



The Dolphin Brotherhood

Who Is Bob Link?

by John "Gumba" Carcioppolo

Unfortunately, to the general public, people like Joe Foss who are heroes because of military actions, are only heroes for a short period of time. To those they helped save, or to their brothers and sisters in arms, that respect will be sustained longer, but will also diminish with time.

What keeps them as heroes is to keep their spirit alive, and to not let them be forgotten.

A classic case in point, is a fellow named Joe Negri who was one of the guys who started this USSVI Business. Many of the members of this organization may have heard his name, but most don't know what he did in starting this organization. It's up to the rest of the guys to keep him as

a hero for starting this organization.

It's up to guys like me, Sid, the National Officers, and Base Officers and guys who know what he did to keep him in the limelight, and keep him as a hero so to speak.

Another case in point is a guy like Bob Link. Bob Link was one of the guys who was on the ground floor of establishing SV WWII in 1955, and was the Second National Commander for the newly found SV WWII organization. Later on in 1962 - 1964, he was very heavily involved with getting USSVI started. He and Joe Negri worked side by side, and they did just as much to start this organization. Bob probably did more in starting the

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

Commander's Corner

by Patrick Householder, Base Commander



SEATTLE BASE is off to a good start in 2003. We've modified our Base Bylaws to permit

Associate members to serve as Base Secretary or Treasurer (in compliance with the National Bylaws) and added a JR VICE COMMANDER position, ably filled this year by Peter McCafferty.

At last count we have 137 members, with 17 who have not yet renewed. (Look on your

newsletter Address sticker: It will tell you if you need to renew or not). By national policy we must DROP from our membership any subvet who has NOT renewed current membership BEFORE April 1, so if you're on the renewal Dink list, please pay because we'd hate to lose you.

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Ride the Razorback Home

As it stands today we are planning on sailing the USS Razorback under her own power back to the US from Gölcük Turkey. We will have a joint crew of 25 Turkish sub sailors and 35 to 40 ex US sailors. The details have not yet been worked out except for all the red tape in Washington. We have permission from the State Department to do this. I am keeping a list of people who want to sail on her.

We are looking at stopping 5 or 6 times to change crews so that more people will have a chance to sail her on her last trip. Here is how it would break down. (Not sure of the cities yet, but this will give you an idea).

- ? From Gölcük to Gibraltar, Change US Crew
- ? From Gibraltar, to New York, Change US Crew
- ? From NY to Charleston, Change US Crew
- ? From Charleston to Key West, Change US Crew
- ? From Key West to New Orleans, Change US Crew
- ? From New Orleans to North Little Rock, Arkansas.

These cities are not set yet. We will be charging for taking one of the legs but we don't know what that will be yet. We have not had a real chance to figure out costs. **If you would like to put your name on the list**, send me an e-mail with your name, address, phone, e-mail and any other information on your experience. Make sure you get a reply back from me stating you're on the list.

Plans are to leave Gölcük the last week of April 2003 and arrive in North Little Rock on Memorial Day (May 24th 2003) this too is still up in the air because the Razorback is going into the Turkish Naval Ship Yards in January and will take 3 to 4 months to get ready for the trip. If we can't make Memorial Day the next date we will shoot for would be July 4th 2003. If you have any question let me know.

Greg Zonner
Project Dir. Arkansas Inland Maritime Museum
Commander USSVI Razorback Base (Arkansas)
Zonner78@alltel.net

The Tip of the Spear

When offered the opportunity to be Commanding Officer of a submarine tender, I hesitated for about a nanosecond before saying, "absolutely." Command-at-sea, a crew of 1,100, visiting ports throughout the Pacific, repairing submarines and surface ships... What was there not to like?

The majority of my wardroom is Limited Duty Officers (LDOs). They are the people who, as petty officers and chiefs, excelled in every job. Ask any CO of a submarine going through DMP right now what they think about their LDOs and they'll sing high praises. There are more than 300 great female Sailors, who include khakis and blueshirts, serving in all ratings onboard, including Hull Technician, Boatswain's Mate, Mess Management Specialist, Damage Controlman, and Gunner's Mate. They exceed all expectations. Of course there are many challenges. Executing a Med moor when the average age of the 40 deckhands is 19; being at the end of a logistics train where you live and die by supply support to conduct repairs; typhoon sorties; 600 pound superheated steam; elevators, conveyors, and fly-away teams... Every day is a challenge! And driving this thing... Well, it's similar to the time I rented a Ryder Truck to move some furniture... Got to remember that it's possible to "drive over the curb" if you don't compensate for the length of vessel behind you!

