



The Dolphin Brotherhood

Razorback Is Coming Home

In 1970 following 26 years serving the US Navy, USS Razorback was transferred to the Turkish navy, her new name being Murat Reis. For another 31 years she faithfully served in the Turkish Navy, finally being decommissioned late in 1991.

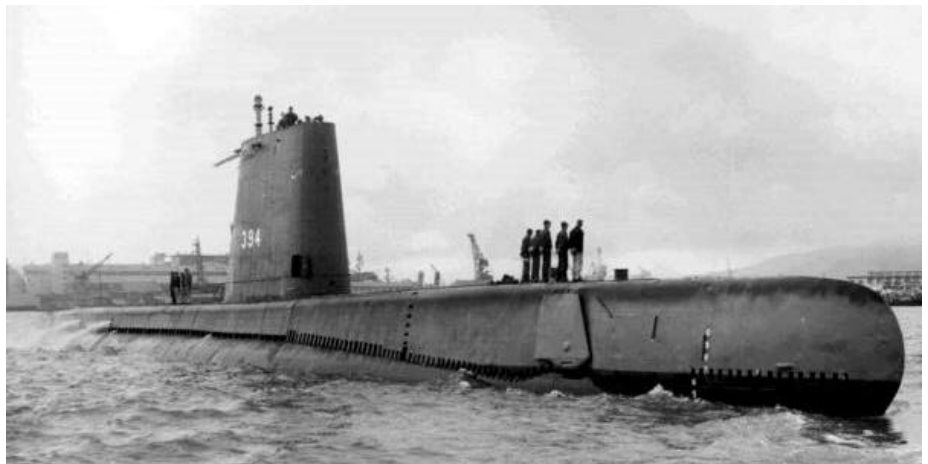
Len Schutt (ex-Ronquil) is now a member of Seattle Base but he was not yet a member when he

walked into Bob Opple's office at NC Machinery this spring, noted the portrait of Razorback behind Bob's desk and told Bob

he had been on Razorback/Murat Reis a couple of months previously.

Bob wondered out loud if the Turks might sell her

Bob contacted Razorback Base in Arkansas and asked, "Ya wanna get a submarine?" One thing led to another and after a lot of behind the scenes work



and Len said he knew a couple of retired Turkish officers that might be able to help...

by a great number of committed Subvets and Arkansas politicians, the Mayor of North Little Rock flew to
(See "Razorback" on page 3)

Commander's Corner

by Patrick Householder, Base Commander



Ah, Summer! A glorious time here in the Northwest!

During Seafair nearly 40 of our members got to tour the LA Class USS Bremerton (SSN 698). The crew treated us like royalty (which is only right, Right?). Maybe the 12 doz Krispy Kreme donuts we gave them helped a little.

A substantial number of our membership continue to participate in the Foxtrot project, both as docents and in work parties. We now have a ship's store section in the Foxtrot store, and a USSV-CF donation box. The next issue of American Submariner will

(Continued on page 12)

Edison's Battery and Submarines

by Don Gentry

In 1909, Thomas Edison produced the first alkaline battery. Instead of lead and lead oxide, his battery utilized iron and nickel oxide. In place of the sulfuric acid electrolyte used in lead-acid batteries, Edison used caustic potash – and the batteries were incased in steel. The battery was more efficient, longer lasting, and more stable than its counterpart.

Edison's assistant and principal business partner Miller Reese Hutchison visited the Naval Academy in June, 1910. There to demonstrate a new form of tachometer, Hutchison went along on several demonstration dives where he learned the shortcomings of lead-acid batteries. Reportedly, Hutchison was asked by several Navy officers to adapt the new Edison battery for submarine use. Five years later, the battery was ready for testing.

On paper, the new alkaline battery seemed superior for submarine application. The strong casing reduced the possibility of leakage and there was no danger of chlorine gas. Possibly due to Edison's influence as head of the newly formed Naval Consulting Board (a panel of civilians and military officers charged with guiding Naval development), the battery was soon scheduled for testing. The submarine chosen as the test bed was the E-2.

