



The Dolphin Brotherhood

How "Cutie" Saved Our Christmas Eve

by Captain George W. Folta, USN Retired

The night was clear and warm. The moon was high, and we could see the outlines of the islands of Lombok and Bali in the distance. We were heading north to our scheduled operating area off the east coast of what was then called Indo-China. We were the US submarine BLUEGILL. We had just finished a refit in Fremantle, the harbor of Perth, West Australia.

It was late Christmas Eve 1944 and many of us were reminiscing on Christmases past and praying that we could see

this one through for we were approaching Lombok Strait.

"They" would be waiting for us on Lombok and in the Strait; shore batteries on Lombok and anti-submarine patrol craft in the Strait. The Japanese knew that



Lombok Strait was the gateway through the Dutch East Indies where Allied submarines transited from "down under" to the

Japanese-held islands and homelands to the north. Headquarters had not reported any of our submarines lost in Lombok Strait, but we knew that the enemy had given some of them a thor-

ough depth-charging resulting in some physical damage to the subs and a great deal of nerve shattering apprehension for the men. Furthermore, there was a strong current running through the Strait. Tonight it was running from north to south. We knew if we transited it submerged, headway would be very slow making us a sitting duck target for the anti-submarine patrol craft above. None of us cared for close depth charges.

Submarines on the surface are difficult to see at night unless they cross the moon's path, but the moon was high overhead this night, so after mulling over the pros and cons, the Captain and the Executive

(See "Cutie..." on page 5)

Commander's Corner

by Patrick Householder, Base Commander



It's been a good year to date for Seattle

Base! Membership is growing, attendance is up and our meeting speaker program has been very well received. Many of our members and some from Bremerton Base as well have become volunteer Sub Reps (Docents Mates) on the Russian Foxtrot submarine now open at Pier 48 in Seattle. Those

of us participating have found the experience to be very satisfying as we're educating many people as to submariners and submarines in general, plus we're seeing a great many non USSVI subvets coming down to visit, which gives us an opportunity to tell them about

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The Pooping Incident

By Dave Goodson (and a cast of thousands)

Situation: Sea Horse 669 coming out of Naples in the early 70's, from LL OPS, and Torpedo Room. Following is a recounting from UL OPS Control Room, and an eyewitness from aft:

I recall the Naples incident distinctly. I still have nightmares about it.

We had just been discussing, with Lt. Fredrickson, I think, the "reasons" we had lost the Scorpion. At that time, it seems the general understanding was they shot the GDU (we called it the TDU) at too great a depth while transiting, it blew the unit when they opened the hull globe valve, shock wave put all crew unconscious, and the salt water went into the battery compartment and blew the bottom out. The claim was they found pieces of the phenolic grating above the cells with the color of the torpedo room floor compressed into it. Seems all SSNs had different colored, and carefully logged, colors on each floor of each deck in each compartment, at least that's what they told us then, and Officers never lied to us, right?

Information released over the years has shown a different scenario, but that is the information we had in the old brain bucket at the time.

Anyway, we were coming out of Naples in State 4 seas, trying to escape a Typhoon, preparing to dive. The IC of the watch (Joe Buller, I think) was in the Bridge Access Trunk to pull the suitcase, OOD and 2 watches still in the sail. OOD looked aft, saw a HUGE wave about to poop us, said "Oh My God", grabbed both watches around the neck, pulled them in the sail and they held on. We were shoved down to 125 feet with bridge access hatches open, IC man in the trunk, and the fairwater planes still secured for surface. The maneuvering watch had been secured, I

had gone to bed in my upper bunk in the lower level ops forward of the torpedo room, and I heard a horrible roaring noise.

I remember thinking either someone had cracked a flap while blowing sanitariums or we were flooding.

I got down from my bunk, in my skivvies, my feet hit water. I went around the corner and looked up the ladder towards the crew's head. All I could see was water cascading down from the bridge trunk drain in the overhead outside the crew's head doorway. An unknown crewmember was observed trying to push the water away from the power distribution panels also outside the head doorway. I yelled at him to get away from the live panel.

About this point, the 1MC cracked to life, the COW was sputtering "flooding.....control room.....now.....". I immediately recalled the discussion of the Scorpion, recalled the sprung battery compartment hatch in the deck of the Torpedo Room, and yelled, out loud, "Oh My God, the batteries!"

I immediately, still in my skivvies, entered the torpedo room, and saw a wall of green water piled against the starboard side of the Torpedo Room, as we were heeled well over to starboard.