Add the warm weather, great water-sport activities, and the friendly people of Guam - who are true Americans... It's a great job - perhaps the most challenging and rewarding major command that the Submarine Force has to offer - and all at the "tip of the spear."

One of the only two submarine tenders on active duty today, USS Emory S. Land (AS-39) serves both submarines and surface ships at La Maddalena, Sardinia. Land was built by Lockheed Shipbuilding in Seattle and commis-

(See "Spear" - continued on page 5)



U.S. Submarine Veterans Registration Form

USSVI District 9 Conference May 8 -11, 2003
Mail Registration Form and Checks (payable to USSVI) to

**District 9 Convention
 PO Box 465
 Silverdale, WA 98383**

Host Convention Hotel Information
 Red Lion (Formerly Westcoast Silverdale) Hotel
 Hotel Registration 1-800-544-9799

Registration per person attending	@ \$ 7.50	=	\$
8 May: Welcome aboard Pool Side BBQ Dinner	@ \$16.00	=	\$
9 May: Bangor & Keyport w/lunch at Trident Inn	@ \$ 3.50	=	\$
10 May: <i>Horse and Cow</i> Sub Bar and Grill Lunch	Pay there	=	\$
10 May: Banquet Saturday evening at Hotel	@ \$25.00	=	\$
10 May: Farewell Brunch Sunday	@ \$15.00	=	\$
	TOTAL	=	\$

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 PO Box 465
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Host Convention Hotel Information
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 Hotel Registration 1-800-544-9799
 Room rate \$85.00 per night plus tax



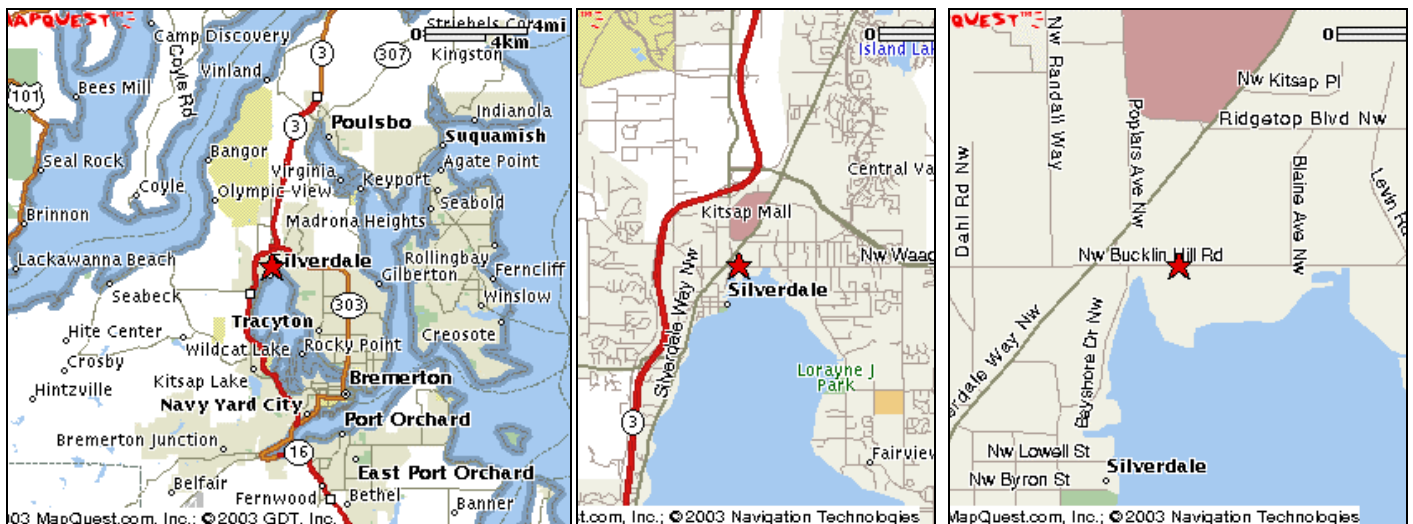
(KEEP THIS COPY FOR YOUR REFERENCE)

USSVI District 9 Meeting Scheduling Information

- Thursday** 1500 **Subvet Registration Opens** at RED LION Hotel,
3073 Northwest Bucklin Hill Road, Silverdale, WA 98383
1800 **Pool Side BBQ Dinner** at RED LION Hotel
- Friday** 0900 Meet Navy bus at hotel for **Sub Base tour** (Bus Capacity: 35)
1130 **Tolling of the Boats** ceremony at Deterrent Park
1200 Lunch at the award winning **Sub Base Trident Inn** Dining Facility
1300 Navy Bus to **Keyport Naval Underwater Warfare Museum**
- Saturday** 0900 **District 9 Business meeting** at hotel
1130 **Horse & Cow Submarine Bar & Grill for lunch**
1800 **District 9 Banquet** at RED LION hotel w/Speaker
- Sunday** 0800-1000 **Farewell Breakfast Buffet**

The USSVI hospitality suite will be open Thursday evening, as needed Friday and all day Saturday. Touring information with maps, leaflets and brochures will be available for all points of interest.