There was one important difference between lead-acid batteries and the alkaline battery. Lead-acid batteries gave off hydrogen while they discharging, while the alkaline battery gave off hydrogen while charging. Edison and his engineers claimed that the same venting procedures in place for lead-acid batteries would work for the alkaline version.

In August (1915), the E-2 tied up at the Brooklyn Navy Yard. Workmen removed the existing batteries and installed 240 Edison cells. The E-2's captain was Charles "Savvy" Cooke who felt Hutchison's ventilation and cooling system was inadequate. Cooke wrote letters through the chain of command for months warning of the dangers of hydrogen gas – they were ignored.

During the next several weeks, several small explosions occurred in the battery compartments. Hutchison dismissed the detonations as insignificant but agreed to conduct accurate measurements of hydrogen gas. Cooke was disappointed when the Bureau of Steam Engineering reported only infinitesimal

amounts of hydrogen in the battery wells. Feeling that any level of gas was a concern, Cooke went so far as to make his own changes to the ventilation system drawings. When Hutchison learned of this, he complained and the changes were discarded.

In December, power profiles of the new batteries indicated insufficient capacity. To remedy this, Hutchison decided to force the batteries through a complete charge and discharge cycle (to thicken the current generating chemical layers on the plates). To do this, he would connect both groups of cells together, connect them to the eard's power supply and drive them though the sequence in single day. During this cycle, the boat's electricians would monitor performance and water the cells.

With all the cells linked together, it was possible for some of them to discharge completely and then to begin charging again using current from the remainder of the cells still in the discharge phase. During laboratory trials, Edison's engineers noted that such "reversed cells" generated hydrogen at a much higher rate than usual. Hutchison, aware of the tests, apparently didn't recognize their significance in the E-2's application – a fatal oversight.

On Friday, January 15th, EM2/c Otto was carrying an empty water barrel up to the deck to refill it. As he straddled the hatch trying to get the barrel through, there was a muffled thump followed by a forced that spun him into the air. Cooke, aboard the tender Ozark one dock away, heard the noise and ran to a window where he saw a puff of dirty white smoke emit from the E-2's main hatch. He rushed to dock #2 where the E-2 was tied up.

By the time Cooke reached the boat, thick black smoke was billowing from all hatches and debris was scatter about. To his horror, Cooke saw one of the E-2's electricians down on the deck, his right leg severed at the hip.

Ignoring the danger, Cooke lead a group of men down through the main hatch where they heard people moaning and calling for help. Unfortunately, the dense fire and smoke prevented them from rendering assistance at that point. Returning

to the dock, Cooke ordered fire hoses to be directed at the boat's interior. He found Otto wandering aimlessly nearby and sent him to the hospital. After ordering gas masks and fans, he reentered the boat with another group of volunteers. Moving quickly, rescuers found more survivors, and more bodies – four total, with ten injured.

The initial investigation concluded that a hydrogen explosion was to blame. Favoring the Edison battery, Navy Secretary Daniels rejected these conclusions and ordered a formal inquiry. The inquiry nearly ruined Cooke's career who, although absolved of any blame, was reassigned him to a landlocked supply ship in Boston Harbor.

It would not be until December 1918 that Cooke would command another submarine – the R-2. Eleven months later, he would receive orders to take command of one of the new S-boats. Soon after, he and his crew would make submarine history aboard the S-5.

[The above was condensed from the recently published "Under Pressure", an excellent book on the S-5 sinking and crew recovery by AJ Hill—Don]

(Razorback—Continued from page 1)

Turkey and 'got the keys' to the Murat Reis. The "Save The Razorback" committee and the Mayor certainly owe Leonard, Bob and the retired Turkish Captains a debt of gratitude as Razorback would not be coming home were it not for their gestational participation in the process.

Bob especially deserves great credit for grasping the opportunity presented and making things happen that ultimately led to the acquisition of Razorback. There are many others that also have made important contributions to the success, but nothing would have ever happened were it not for the initial actions of the above mentioned gentlemen. I'm sure I speak for all Subvets when I say, BZ shipmates! You guys really did us proud!