I quickly ordered a seaman, also in skivvies, to grab my ankles, and I grabbed his, and we formed a ring around the hatch laying upon the deck. I then ordered the remaining crew in the Torpedo Room to grab the bedding from the hot-bunks strapped to the torpedo racks, and to duct tape us in to the floor. This they did.

The Horse, by an act of God and the skill of Electric Boat, surfaced itself. About 15 minutes into this ordeal, the water level had

gone down, drain pumps were running to suck the bilges out, and they un-taped us. I tried to return to my bunk for clothes, but as I stepped into the berthing area, got low current 110v into my feet. I jumped back into the Torpedo Room, looked around the corner, and saw seawater running out of the lights at the battery test station.

Later inspection showed there was one drop of seawater running down the side of the hatch, stopped at the seal lip.

The AEF was found unconscious, I was told his fingers were still locked to the Bridge Access Ladder, and he was removed from the trunk. He was unconscious and beaten to a pulp by all the seawater passing him. He was placed on a table in the crews mess where Doc Bacon worked on him for 20-30 minutes. I saw them working on him. He was green and looked dead.

I went to the control room to report, still in my skivvies. If I recall, the DivCom, I thought an Admiral, was aboard, and saw me. We got dressed and began cleanup after we dived to get away from the storm.

I recall Scalia, maybe, QM with a whole armful of brand new sponges, still compressed, walking into the control room, and throwing them out like Frisbees onto the water on the deck of the control room. The Admiral said to him, "That won't do any good", but Scalia said "Oh, yeah? Just watch!" and wherever they hit, they sucked up all the water and came to normal size!

Then he went around with a bucket, picked them up, and wrung them out, and threw them to the next spot. He had the whole control room deck dry in no time.

—Dave Goodson

I thought we had just finished our change of command and had departed Naples, Italy when we had the flooding in the control room. The sea state was rather rough, and we had not reached the dive point. We had the Admiral from Naples on board. We were taking waves over the sail and the CO had decided that it would be safer if we brought down the OOD, and lookout. We were making preps to clear the bridges. The AEF had just started up the trunk and we took another major wave. I was in the control room when it all occurred.

The wave had pinned the AEF against the floating wire mechanism, and it had knocked the lookout down the ladder, and the OOD was pinned as he was trying to clear the bridge. We took on so much water that it caused the BCP, IC SWBD, and FC switchboards to short out. All of the ship alarms were sounding at the same time. The COW just got out the word that we had flooding in the control room. We lost all lighting in the control room, I think it took a long time to clear it all up.

I ran behind the FC system and secured the IC & FC switchboard as sparks were flying around the top of the switchboards. I am not sure what the depth gauge indicated before we got back the surface. I think the COW blew the forward group. The water went all the way to the Torpedo room. We were lucky that we got back to the surface, and not lost the OOD and lookout. After that there was more specific direction from SUBLANT on what to do during rough weather on the surface.

The admiral was on the deck with all of the rest of us cleaning up the residual water in the control room.

As I remember it.
—Joe Rodgers

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Is a diesel-electric submarine war brewing in the Arabian Sea?

If you've been able to penetrate the media fog of stranded baby orca whales and celebrity boxing matches you may have noticed some short articles in the back of the paper about two nuclear-armed countries, India and Pakistan, possibly blundering toward war. One short article reported the Indian navy was deploying its fleet, including 15 submarines, to its west coast area on the Arabian Sea.

I sincerely hope this war does not come to pass. But if it does then what will make it of particular interest to submariners and submarine history buffs is that the Pakistani navy arguably has more live-fire submarine combat experience than any navy in the world since the end of World War II. The article referring to India redeploying its submarines reminded me about prior submarine combat between India and Pakistan that I heard about several years ago. Here are excerpts from a Pakistani government site about that prior action (see www.pakdef.info/pdnn/news/archives/news94.html.) This is Pakistan's side of the story, so I don't vouch for the accuracy or completeness of any of the facts.

According to the Pakistan defense information article:

"During the 1965 Indo-Pak War, when Pakistan had only one submarine,... PNS-M GHAZI (*the former USN submarine Diablo, SS-479, which was transferred to Pakistan in January 1964*) operated in Indian territorial waters from 6 to 23 September 1965 and sank two Indian Warships during the period...

