbero* transited the Panama Canal in April 1956 and joined the Atlantic Fleet.



USS Barbero firing a Regulus I missile

By this time, Regulus was also at sea on four heavy cruisers: In addition to *Los Angeles*, already mentioned, *Helena* (CA-75), *Toledo* (CA-133), and *Macon* (CA-132) were all fitted with fantail launching rails and commenced regular operational deployments, the first three in the Pacific, and *Macon* in the Atlantic. Even ten aircraft carriers were equipped to launch the missile, depending on an escorting aircraft to provide mid-course guidance, but although at least one Pacific deployment occurred, the resulting onboard mix of missiles and manned aircraft was never popular with the aviation community.

In mid-1956, it became Navy policy to keep one SSG in each ocean, and *Tunny* shifted her base of operations to Pearl Harbor in 1957. Meanwhile, the Navy had laid down two large diesel-electric submarines specifically to carry Regulus, launching USS *Grayback* (SSG-574) in March 1958 and USS *Growler* (SSG-577) in August of that same year. Each of these two near-sister ships – displacing approximately 3,600 tons submerged – could accommodate a total of four Regulus I missiles in a pair of cylindrical hangars set into the large, bulbous bow. These hangars opened aft through a set of doors by which the weapons could be moved onto a trainable launch ramp set into a well forward of the sail. The ramp was rotated athwartships for

launching.

After the Soviet Union and then the United States successfully tested their first intercontinental ballistic missiles (ICBMs) in 1957, the nuclear arms race moved into a more dangerous phase. In late 1958, with four SSGs and four Regulus cruisers in commission, the Navy responded by moving all of the submarines and three of the cruisers to the Pacific to maintain regular deterrent patrols threatening the Soviet Far East. In particular, Submarine Squadron ONE was formed of the four SSGs at Pearl Harbor and adopted a readiness posture that put at least four missiles on station in the Western Pacific at all times, to complement existing carrier-based aircraft armed with nuclear weapons. (This required deploying either the two converted fleet boats together or one of the two *Graybacks*.) *Tunny* departed on the first of these regularly scheduled deterrent patrols in October 1959, whereas *Grayback's* and *Growler's* first patrols commenced in early 1960.



USS Grayback showing her forward missile hangers

Some years earlier, though, the Navy had already directed Chance Vought to start developing a second-generation, supersonic Regulus II missile, capable of reaching 1,200 nautical miles at Mach 2. Nearly twice as large as Regulus I, the new weapon demanded a somewhat larger submarine to carry it. Several alternative platform designs were studied, including one capable of carrying four Regulus II or eight Regulus I missiles in a large hangar forward. Ultimately, funding for building a new SSG was included in the FY 1956 budget. Moreover, by late 1955, Navy long-range planners were anticipating that as many as 23 Regulus II submarines would eventually be required. Earlier that same year, however, the Navy's nuclear propulsion program had come to fruition with USS *Nautilus* (SSN-571) "underway on nuclear power." Consequently, the first planned Regulus II SSG was reordered as a nuclear-powered submarine, laid down at Mare Island in April 1957, and commissioned as USS

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Halibut (SSGN-587) in January 1960.

Halibut, 350 feet long overall and displacing nearly 4,900 tons submerged, was fitted with what was then the standard attack submarine power plant, driving two screws. Her enormous single missile hangar was set deep into the outer hull forward, and sloped upward and aft to penetrate the deck, where a large, vertically-opening door gave access to a turntable launcher forward of the sail. The hangar space could hold four Regulus II or five Regulus I missiles and also doubled as a forward torpedo room. This large, single-door hangar – potentially open to the sea during the launching evolution – constituted a serious vulnerability. If it flooded, the ship might easily sink.



USS Halibut firing a Regulus I missile

Halibut entered active service with the Pacific Fleet in November 1960 and made her first formal patrol early the next year, joining the four SSGs in the rotation necessary to keep four strategic missiles continually on station. By then, the heavy cruisers had been withdrawn from the Regulus mission – with *Los Angeles* the last to go in 1961 – leaving the submarines to carry on alone. Somewhat ironically, even though Regulus II proved successful in final testing, budgetary pressures prevented any subsequent procurement, and it was never deployed. Thus, for the entire era of these first sea-borne deterrent patrols, the subsonic Regulus I remained the weapon of choice.

In fact, the synergy of two new military technologies – compact nuclear warheads, and large solid-fuel rocket motors – spelled a quick end to the Regulus era. Together, they made possible the design of relatively small solid-fuel missiles capable of carrying nuclear warheads over intercontinental distances – and thus established the feasibility of the submarine-launched ballistic missile (SLBM). Accordingly, the Navy's Special Projects Office was established in November 1955 and, under RADM William F. Raborn, moved rapidly to develop the Polaris SLBM and a class of nuclear-powered ballistic missile submarines to carry it. Only five years later, just as *Halibut* was joining the Pacific Fleet in November 1960, the first of the new class, USS *George Washington* (SSBN-598),

departed on her maiden Polaris patrol in the Atlantic.