USS Croaker Needs Your Help

USSVI Buffalo Base is looking for help from USSVI Shipmates to assist our work in the restoration of USS Croaker SS 246 / SSK 246 at Buffalo Naval Park.

Our annual fundraiser is a lottery calendar which, if all sold will net about \$8,000.00 to use on Croaker restoration projects!

How does the USS Croaker Lottery Calendar work? Each Lottery Calendar cover is imprinted with a three-digit number ranging from 000 to 999.

The NY State Lottery draws and publicizes an evening three-digit drawing number. When that daily lottery number matches the number on your calendar cover you win the dollar amount printed on that drawing date. The winning amounts range from \$25.00 to \$500.00. There is a guaranteed winner every day!

Your numbered calendar stub containing your contact information is returned to the committee for computerized registration. The computer will automatically track winning daily numbers, match the winner of that day and print a check to be mailed to you. You do not have to track the daily winning numbers and request payment.

It only takes one winning number during the six months lottery run and the purchaser has their investment back plus up to \$480.00. Also, you will win again every time your number hits during the six-month duration.

To receive a Croaker calendar, mail a check for \$20.00 made to USS Croaker restoration fund along with your name, address & phone # to:
John Trubee
USSVI Buffalo Base Cdr.
PO Box 166
Scottsville, NY 14546

Thank you for your supporting our effort to restore the USS Croaker!
USS Croaker Restoration Committee
Buffalo Base, USSVI

Fuses and U-boats

(Frank Toon received the email from a relative)

I briefly looked at your webpage on the USS Blenny. I didn't know you were on a sub in WWII. When I get time later today (I'm at work!) I will look at it more. Looks very interesting.

While on a business trip to San Francisco (I work for the Bussmann fuse company), a colleague and I toured the WWII sub USS Pampanito, which is at Pier 45 in the harbor. That was the first sub I had been inside. While touring the sub we "bumped into" two electrical technicians working on an electrical panel on the sub. They were sorting through an old box of Bussmann electrical fuses (from WWII?) looking for the right one to put in the panel. I told them I worked at Bussmann and gave them my card if they ever needed a hard to find fuse. I guess they found what they needed because they never called!

Bussmann also made a technological advance in fuses back in WWII. The story I understand is this. We had captured a German U-boat and while intelligence officers were searching the boat for German technology, they ran across some German fuses that were in the sub. They somehow consulted with the Engineers at Bussmann fuse company to see if what the German's had was inferior, or superior technology. Turns out the German's had a leg up on us as they used sand in the fuse to quench the arc generated when the "fuse blew". I'm not sure if we used just air or something else. Anyway, turns out the sand does a great job at quenching the arc and provides for a safe fuse. So ever since WWII, we use sand (a special variety) in most high amperage fuses.

Thanks to you and all those who served. You may not see it (especially in today's news), but there are plenty of young people today that respect those who served. My wife's grandfather just turned 80 last week. He was on a destroyer (not sure of the name) in WWII. My brother was a welder / machinist on the USS John F. Kennedy carrier during the early 1970's. Just last month I found out an old family friend (he worked with Larry at the Defense Mapping Agency) was on a ship during the Korean war and his older brother, who I had a chance to meet, was at Iwo Jima.

— Tom

Seattle Base member \$ 750.00 USSVI Scholarship winner



Dear Submarine Veterans,
I wanted to thank you
so much for the \$750.00
Scholarship donation.
Your generosity helps
put me one step closer
to obtaining my degree
in Education.
With Appreciation,
Chelsey Nelson
Granddaughter of Richard
Moe, submarine veteran.