"During the 1971 Indo-Pak War, owing to the dread... GHAZI, the Indian aircraft carrier VIKRANT was moved out of Bombay to Cochin and in October all the way to their eastern sea-board... GHAZI sailed out of Karachi on November 14, 1971, (with) a complement of 92 officers and sailors. GHAZI had to travel 3,000 miles of the Arabian Sea and the Bay of Bengal looking for the VIKRANT. Having failed to locate the Indian aircraft carrier it proceeded to lay mines at the entrance to the Indian eastern Naval base of Vishakapatnam, ... where on the night of December 3-4, 1971 it met a tragedy and blew up presumably on its own mine.

"Operating in the Arabian Sea another Pakistan submarine PNS-M HANGOR (*purchased, I believe, from France*) hit an Indian anti-submarine frigate... blow-

ing up its magazine with a torpedo and sinking it in a few minutes. The HANGOR also damaged another Indian Naval ship KIRPAN which managed to escape into shallow waters. The Indian Naval flotilla on their Western sea-board... kept close to their ports and in shallow waters for safety, rarely venturing into the open sea for fear of the submarines being operated by the Pakistan Navy."

Wow! Diablo was commissioned in March 1945. She sailed for her first war patrol on August 10 but turned back to Pearl Harbor when the war ended. Diablo served in the USN until 1962, and as far as I can tell she was never equipped with a snorkel. Is that right, and, if so, did Pakistan operate the last WWII U.S. submarine to see combat?

In the current confrontation I can imagine that Indian navy is anxious to avenge its prior losses if they have a chance. No doubt US Navy submarines operating in the Arabian Sea and Indian Ocean, currently designated as Task Force 54, are keeping an eye on this situation.

Charlie Ryan

Book Review: U.S. Navy and Marine Corps Campaign and Commemorative Medals, by Edward J. Emering, Paperback - 88 pages (February 1998), Schiffer Publishing, Ltd.; ISBN: 0764303864; \$19.95

Many medal books focus on personal decorations, but this large format paperback traces the development of United States Navy and Marine Corps campaign medals from their origin around 1900 through 1996. For each medal there is narrative describing its creation, usually including a synopsis of the key events of the conflict, requirements to receive the medal, date the medal was issued, and one or more good-sized color photographs of the award. There are also sections on quasi-official pre-1930 commemorative medals, Arctic and Antarctic service medals, attachment devices, unit citations (the book incorrectly says the PUC was created in 1957 although it actually dates from 1942 and was awarded to many famous WWII submarines), foreign campaign medals, and some information for estimating the age and authenticity of old medals.

The emphasis on pre-WWII campaign medals such as the China Relief Expedition Medal (1900 Boxer Rebellion), Mexican Service Medal (among other actions, in 1914 a landing party of 285 sailors from the battleship Florida fought a street battle in the Caribbean port of

(See "Medals" on page 11)

("Cutie..." continued from page 1)

Officer decided to transit Lombok Strait on the surface. Our surface search radar was better than that of the Japanese patrol vessels, and because of the moon's position we figured we could pass the Lombok shore batteries before they spotted us.

"What if the shore batteries have radar?" I asked.

The Executive Officer, Bud Cooper, smiled and replied, "George, we'll make the decision to stay surfaced or dive after they start shooting. I don't think they'll hit us with the first shot." I muttered that maybe the Japanese had a William Tell on the island.

So we started up the west side of the Strait near Bali---as far as possible from Lombok Island. The Exec and I were in the control room plotting our position; the Captain, Eric Barr, was on the "bridge". All four engines were firing full blast; we were transiting at top speed, about 21 knots.

Suddenly there was a loud roar overhead, and I excitedly exclaimed, "Bud, a plane, we've been picked up by an enemy patrol plane; we should dive right now."

"That's no aircraft; that's a large projectile passing overhead. And indeed it was, for instantly the Captain yelled, "left-full rudder" to the helmsman. The Captain was salvo-chasing. Salvo-chasing means heading for the last projectile's splash, a tactic for confusing the enemy's range and deflection corrections. But the projectiles kept coming.

"Clear the bridge!" the Captain yelled. "Level off at six zero feet." Down came the lookouts, quartermaster and Captain, and we leveled off at that depth.

"Bud, that's a nerve racking experience, those projectiles were landing closer and closer; I thought it best to get out of there," the Captain volunteered.

"Well, I'm sure the shore battery has radioed the patrol craft our position." the Exec replied and then warned Sonar, "Keep a sharp listening watch for enemy propeller (screw) sounds. Enemy patrol craft will be closing our position." We could have gone deeper, but an earlier dive did not show us any thermal layer that we could hide under, so it was better to stay near the surface as long as possible so we could take an occasional periscope look, even though it was night.