In one stroke, the SSBN/Polaris combination eliminated all the disadvantages of the Regulus system: surface launch, liquid fuel, dependence on active tracking and guidance, limited range, small hangar capacity, and a host of other drawbacks. With submerged launch, virtually unlimited endurance, and near invulnerability, the new strategic deterrent quickly supplanted Regulus and the SSG/SSGN. It was not until December 1964, however, that USS *Daniel Boone* (SSBN-629) conducted the first Polaris patrol in the Pacific, departing Guam that month. Thus, Regulus deterrence was maintained in the western Pacific until May 1964, when *Halibut* conducted the final patrol of the series. By that time, the five Regulus boats had conducted a total of 40 WESTPAC deterrent patrols since October 1959 – and in so doing had pioneered one of the central strategic paradigms of the Cold War. Two generations of SSBNs followed.

The submarines... Where are they now? Of the two former fleet boats, *Barbero* was the first to be decommissioned and stricken from the Navy list in June 1964. *Tunny* reverted back to SS-282 in May 1965, but her large Regulus hangar made possible her conversion to a troop-carrying submarine, newly designated APSS-282, in October 1966. In this role during 1967, she participated in a number of special operations off the coast of Vietnam. Subsequently, *Tunny* was decommissioned for the final time in June 1969 and sunk as a target just a year later.

Similarly, with her Regulus installation removed, *Grayback* served as an amphibious transport (LPSS-574) from May 1969 to mid-1980. The ship was later stricken from the Navy list in January 1984 and sunk as a missile target in 1986. With her missile handling and guidance equipment removed, *Halibut* was converted to a test platform circa 1965 and used ostensibly in developing the Deep Submergence Rescue Vehicle (DSRV) – but actually for more highly classified projects – until she was decommissioned in June 1976.

The happiest fate was reserved for *Growler*, which was decommissioned and placed in reserve in May 1964. Stricken from the Navy list in August 1980, *Growler* is now preserved in virtually original condition as part of the USS *Intrepid* Sea-Air-Space Museum in New York City, along with an example of the Regulus I missile. David K. Stumpf's *Regulus – the Forgotten Weapon* (Turner Publishing, 1996) provides an authoritative and detailed account of the entire Regulus program and its associated platforms.

National Awards for Seattle Base

As the September meeting wound down, Dutch presented National Awards, obtained at the National Convention, for the Seattle Base newsletter and website; each earned a third runner-up award.

This is the second year that both the newsletter and website have earned national awards.



Dave Schueler receives the Newsletter Award



Don Smith receives the Website Award

2007 Submarine Calendars

Base Storekeeper Bill Giese has copies of the USSVI and SubVets WWII 2007 calendars for sale.

The calendars honor our submarine past by featuring pictures of historic subs along with loss dates for all U.S. submarines and other historic dates in USSVI and U.S. submarine history.

Calendars cost \$6.00 each. Contact Bill to get your calendars.

2007 Scholarship Grant Program

Do you have children or grandchildren that could use some extra money for college?

The US Submarine Veterans Charitable Foundation has several programs with which to raise and distribute donations to the scholarship fund. The Current Year Scholarship Distribution Fund handles the actual distribution to the selected scholars to receive funds in the current year cycle. The money distributed from this fund is generated by several other Foundation programs such as:

- The Charitable Foundation-General Fund
- The Charitable Foundation-Scholarship Endowment Funds
- Donations received by local USSVI bases from their fund raising campaigns

The selections for scholarships are based on the recommendations of the Scholarship Committee, which is comprised of an appointed chairman and several elected officials of the Charitable Foundation Board of Directors.

You can find out more about the 2007 Scholarship Grant program, along with applications and helpful hints at the USSVI website:

<http://www.ussvi.us>

Of course, this program needs all our financial support to keep it going. Even if you don't have kids that could benefit, it is an investment in America to support programs like this.

Make a minimum \$ 25.00 donation and you will receive a 'booster' patch in appreciation of your support. Also, consider adding the SubVets Charitable Foundation to your will. It is a very good cause and virtually every dollar donated is used to support the programs, since USSVI covers the administrative costs.

Send your contributions to:

USSVCF
PO Box 3870
Silverdale WA 98383-3870



Veterans Day Ceremonies

Because Veteran's Day is on a Saturday this year, the parade in Auburn and ceremony at Tahoma National Cemetery are scheduled for the same time. During the September meeting we decided to participate in the Auburn parade with the Bonefish float.

Tentative plans were made to meet at the parking garage in Auburn around 10 am to get into the parade lineup. There are also plans to meet for a late lunch after the parade.

More information about where to meet for the parade will go out in a mass e-mail. If you didn't get the e-mail or need more information, contact one of the base officers.

Base Elections

Ric Hedman has been appointed to be Nominating Committee Chairman and he is looking for members interested in running for Base Officers. If you would like to run for office or nominate someone, please contact Ric.

Birthday Wishes

Here is a list of Seattle Base member birthdays for November and December. 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.