High Quality Model Submarine Kits Currently Available

by Charlie Ryan

Here is a selection of currently available submarine models my shipmates might want to use to make models of various boats they served on. These are static display models (as opposed to larger radio control models for use in water) that are displayed either on some sort of stand or as part of a diorama (e.g., tied up at a model pier, underway with wake). To see what these look like check out these two model online galleries (these two sites also have model reviews, links to suppliers and manufacturers, etc.):

Steelnavy (http://www.steelnavy.com/gallery_submarines.htm)

Model Warships (www.modelwarships.com/gallery/ss/ss-index.html)

These kits are relatively large scale (1:350) detailed models of United States Navy submarines. In 1:350 scale a Balao/GUPPY boat is about 10" long, SSNs are about 12.5" long and Ohio Class are 20" long. These models are made from resin with molded-in hull details plus photo-etched metal parts for screws, rudders, periscopes, etc. They look extremely realistic with careful painting and detailing. With aftermarket decals and other customizing virtually any boat or time period for a given class can be modeled. These manufactures and others also make USSR/Russian (no Foxtrots currently available as far as I can tell), German U-Boats, British and Japanese submarines. Look at the websites listed below to see pictures of these kits and other available boats.

Resin model kits of USN submarines sorted by time period

Vessel	Manufacturer
Pre-WWII	
S Class	BWN
B Class – USS Bass	BWN
SS-1 – USS Holland	COMM 1:92
WWII-era	
Balao Class	BWN
Gato Class	BWN
SS-168 USS Nautilus (Makin Island Raider)	COMM

Post-WWII

SS-xxx GUPPY	TOM
(w/photoetch and alternate parts for 5 versions)	
SSN-585 Skipjack	BWN
SSN-593 Thresher	BWN
SSBN-598 Geo Washington	BWN
SSN-637 Sturgeon	BWN
SSBN-641 Simon Bolivar	BWN
SSN-700 Dallas	BWN
SSBN-726 Ohio	BWN
SSN-571 Nautilus	COMBAT
SSGN-587 Halibut	COMBAT
SSGN- 574 Grayback	COMBAT
SSBN-598 Geo Washington	COMBAT
Gato Class	COMBAT

Manufacturers:

BWN: Bluewater Navy (www.bluewater navy.com/usn.htm) – list prices \$42-\$120

COMM: Commander/Iron Shipwright (www.commanderseries.com/ships.htm) – list prices \$70-\$80

TOM: Tom's Modelworks (www.tomsmodelworks.com) -

COMBAT Combat Sub Resin Kits \$54-74 available at Pacific Front Hobbies (www.pacificfront.com)

On-line retailers – check around as some kits are discounted 20-25% below list:

Trident Hobbies (nauticusmodels.com)

Pacific Front Hobbies (www.pacificfront.com)

Great Models (<http://greatmodels.com>)

The gift shop at Submarine Attractions/Foxtrot (Pier 48) sells some resin kits and several less expensive kits of USSR/Russian subs. Check them out next time you're on "docent watch".

Is anyone interested in building sub models and put on an exhibit at a future Base meeting? If USSVI SeattleBase members want to place a group order perhaps we order directly from a manufacturer and get a discount price. Let's discuss it at a future meeting.

— Charlie Ryan

Driving Miss Scranton

By Brad Arendt, EM2/SS USS Scranton SSN-756

One day while doing drills to get prepared for an upcoming TRE, we had a new Chief sitting Chief of the Watch under instruction to get some drills in for quals. Because we were running behind getting to our patrol area, the Captain had issued an order that all bells, valve/breaker movements, etc. for the drills were to be simulated. He gave specific orders to the Throttleman and Engineering Officer of the Watch to NOT go below the specified turn order.

I was sitting in Maneuvering as Electrical Operator when the call came across the 1MC - "flooding in the engine room!" Before anyone knew what was happening, the boat started to rapidly rise. Turns out, the anxious Chief of the Watch under instruction was a little too quick for the actual Chief of the Watch.

He reached the chicken switches (remember one time you always emergency blow is for flooding in the engine room on 688s) in no time flat and actually threw them before anyone could stop him.

Everyone was so caught up with the fact we were doing an unplanned emergency blow, they forgot to take the bell off. True to the Captain's orders, the Throttleman did not reduce turns and we ended up driving (while emergency blowing) to the surface at about 18 knots.