But there was no time for a leisurely cup of coffee for sonar reported, "High speed screws bear-

ing 020, the bearing is steady, and they don't sound like any patrol craft; they're destroyer screws!"

"Oh, God, the first team," I whispered. The Captain took a quick periscope observation and said he could barely make out the ship, but that he could see the "bone in his teeth" (bow wave). He then passed the word, "Rig for silent running and depth charges; diving officer, 360 feet,"

We had just settled out at 360 feet when sonar reported, "Destroyer is 'pinging' and it looks like he has made contact on us." Our number one sonar operator, Ware, kept the bearings coming and reported that the enemy was commencing his first run. It was, and he was a professional. What a way to spend Christmas Eve. He dropped just four depth charges this first run. They were big, and they caused damage. There was an electrical fire in the maneuvering room, and the diving planes were stuck into "hard-dive". Back in the maneuvering room our veteran electrician, "Rabbit" Hare, was fighting the fire while holding in the breakers so that we could "back-emergency"; in the after engine room our leading machinist, "Silent" Turner, was bouncing among sea valves, closing those "backed-off" by the depth charges, and in the Control Room our two stalwarts on the diving planes, Basil and Cerreto, were struggling violently to get control of the planes. We finally stopped the dive at 525 feet, 200 feet below our test depth. Several more depth-charging runs caused other damage, but we were able to hold our depth.

It was then that Lt. Bucko Stockton suggested that we use our Mk. 27 torpedoes. This was the first patrol on which we carried Mk. 27's. They were brand-new. These were the first acoustic torpedoes that the US Navy had introduced to the submarine forces, and BLUEGILL was one of the few submarines to carry them. We had never fired one in anger, but had made some practice runs off Fremantle. The explosive charge was about 90 pounds, and the torpedo was designed to hit the enemy ship near the propellers. It was fired when the sound (noise) of the enemy ship reached a certain decibel level. Of course it had to be fired during the destroyer's approach, and before his depth charges exploded.

Many of us were skeptical of this "Cutie", as it was called, for it might give away our position if it failed to explode. But Bucko was adamant, and the Captain was in a dilemma--though not for long.

"Go ahead, Bucko, but make it good," the Cap-

(See "Cutie" continued on page 6)

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tain said.

"Captain, we've been checking his noise level, and the setup looks good."

Bucko's crew was ready, and on the next destroyer run, he fired.

There was a long wait. We had missed. The destroyer was passing overhead and the first depth charge of this run exploded close aboard. Our hopes and spirits were shattered, but suddenly sonar reported that the destroyer's screws had stopped. Was he listening for us? Did he have us "cold" and was just waiting for our next move? Or had "Cutie" performed as designed? Slowly our spirits started to rise and guarded smiles appeared, for we just kept creeping ahead on our northerly course and never heard from the destroyer again. We guessed that "Cutie" had hit the destroyer just after it had dropped the depth charge and before it exploded.

Bucko and his crew had performed magnificently; they were heroes. We "broke-out" the medicinal brandy for we had been undergoing this ordeal for two hours, and it was time to relax.

And as we relaxed we heard over the loud-speaker system, Strain, the ship's cook, singing softly, "Silent night, Holy night,." He couldn't sing worth a damn, but we all hummed along with him.

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About the Author

On 4 February 1919, amidst mountains dotted with bears, deer, goats, and perhaps a few trolls, I was born in Juneau, the capitol of the Territory of Alaska. This lovely little town of 3,000 inhabitants basically lived off the land. Gold, from the Alaska Juneau Gold mine; fish from the seas, and lumber from the surrounding forests.

In 1936 I graduated from high school, worked in two gold mines, and in 1938 our delegate to Congress asked if I wanted to go to the Naval Academy. I said, "Yes!"

I entered the Academy in July 1938 as a member of the Class of 1942. In 1940 President Roosevelt declared the National Emergency. Instead of graduating in June 1942, we were graduated 19 December 1941, 12 days after Pearl Harbor. I was ordered to the de-

stroyer USS Aylwin (DD 355). Aylwin was in the USS Yorktown task group. We were with the Yorktown in the attempted raid on Rabaul, New Britain, on 20 Feb. 1942 when Butch O'Hare became the first US naval ace by shooting down 5 or more Jap planes.