John Fankhouser	Nov 2
James H. Marr	Nov 2
Alexander S Milne	Nov 2
Kenneth R Martinson	Nov 3
William Baker	Nov 7
Richard C. Hedman	Nov 8
Milford S Terass	Nov 8
Karl Krompholz	Nov 9
Gerald Berg	Nov 21
Phillip Carlson	Nov 25
Donald L Manley	Nov 26
Al Harwood	Nov 28
Marc Vellat	Dec 5
James H. Harper	Dec 8
McCail Smith	Dec 16
Douglas Abramson	Dec 24
Michael S Hein	Dec 24
Charles R. Ryan	Dec 25

On the Internet:

USSVI National Website: <http://www.ussvi.org>
 Seattle Base Website: <http://seattlebase.donmac.org>
 Don Gentry's BBS: <http://www.submarinesailor.com/forum>
 Ron Martini's BBS: <http://rontini.com/bbs>

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 Events

November

11 Auburn Veterans Day Parade 11:00
 11 Tahoma National Cemetery Ceremony 11:00
 20 USSVI Meeting at Redmond VFW Hall
 The meeting starts at 7:00 PM with social time in the lounge before the meeting.

December

17 Holiday Luncheon at the Seattle Yacht Club

Welcome Aboard New Crewmembers

David Glassman	USS Michigan
William Lightfoot	Associate Member

Membership Renewals

Jr. Vice Commander Steve Shelton reported that he has the membership renewal letters ready for mailing. Members that need to renew at the end of this year should have the letters shortly. If you have any questions about your membership, contact Steve or any of the base officers.

Bonefish Float Repair

Bremerton Base has noted that the Bonefish float is in need of general repairs. We are planning on coordinating with them to organize a work party for the repairs. If you are interested in helping out or donating funds to cover repair costs, contact Dutch or one of the other base officers.



**Submarine Veterans of World War II and United States Submarine Veterans Inc.
Combined Holiday Lunch at the Seattle Yacht Club**

Saturday, December 16, 2006 from 10:30-3:00

USSVI Seattle Base and Lockwood Chapter of Subvets of WWII will hold another Christmas social and luncheon at the Seattle Yacht Club. Our private dining room overlooking yacht moorages and Portage Bay houseboats features a full size Christmas tree, with a blazing fire and Christmas songs in the background. It's the perfect ambiance for submarine service shipmates, spouses and guests to catch up on the past year's events and plan new adventures.

Veterans are encouraged to wear uniforms and/or medals for this semi-formal event.

As part of the festivities, the latest eligible USSVI Seattle Base members of the prestigious Holland Club (those men qualified 50 or more years and either Life or 5 yr 'annual' USSVI members) will be inducted.

Following the cocktail hour and three-course luncheon, WWII vets, post-war submarine veterans and guests will reminisce about past Christmas deployments. The cost is \$35 for each attendee. An additional no-host cash bar will offer cocktails, beer, wine and non-alcoholic beverages.

Lunch includes salad and cheesecake desert and this year's entrée choices are:

- 1) Fillet of Salmon with Citrus Watercress Sauce and Tangerine
- OR
- 2) New York Sirloin Strip steak with Peppercorn Béarnaise Sauce

Please circle each person's entrée choice and print name as you want in on name tags

Subvet _____	Salmon	Sirloin Strip Steak
Qual Boat and Qual Year _____		
USSVI or SVWWII Organizational Office (Past/Present) _____		
Guest _____	Salmon	Sirloin Strip Steak
Guest _____	Salmon	Sirloin Strip Steak
Guest _____	Salmon	Sirloin Strip Steak
Address _____		
City, State, ZIP _____		
Telephone _____		

Total reservations _____ x \$35.00 = Total Payment _____

Mail this form and check made out to USSVI Seattle Base to:

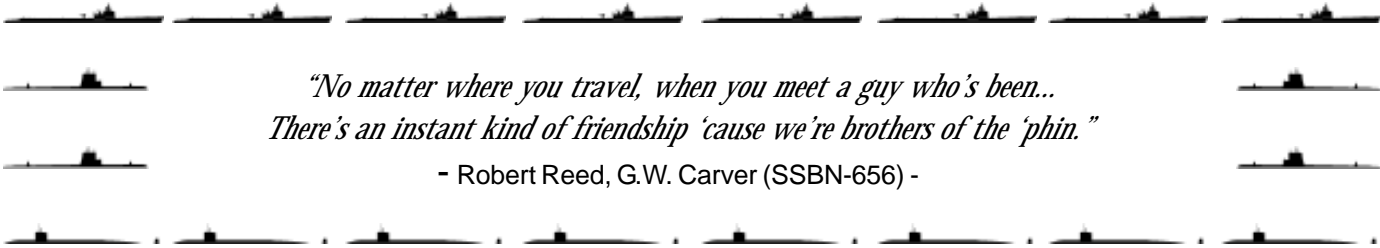
Jim Harper
 US Submarine Veterans (Holiday Lunch)
 12105 48th Drive SE
 Everett, WA 98208-9106

The last three year's events have sold out! Seating is limited and reservations will be honored in the order payment is received.

If you have questions or need additional information, call Charlie Ryan – (509) 996-4272

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

To:



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**Seattle Base Officers with the R-15's Ship Bell.
 See page 2 for the whole story.**