In the end, those of us in Maneuvering were pretty sure we totally cleared the surface because the engine order telegraph turn indicator spiked hard before we heard the boat slapping her belly back in the ocean. If someone could have caught that surface on film, it would have easily replaced all the other photos of subs surfacing!

Ever stop and wonder why officers rank is designated by a shoulder board....while enlisted is designated by an insignia worn on the sleeve?

— Officers shoulder boards signify the responsibility an officer must carry on his shoulders....

— Enlisted wear their strips on their arms to signify the muscle and brawn it takes to bear arms

CALL TO ACTION: A Submarine CO's Account of the First Hours of the War on Terror

by CDR Scott Bawden, USN

"For they had learned that true safety was to be found in long previous training, and not in eloquent exhortations uttered when they were going into action." - Thucydides (History of the Peloponnesian War, ca. 400 B.C) USS Providence returns to port after a six-month deployment. When EM2 Jenkins reported on board USS Providence (SSN-719), he looked me in the eye and said, "Captain, I just want you to know that I am big on America!" This proud young professional was right where he wanted to be: on an operational warship getting ready to go boldly in harm's way. To my never-ending delight, for the three years I commanded Providence, there was never a shortage of people like Petty Officer Jenkins onboard. That spirit, more than any other thing, is what makes Providence the truly great warship that she is today.

Providence was near the end of her six-month deployment, and we were already counting how many miles we would have steamed by the time we returned to our homeport in Groton, Connecticut. By all normal measures, the deployment was already a resounding success. We were taking stock of our accomplishments, remembering our port calls, planning our future, and carefully navigating our ship toward Bab el Mandeb and the Red Sea. Having completed a busy tour in the CENT-COM AOR, we were ready to chop back into the Mediterranean and eventually set sail for home. We had a plan.

It was dinnertime. I went into the Radio Room after having observed the watch team transition the ship to periscope depth for routine communications and housekeeping. I was going to make a quick check of incoming messages, then head down to the wardroom for chow. I was watching the communications team as it smoothly went through the parallel procedures of sending outgoing traffic, copying incoming, making voice reports, connecting us to the SIPRNET for a quick check of e-mail, and finally logging on to GBS for a few minutes of Head-

line News. I was hoping to get some baseball highlights. ET1(SS) Dustin Trask has considerably more time and experience in submarine communications than I have. The worried look on his face got my attention, because his usual style was rock-solid. "Captain, take a look," he said as the first of the message traffic came on board. Instead of the expected routine messages, what rolled out were several accounts describing in detail a coordinated terrorist attack on the United States about two hours before. "Get the XO in here," I remember saying. My Executive Officer, LCDR Tony Gamboa, knew that if I called him to Radio, something big was up. He arrived in seconds. "Captain, this is not an exercise - I'll get the officers in the wardroom," he said after reviewing the first of the messages; then he disappeared. It was immediately clear to me that we weren't going home anytime soon.



In minutes, the officers were in the wardroom. While I gave them time to read the messages, I got on the line to our Fleet Commander and stated our intentions: Providence was turning around and returning to the Northern Arabian Sea at maximum speed. Once there we would check in and stand ready for any and all tasking. I asked for any information we could get regarding the safety of our families. Many members of the crew had friends and family in New York City, and we all had shipmates in the Pentagon. Our commanders concurred with our plan, and we went deep and moved at maximum speed. Back in the wardroom, now packed with officers and chief petty officers,

we started our combat planning based on what we knew. We had to make all preparations to get us effectively and safely to the scene of battle, 100 percent ready to fight and win. We had to think of everything, foresee and avoid all problems, and plan it in every detail. No mistakes and no surprises. This is the art of submarine warfare, and Providence knows that art well. We agreed to meet again in two hours and lay out our plan. I passed the word to everyone on the 1MC. As always, unity of command starts with everyone having accurate information and understanding our mission. The word was out.