Aylwin was with the Yorktown in the Battle of Coral Sea and rescued about 253 of the USS Lexington survivors.

Aylwin was with the Yorktown at the Battle of Midway until she was stopped by the Jap attack. Aylwin then shifted to escorting the USS Enterprise

After various escorting duties Aylwin was in the Battle of Attu in the Aleutian chain when the Island was re-taken from the Japs.

Earlier I had volunteered for submarines, and after Attu, my orders came through, and I reported to subschool in the summer of 1943. On completion of sub-school I was ordered to the pre-commissioning crew of the USS Bluegill (SS242). Bluegill was commissioned on 11 November 1943, and after training we headed for Milne bay, New Guinea. The Bluegill made six war patrols. Our first refit was in Brisbane, Australia; the next four were out of Perth, Australia, and the last was out of Subic Bay in the Philippines. Five of the patrols were successful, and on the last patrol we captured Pratas Reef which apparently had been just been evacuated by the Japs.

After the sixth patrol we headed back to the San Francisco for an overhaul, and shortly after arriving in the US the war ended. I was on the decommissioning crew of Bluegill, but was ordered back to Post Graduate School in Annapolis, Md.

Subsequently, I had three tours in the Pentagon, was Exec of USS Medregal (SS480), was chief engineer of the first canted deck carrier in the world (USS Antietam cva 36), Ops officer and Exec. of the Cruiser USS Boston, had command of a destroyer, command of a division of experimental ships, and command of a new LSD.

I retired from the Navy in 1969.

— George Folta

Independence Day 2002: A Parade and an Odd Platform for Viewing Fireworks

Parade: We had a great time, the 18 USSVI and SVWWII members plus wives that participated in the annual Sedro Wooley 4th of July parade. It was a beautiful day and the crowds were packing the streets to wave and cheer us on. Many stood and saluted our WWII heroes as the Bonefish float stately passed in review to a chorus of "Waltzing Matilda", led by John Baker. (For those not up on their WWII history, US Subs were based in OZ during WWII and there is a strong bond of affection between the sub vets and those in the land



down under. Many in OZ feel the subs staved off an invasion by the Nips and "Waltzing Matilda" is the unofficial anthem for Australia.) Flag bearers this year included Ric Hedman (MIA Flag); Gene Posel (US Flag), Lem Riddell (USSVI Flag) and Peter McCafferty and Don Smith carried the USSVI gold fringed banner.

Those participating included Robbie Robertson, Ken Bonny, Dick Moe, Lem Riddell, Ken Martinson, Tom Rice, Ted Taylor, Ed Kirchgessner, Bob Oppe, Jim Marr, Tom Prettyman, Ric Hedman, Don Smith, Gene Posel, Peter McCafferty and Pat Householder.

The Diving Alarm Ed Ferris loans for the use of the parade was on the blink, and I volun-

teered the Seattle Base, to purchase a new Motor-driven horn that roars like the diving Aah-ooo-ga! alarm. We can mount right inside the Bonefish float. At under \$50.00 the cost is not excessive and it will greatly add to the quality of the Bonefish float. We're also considering placing a sound system in the float to play music such as the Tommy Cox CDs while underway. Anyone have surplus parts, such as automotive speakers and a automotive CD player they might contribute to the project?

Following the parade we adjourned to the Cranberry Tree Restaurant in Mt Vernon for lunch and fellowship.

If you were not there, you really should plan to participate in the Auburn Veterans Day parade later this year. That one will be even bigger than the Sedro Wooley parade and it is a lot of fun! The appreciation shown by the crowds is simply amazing.

Fireworks: We had a great time down at the "Rusty Ruski" for the 4th of July fireworks. Although put together on short notice, we had a combined total of 60+ subvets, family

and friends down for what turned out to be a spectacular fireworks display and a very nice evening. While it rained hard in some areas of the city, we got just a smattering of raindrops for a short period. The rest of the time was blue sky and puffy clouds. The staff of the Foxtrot stayed and had a great time as well.

While awaiting the start of fireworks, all participants got a top to bottom inspection of the sub, and watched a movie about submarines and the foxtrot in the theatre. We were also treated to a B-17 fly-by and a demonstration of water pumping power by one the Seattle's Fireboats.

Most of the subvets gathered on the bridge for a

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As a note, I was the on-watch aft electrician during the Naples event. Almost everybody in the boat was seasick from the high seas.