If you are driving via Tacoma, get on I-5 South to Tacoma and take the Bremerton Exit. Stay on Hwy 16 till you get close to Bremerton. You will exit onto Hwy 3 toward Silverdale. Take the Newbury Hill road exit and turn right. Go to the Second traffic light and turn right. This is Bucklin Hill Road. Watch for the West Coast Silverdale Hotel on the right. If you are taking the Seattle Bremerton Ferry, after disembarking go west to Hwy 3 towards Silverdale, then follow instructions above.



RED LION (Formerly West Coast Silverdale) Hotel is host convention hotel
Hotel Registration 1-800-544-9799 Room rate \$85.00 per night plus tax
(To guarantee this rate mention USSVI District 9 Conference when registering.)

(“Link...” - continued from page 1)

(USSVI) organization than Joe did simply because Joe was deployed to the Med for most of the late part of 1963, and Early 1964 while USSVI was getting started.

In October 1963 at a meeting in Orange NJ with 16 charter members present, when the final decision to establish USSVI was made, the Charter Members present appointed Bob Link as the first National Commander of USSVI, a position that he held until the first National Convention in May 1964 where Joe Negri was elected as his relief.

But if you read the USSVI history, there is very little mention of Bob Link from Abescon NJ. But because of this guy two great organizations were formed to remember other Submarine heroes from WWII and the past.

But unfortunately Bob was from NJ and not CT. Bob didn't persuade the membership to buy a club house that was later named for him like Joe did. Bob Link basically faded into oblivion, because no one really made an effort to keep his spirit alive. No body treated him like a hero like Joe Negri was. There is no Bob Link Award in USSVI just the Joe Negri Award.

When Bob Link passed away a year or so ago, we weren't notified by the National Officers of his passing. No, we were notified by Ron Martini (on his Rontini BBS). A guy who knew enough about USSVI history to know that Bob Link was a man of importance with regard to USSVI. A guy who knew enough that he respected Bob Link and treated him sort of like a hero and at least didn't let his passing go unnoticed.

If I remember correctly there wasn't even anything mentioned of his passing in the National Magazine. Sad, very Sad. So Shipmate, back to your point about Who is Joe Foss?, my point about heroes. People whom we, consider as heroes are only heroes as long as we tell their story, and keep their spirit alive.

In 20 years all of the SUBVETS WWII will be gone, Additionally, many of those pioneer Submariners who served in the early days of the Cold War will also be gone. Will they be remembered as heroes, or will they be forgotten? I guess that depends on how well, we do our job and pass down their legacy and teach those who follow us, what exactly they did.

— Gumba

[John Carcioppolo wrote the above comments in response to a lament that Joe Foss, the late WWII MOH winning aviator, did not get much coverage in the mass media when he passed away. It goes to the heart of, and greatly honors, our Subvet creed. — Ed.]

(“Spear” - Continued from page 2)

sioned in July 1979. Recently, Land was awarded the Battle "E" Efficiency Award and was runner up for the big deck ships category of the 2002 CAPT Edward F. Ney Award for Food Service Excellence

The second ship of their class, USS Frank Cable (AS-40) is forward-deployed at Apra Harbor, Guam, where she serves U.S. Submarines - and - surfaces combatants - on deployments to the western Pacific. She was built by Lockheed/Seattle and commissioned in 1980. Frank Cable is one of two forward-deployed tenders that provide vital services to submarines while away from their homeports. She is seen here with USS Salt Lake City (SSN-716).

- by CAPT Kevin P. Ryan, USN (From Undersea Warfare Magazine)



Underway

by Charles Miko

During the decades from 1930 until 1970 the New London/Groton railroad bridge over Connecticut's Thames River was the bane of area submariners. In hundreds of instances, with the days work completed and early liberty in the offing the boats stacked up in line south of the bridge waiting for a train to pass or for the completion of some ill-timed bridge repair effort. In their near total frustration, officers and men alike convinced themselves that bridge tenders were chosen for their disregard for men in uniform.

In the years closely following World War II, skippers enjoyed a large degree of freedom from excessive supervision by seniors. They ran their own ships and some exercised this freedom to the limit. One such skipper, Cdr. John Haines aboard USS PIPER (SS 409), to the delight of his crew, often refused to wait for the bridge to open. He passed his technique on to his officers, one of whom was a young ensign.