As we sprinted, I made time to meet with my Sailors in small groups. I already knew we were ready, because we had trained and practiced, and I knew what we could do. Additionally, we had been deployed for many months and had gained significant operational experience. We were at the top of our game. Everyone was concerned about their families,

but it didn't stand in the way of duty. Everyone had questions about what had happened and what our role would be, but we all had studied the combat history of our Submarine Force, so we knew what was going to be required - courage and commitment. We talked about America's fighting spirit and I came to understand even better the importance of tough training, which was our standard. I knew we had trained as

much and as realistically as we thought possible, and so I asked what we thought would be different, what we had not anticipated, what we should concentrate on now. The answer surprised me: nothing. Turns out I wasn't the only one on board with confidence.

My Chief of the Boat, CMDCM Sheldon McElhinney, brought the chief petty officers back to me in less than two hours. In the room with the officers and chiefs, I watched as Providence's leaders laid out our combat plans efficiently and professionally. The XO reminded me that if our chain of command

(See "Freedom" on page 9)

New South Sound (Tacoma) USSVI Base

The first “Plank Owner” meeting of the South Sound Base was called to order by John Mansfield at 1910 on 9/12/2002. He led the Pledge of Allegiance and gave the opening prayer.

Each member present introduced himself, boat and year he qualified and resident city. Distinguished guests in attendance were Cliff Nutter, USSVI District 9 Cmdr., and Jim Rogers, Cmdr. of LA/Pasadena Base and Vice President of USSVWWII Los Angeles.

There were 22 members present and three paid dues for those who had departed for the national convention for a total of 25. A fantastic turnout for a first meeting.

John informed the group about USSVI National Constitution & Bylaws, website access, election processes.

Jim Harper, Seattle Base Treasurer, offered his assistance to our new base Treasurer in setting up book work, bank account, not-for profit requirements.

The group discussed and voted to name the new base South Sound Base.

Jim Rogers joined the group as a “plank owner” and on behalf of the LA/Pasadena Base donated a \$100 check to the South Sound Base for their startup fund. Thank you Jim and members of the LA/Pasadena Base for your generosity.

It was voted on to hold South Sound Base meetings on the second Thursday of the month at VFW Post 969.

Elections were held with the following results: John Mansfield, Cmdr., Tony Jilek, Vice Cmdr., Ken Board, Secretary, Don Smith, Treasurer / POC.

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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

October 17, 2002 Wednesday	Fleet Reserve, Montlake Terrace 6:30 Social, 7:00—10:00pm Mtg
November 21, 2002 Wednesday	Renton VFW Hall 6:30 Social, 7:00—10:00pm Mtg

The Most Amazing “Amazing”

By Bob “Flapper” Parker

Place: Somewhere in the South China Sea aboard USS Kitty Hawk in early 1966.

USS Long Beach (the first nuclear cruiser) pulled along side for an underway replenishment operation. The carriers acted as depots for smaller ships, along with their major mission of flying sorties, so the little guys would unrep for mail, supplies, fuel, etc.

For conventionally powered skimmers (except for carriers where power plants are buried deep in their massive hulls) you could hear their power plants through the hulls and stack noise, but being a nuke, the Long Beach was particularly quiet.

Came time to cast off the umbilicals, and out onto her flying bridge stepped a bagpiper in full clan regalia. As the last line was retrieved the piper began to play Amazing Grace and all conversation stopped. Total silence except for the wind in the superstructure and wake hiss and the skirl of the pipes. And then they put the pedal to the medal as they separated from us and pulled away, the sound of the pipes slowly, slowly fading until it was overwhelmed by the noise of our own passage through the sea.

I looked around and tears ran down the cheeks of rag-hats and khakis alike at the close of one of the most emotional moments in my career.

Photo: Collapsible hydrogen peroxide storage bags being removed from the 300-ton Type XVIIIB Walter boat U-1407 after the war. With the type of storage outside the pressure hull, fuel could be consumed without appreciable change in trim – seawater simply replaced the depleted volume.