After the word went out over the 1MC (I remember "water in Control Water in Control" but not the word flooding), I ran to the tunnel to see what was happening, saw water about 6 inches deep coming down the UL-OPS passageway and making it's way down the ladder into the Crews Mess. I damn near crapped my pants; slammed the forward Tunnel Hatch shut and dogged it, shut and dogged the after tunnel hatch, and Ran to maneuvering to tell them what I saw. Only time I ever entered Maneuvering without asking for permission.

—Jude Clark

Binnacle List Update

As we all know, several months ago our Base Secretary, **John Mansfield**, suffered a heart attack and has been recovering ever since.

John contacted me today (6/29) to say he is ready and anxious to be 'back in the saddle' and participating in Subvet affairs again, including volunteering on the Foxtrot.

John asked that I convey to all his Seattle Base Shipmates his sincerest gratitude to everyone who sent cards and notes while he was on the binnacle list. Welcome Back, John! We missed you.

Phil Ward is recovering nicely from gall bladder surgery. Heal quickly and completely Phil, we looking forward to seeing you back on all four.

2002 Seattle Base Officers and Chairs

Commander:	Patrick Householder	425-392-0440
Vice Commander:	Bob Oppe	425-747-1247
Secretary:	John Mansfield	253-922-7551
Treasurer:	Jim Harper	425-357-6485
Membership Chair:	Jim Harper	425-357-6485
Ceremonies Chair:	Ric Hedman	253-922-7551
Base Chaplains:	Mike Bennett	206-767-1934
Chief of the Boat	Ted Taylor	425-228-3764
Editor:	Don Gentry	425-227-5410

Upcoming Meetings—Seattle Base

July 19, 2002 Wednesday	Fleet Reserve, Montlake Terrace 6:30 Social, 7:00—10:00pm Mtg
August Meeting TBD	



Gil Shaddock and his Snug Harbor Base of USSVI are selling this (above) patch to anyone. \$5.00 + .75 S&H or \$4.50 for 25+ with all profits going to USSVI Scholarship Fund. Patch is 3 1/2 " and dolphins are silver and gold and not quite what the scan shows.

Gil Shaddock
125 Elm Ave.
Satellite Beach, Fl. 32937
Phone 321-777-2453
E-mail "gil@ssbn601.com"

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group photo, including Bruce Fisher, Bob Opple, Peter McCafferty, Will Longman, Jan Stiffey, Cliff Nutter, Don Gentry, Don Smith, Greg Lee, Richard Lanzner & Pat Householder

Not in the photo was the Foxtrot's COB, Dave Goodson, (who was installing a lighting panel in the CCP.), Tim Morin, Robbie Robertson, Dutch Krompholz (our very own 'ruptured duck'.) and Mike Bennett. My apologies to anyone I've omitted. CRS, you know.

While standing on the bridge of the Foxtrot watching the fireworks, one of our number remarked that, **"only in America could you stand on the bridge of a Russian Submarine in Seattle, owned by a Canadian and watch a fireworks celebration of America's independence day."**

If you've not yet visited the 'Rusty Russki', come on down; tell'm you're a USSVI member for free admission, and take a squint. We're always looking for more Sub Reps (Docent's Mates were are, Matey, arrrgh!) so if you're interested, let me know.

Here's hoping your 4th was as much fun as ours!

(photo below from the 4th...)



The Good 'ol R-6

by Ken Myhre

"...We had a real good time on (USS R-6) that old boat - a real good crew. I was aboard for her last two years - 'til we laid her to rest on the marine railway at Key West.

We had been up in the yard at Portsmouth ME and were there when Germany surrendered. About 30 boats were received and escorted into the yard. Most had the snorkel so we had many opportunities to talk to the crews about how the system was supposed to work.

One officer told me that they had lost four boats in the original trials - and to be very careful about many things. Our (snorkel) system was tested alongside the dock originally. The actual snorkel was copied from one that was brought from Germany. We had no problem with it's function -- entirely mechanical!

The crew had difficulty getting used to the "Vacuum in the Boat." (Just the opposite of what we were all trained to hear - "Pressure in the Boat.")

The old NELESCO engines however had the worst of it. (Only the port diesel was equipped to snorkel). We got as far south as Ft. Lauderdale when the expected happened - the main bearings could not stand the varying pressures. (plus on the exhaust and minus on the intake.)

Our very capable crew however managed to repair the problem and get us into Key West after we celebrated the surrender of Japan. The decommissioning of that old boat was very heart wrenching. I don't know if I ever got over it..."