(*"Freedom" continued from page 7*)

needed a swift response, we were ready now, and we should be sure to remind them of that. We made preparations to check our already-ready systems one more time. All departments reported their readiness for combat, and I asked my Supply Officer, LT Eric Naley, how long our food supply would let us remain at sea. He answered, "Just tell me how long you want to stay, Captain." This was the first of many times I confirmed our intention to remain in the area for as long as possible. When it came to combat, we had a lot to offer. We knew that and so did our Battle Group Commander, RADM John Morgan, because we had been working closely with him for more than a year. We completed our sprint and returned to periscope depth. Quickly establishing communications, I will never forget being asked where I thought the front lines would be in this conflict. Our response: "Right about here." Our mobility quickly put us on the scene. Our ability to communicate efficiently kept the information flowing and defined a new submarine tactical weapon: real-time information. Petty Officer Trask kept us fed with the latest from CNN and the Worldwide Web. For the first time we saw the pictures and watched the video clips of the attacks. We received word that our families were all safe. We copied the latest intelligence and targeting information and kept our commanders in-

formed about the operations of the ever-growing naval presence in our area. Our modern systems gave us superb tactical advantages that allowed us to focus on our first mission - strike operations - and we used our network connections to conduct real-time information sharing with other warships. This was new for submarines, being so well connected to the outside world. For the first time, we could efficiently provide battlefield information on demand. And we had a crystal-clear picture of the world around us.

On 7 October 2001, Providence took part in the opening salvo of the war on terrorism. As we conducted combat operations that day, I was struck by how few differences there were from our normal training. FT3(SS) Ian Seyerley led the missile launch team while my Weapons Officer, LT Jeff Fatora, and my Navigator, LT Joe Baldi, made it all happen under the watchful eye of the XO. Joe became the force's most experienced combat photographer, logging hundreds of frames and miles of tape of our successful Tomahawk launches. Jeff's superb control of our weapons and delivery systems ensured unmatched strike performance. Throughout the month of October, as Operation Enduring Freedom unfolded, Providence became the strike platform of choice for rapid Tomahawk engagements. During developing combat operations, our ability to target

(See *"Freedom" on page 11*)

USS Bremerton Tour—SeaFair 2002

On August 4th and 5th, Seattle and Bremerton Base subvets and family were treated to a tour of the USS Brem-



erton (SSN 698) "Badfish". As guests of the boat, we were treated like Royalty and had "free run" of all spaces forward of the reactor compartment.

For this former 637 sailor, much of the equipment was familiar, just in "the wrong place." Unfamiliar were the large flat-screen tv/monitors in the crews mess, ward room and even the goat locker—and video games! Some crewmembers were working on quals using laptop computers.

The funniest moment of the tour was near the end (on Sunday) when many of us were assembled in control and the

crew arranged for a test of the ship's alarms. Diesel boat sailors dominated the visiting group and waited anxiously for the test of the diving alarm. When the modern electronic diving alarm sounded—nothing like the traditional "ahoogha" klaxon—there was a huge audible groan from the DBF contingent—followed by laughter and "demands" for refunds on the tour.

The crew appreciated our donation of dozens of Krispy Kreme donuts and allowed us to sample some bug juice and Navy coffee.

Thanks Bremerton Crew!
We had a great time.



Welcome Aboard to New Crewmembers

Name	Qual Boat
Gerald Berg	USS Los Angeles SSN-688
Mike Giambattista	USS Tuck SS-426
William Teasdale	USS Jallao SS-368
Leonard Orth	USS Ethan Allen SSBN-608

("Freedom" continued from page 9)

and strike quickly enabled us to provide the Battle Force Commander with timely ordnance on target. Now I thought we were really getting into it. This kind of strike warfare was new, and it was something we had not specifically trained for. The key to our success was communications; using everything from established voice and data nets to e-mails, chat rooms, and instant messaging to get information efficiently where it needed to go.

With the systems, the people, and the environment all in our favor, short-notice tasking was always met with 100 percent mission accomplishment. Only after completing all assigned combat tasking and with Operation Enduring Freedom well underway did Providence depart the area with the Enterprise Battle Group and finally start the long trip home. We arrived in Italy to a hero's welcome, with USS Emory S. Land's wonderful crew lining the rails and tugs filling the air with water cannons. It was our first indication of the importance of what we had done, and of the incredible support we had from our shipmates and the public.