Dolphin History

compiled by Charlie Ryan (addl. Info from Ric Hedman)

Origin and use of the Dolphin insignia of the United States Navy Submarine Service

The insignia of the U.S. Navy Submarine Service is a submarine flanked by two dolphins. Dolphins, traditional attendants to Poseidon (the Greek god

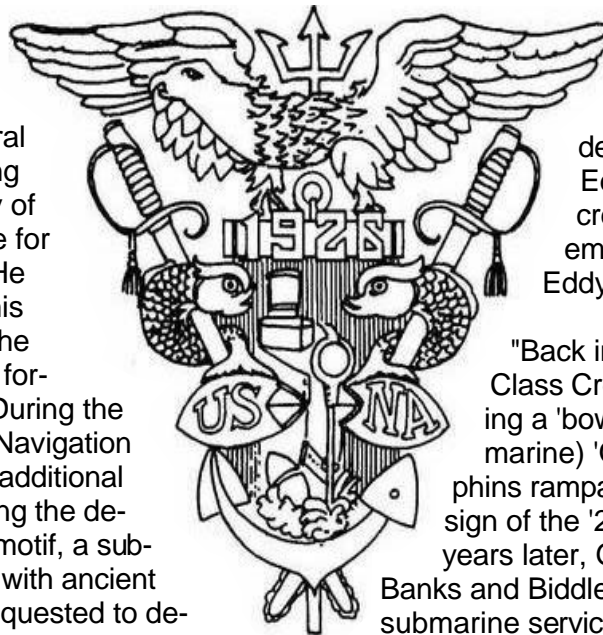


of the sea and the deity of sailors), are symbolic of a calm sea and are sometimes called the "sailors friend."

The origin of the U.S. Navy Submarine insignia dates back to 13 June 1923. Captain Ernest J. King (Commander of Submarine Division Three and later Fleet Admiral and Chief of Naval Operations during W.W. II) suggested to the Secretary of the Navy that a distinguished device for qualified submariners be adopted. He submitted a pen-and-ink sketch of his own showing a shield mounted on the beam of a submarine, with dolphins forward and aft of the conning tower. During the next several months the Bureau of Navigation (later known as BUPERS) solicited additional designs from several sources. Among the designs were a submarine and shark motif, a submarine and shield, and submarines with ancient dolphins. A Philadelphia firm was requested to design a suitable badge. Two versions were submitted and subsequently combined into the design in use today, a bow view of a surfaced diesel-electric submarine, with bow planes rigged for diving, flanked by dolphins in a horizontal position with their heads resting on the upped edge of the bow planes.

In March 1924, the design was approved. The submarine insignia was to be worn at all times by officers and enlisted men qualified in submarine duty when attached to submarine organizations,

afloat or ashore, and it was not to be worn when not attached to submarine organizations. The officer insignia was a bronze, gold plated metal pin, worn on the left breast pocket. Enlisted members wore silver silk embroidered dolphins on the right sleeve, midway between the wrist and elbow. In 1941, submariners were authorized by a change in Uniform Regulations to wear dolphins at all times when assigned to other duties in the naval service. In 1947, enlisted dolphins were shifted to the left breast from the sleeve. And in 1950, another change to the Uniform Regulations authorized a bronze, silver plated metal pin for enlisted and embroidered dolphins for officers. The use of the insignia has not been changed since then.



And from a recent BBS post by Ric Hedman: The USS O-2 was used in the design by William C. Eddy, then a cadet, for the crest for the Naval Academy class of 1926. Capt. Eddy's story:

"Back in 1922, I was on the Class Crest Committee and, using a 'bows on' photo of the submarine) 'O-2' and adding two dolphins rampant, I came up with a design of the '26 class crest. About two years later, George Meale of Bailey, Banks and Biddle, mentioned that the submarine service was looking for a design for "Submarine Wings" to denote qualification in Submarines. Using my original sketches of the '26 crest, and flattening out the dolphins, we came up with the present submarine insignia which was adopted by the Navy. George gave me what purported to be the first dolphins struck from the dies, which I gave to my mother. I was very proud to reclaim this original dolphins after qualifying in the '35 boat'. The class might be interested in the tie-in between the '26 crest, the O-2, and the present Dolphins."

Welcome Aboard to New Crewmembers

Name	City	Qual Boat	Rate
Michael Leiphart	Tacoma	Nevada (SSBN-733)	MM
Jan Stiffey	Port Orchard	Aspro (SSN 648)	MM
Bill Godfrey	Everett	Redfish (SS 395)	QM
Michael Stevenson	Burien	Diodon (SS 349)	MM
Robert Morris	Arlington	Halibut (SSGN 587)	QM
Bill Teasdale	Bothell	Jallao (SS 368)	ET
Robert Hughes	Bellingham	Bugera (SS 381)	FT

The Cobra Docent Experience

(A email from Bruce Fisher to Pat Householder after a watch on the "Cobra")

Pat, It was a really enjoyable watch for me from 1000 to 1330. Everyone I talked to was really appreciative of having a real live veteran of the Diesel Boat era to talk to about life aboard a submarine.

I encountered some Queenfish sailors in town for a Reunion. Some visitors have visited other submarines around America and were included this one just because they just heard about it.

Jan from Submarine Attractions brought some reporters down the boat from the local news magazine "The Stranger" for a tour. We talked for an hour in the Fwd Torpedo Room before I had to leave and our shipmate Charlie Ryan picked up where I left off and took them through the rest of the Boat. They were writing an article about the Cobra and were taking lots of pictures and asking lots of questions about Submarine Life.

I cannot imagine any Subvet in our organization that would not truly enjoy talking to the people that come to tour this sub. These visitors are truly looking for information that only a Subvet can relate to them.

I would encourage any of our Subvets to come down to the Cobra at anytime during the day that they can and keep the Docents on Duty company to meet these visitors. They will be changed persons. There are so many visitors that want all the information that they can get from "Real Submariners".

Actually, I would like to see each and every member of our Seattle Subvets organization make a commitment to come down and spend some time with the

Docents greeting visitors. It will be an experience they won't soon forget! Before long I would imagine all of our Subvets would love to be a Docent.

How often in our busy lives have we been able to share our "Sea Stories" with people who are truly appreciative of our service to our country. The visitors that I have encountered are the type of real people that give our country hope in the future. I'm sorry to ramble on but I'm really stoked about today's visitors!

Tell every one to get themselves down to the boat and spend a few hours with these visitors. They don't just want to visit a Soviet Foxtrot Submarine, they want to know what a Submariners life is really like!

Thanks for bearing with me, your shipmate, Bruce

("Medals" - Continued from page 4)

Vera Cruz) and the Yangtze Service Medal (1926-32, think "Sand Pebbles"; the crews of 10 S-class submarines received this award). There are a number of fascinating period photographs of sailors such as one of Chief William Badders who is shown wearing the Medal of Honor he received for his role in the rescue and salvage of the sunken submarine USS Squalus. In many instances there are lists, but not specific service dates, of all the ships and submarines that were awarded pre-WWII medals.

I highly recommend this book. I enjoy skimming it frequently for historical tidbits and sharing it with people interested in U.S. Navy and American History. It's not usually stocked in bookstores so you may need to buy it from Amazon.com or another internet source.

Review by Charles Ryan

USSVI Seattle Base
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25003 SE 146th St
Issaquah, WA 98027

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)

("Commander"—from page 1)

our fine organization. Several of us have even encountered shipmates we served with, most recently Dave Goodson (Seahorse) and Myself (Diodon).

The combined SVWWII and USSVI convention in Everett was a success and Vice Commander Bob Oppe did a splendid job with the oratory at the memorial service there. Both Base and District patches were designed, delivered and available through the Storekeeper. District 9 elections are now concluded and when the smoke cleared, Cliff Nutter was left standing as our new District 9 Commander! Well done Cliff!

National elections are in progress along with a great number of proposed amendments to the national Constitution and Bylaws. The proposed amendments are pretty dry stuff, but necessary if we are to improve the quality of our organization. Please vote! As most of you are aware, I'm on the ballot for the National Secretary position. I committed to the spot before I received the unpleasant news of my wife's very serious cancer situation. I intend to follow through on this commitment if elected, but my time is really going to be rationed between home responsibilities and sub vet affairs meaning that more than ever I'll need everyone's help in running the base.

Our Base has grown and is thriving because so many have stepped forward to contribute their time and expertise in the past and I expect that to continue. I expect to see multiple candidates step forward to run for the various offices and posts in Seattle Base. Sure, it takes a little time, but it also is personally very rewarding to see friendships rekindled and the Base grow and prosper. I would be remiss if I did not tell you how very much Debbie and I appreciate your kind words of encouragement, support and prayers for her recovery. You all are the very best shipmates a man could ask for.

Your shipmate. Pat