For the entirety of our participation in Operation Enduring Freedom, we relied on our training for combat success. The fighting spirit of the crew and their unmatched ability were our secret ingredients. Our day-to-day mission is combat, plain and simple. It flavors everything we do, and I mean everything. With that focus, we were able to provide our commanders with what they needed most: 100 percent on-time mission accomplishment.

(CDR Bawden is currently serving as Deputy Commander, Submarine Squadron ONE in Pearl Harbor, Hawaii. He served as Commanding Officer of Providence from March 1999 to December 2001.)

Ernie Walk: Sailor Rest Your Oar

It is with great regret and sorrow that I must report to you the passing of our shipmate Ernie Walk USN (Ret.)

Those of us who knew Ernie remember him as a good shipmate and a career submariner. Even while suffering the consequences of a stroke which left him unable to drive, Ernie made the trek to Seattle Base meetings all the way from Pe Ell on a regular basis. Ernie often speculated that he would eventually have another stroke that would 'take him out', but in the end it was a very fast moving lung cancer that sent our shipmate on his eternal patrol.

Ernest Paul Karl Walk, 57, formerly of Pe Ell, died July 17, 2002 in Kent. He was a career Navy man, spending many hours aboard submarines having qualified as an Engineman aboard USS Sea Leopard (SS-483) in October 1965. In his 20 year career he also served aboard USS Sea Lion (APSS-315) USS Sea Robin (SS-407) USS Gudgeon (SS-567) USS Grayback (LPSS-574) and USS Darter (SS-576). He was a member of the Seattle Base of U.S. Submarine Veterans (USSVI), Fleet Reserve Assoc. of Chehalis, V.F.W. of Pe Ell, American Legion Post of Chehalis, D.A.V. of Chehalis, Chehalis Eagles and WA State Grange.

Ernest is survived by his mother, Ethel Walk of Kent; sisters Anna Folline of Kent, Mary Walk of Fort Lauderdale, FL; brother Larry Walk, Sr. of Borrego Springs, CA; and several nieces and nephews. Memorial contributions may be made to the American Cancer Society. At his request, no services will be held. Arrangements by Covington Memorial Service.

Cards may be sent to his mother, Ethel E. Walk, 1401 W Meeker St. KENT, WA 98032 Tel: 253-859-2311

God bless and keep your soul safe and well, Ernie, and thank you for your splendid service to our nation.

Patrick Householder
Seattle Base Commander

USSVI Seattle Base
c/o Patrick Householder
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)

have an article written by Will Longman about the Foxtrot and Seattle Base.

We're up to 126 members now although that figure may diminish slightly due to the impending establishment of a new TACOMA BASE. There is some interest in establishing a BELLINGHAM or MT VERNON Base as well, although that one is not as far along.

Our Base Picnic was held at the Redmond VFW hall and the 40 or so participants had good eats and lots of social time. Our meetings tend to have so much stuff crammed into them that we don't get a lot of 'face' time to just get to know each other better, but events such as the

picnic add to the bond we share. I sure enjoyed it.

Cliff Nutter, District 9 Commander has our Pampanito excursion well in hand and that is going to be a real fun trip. There is still room for a few more, so if you're fence sitting, jump on off and let Cliff know you want to go.

No meeting in September. The picnic took it's place, so I'll see you all in October and give you a report on the National Convention proceedings.

Until our next meeting, keep a level bubble.

— Pat

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The following positions were filled by volunteers: Member-ship, Don Smith; COB, Mike Ellis, Storekeeper: Jan Stiffey, Historian/Librarian: Mike Ellis. We still need to find a Base editor for the newsletter and Activities / Ceremonies Chairman.

Greg Lee brought a note from Ron Martini, who donated two T-shirts to raffle off at our first meeting. Ray Stewart won the "I Escaped" shirt with a picture of the old escape trunk in Groton, and Tracey Council won the "Diesel Boats Forever" shirt.

Group photos were taken. Don Smith gave the closing prayer and the meeting was adjourned.

Thanks to VFW Post 969 our meeting host.