In the summer of 1961 that young ensign, now a Lieutenant Commander, was the new Commanding Officer of USS CHOPPER (SS342)

Having completed a major overhaul, Chopper departed Norfolk enroute to New London where she would undergo a few weeks of refresher training before rejoining the fleet. In addition to being in excellent condition, she also had on board a significant number of new crew. Among these were the new skipper and a new exec, both of whom were eager to earn the confidence of the crew and superiors.

It was an easy transit with no commitments other than to rendezvous with BALAO off the Delaware coast and to stand by her while she completed her post overhaul test-dive.

That done and with a few drills to shake off the cobwebs it was time to set an ETA for New London. 1530 was picked as the best time. It would give the important people an excellent excuse to leave the office a little early, stop by the waterfront for the arrival and then go on home.

CHOPPER rounded Race Rock precisely on schedule with everything looking good, but as she passed Southwest Ledge Light at the mouth of the Thames River, the careful plans were shattered. Lying in the river between the railroad bridge and the Electric Boat Company Yard were three other submarines waiting for the railroad bridge to open. By the time the bridge opened and those three got alongside their piers, CHOPPER would be at least an hour past her ETA-- definitely not a good way to impress anyone.

Sometimes adversity can be turned to advantage. The new skipper recalled that ten years earlier when he had served on Piper (SS409) in New London, his skipper never waited more than a few minutes for the bridge. He would say, "let's play submarine" and down and under they would go. Why were these boats waiting? Probably because there was a rule which required it now. But why would a Key West boat be expected to know about such a rule?

The opportunity was too good to pass up. The orders went out:

"Anchor detail, Secure the deck and come up to the sail doghouse."

"Shut and secure all deck hatches.

"Diving Officer to the Control Room."

"Secure main engines, answer bells on the battery."

"Blow Safety Tank dry. Shut Safety flood

(See "Underway" on page 11)

Little Known Facts About the Submarine

submitted by Pat Householder

The information contained in this fact sheet was given to me by ETC(SS) Strickland, as he was looking through his Chiefs Initiation paperwork... Anyways, We couldn't find any sort of Copyright, or author information, but I do believe, since this information is a matter of Naval FACT, and it promotes Submarines and the Navy, it should be made readily available... You never know what chief selectee may find this site handy!

- John Philip Holland built several submarines before the USS Holland, which became the first undersea craft commissioned by the U.S. Navy. The Holland was accepted on April 11, 1900 for a price of \$150,000. Today's nuclear powered submarines cost in excess of \$30,000,000 exclusive of the power plant.
- The first boat known to have been navigated under water was built in 1620 by a Dutchman, Cornelius Van Drebbel. Van Drebbel is said to have developed a chemical which would purify the air and allow the crew to stay submerged for extended periods.
- Alexander the Great (356 to 323 B.C.) ruler of Macedonian and conqueror of the known world in his time, is the first person known to have descended into the sea in a vessel of any kind.
- Over three hundred years ago, Mother Ship-ton, famous English prophetess, predicted the coming of the submarine when writing, "under water men shall walk, shall ride, shall sleep, shall talk."
- Records of attempts to utilize submarine warfare go back to the earliest writings in history. Herodotus (460 B.C.), Aristotle (332 B.C.) and Pliny, the elder, (77 A.D.) mention determined attempts to build submersibles.
- Interests in submarines extends to royalty and presidents. The King of England and the King and Queen of Spain are among those who have made submerged cruises in submarines. As a result of a trip in an early United States submarine, President "Teddy" Roosevelt ordered extra compensation for personnel serving in the "Silent Service." President Harry Truman made a 440 foot dive in a captured German submarine. The first President to cruise aboard a nuclear submarine was President Eisenhower who rode the USS SEAWOLF out of Newport, Rhode Island on September 26, 1957.
- Dollar for dollar and man for man, the submarine is the country's most economical weapon. Comprising only 1.6 percent of the Navy's World War II personnel, the submarine service accounted for 55 percent of all enemy shipping destroyed.
- Leonardo da Vinci, the Florentine Renaissance inventor and artist, developed plans for an underwater warship but kept them secret. He was afraid that it would make war even more frightful than it already was.
- Many instances of submarines being 'caught' by fishing vessels are on record. The NAUTILUS, world's first nuclear powered vessel, was caught in a fish net and towed the fishing vessel several miles before the situation was cleared up. There is one instance of a submarine being captured by an abandoned balloon, and on another occasion a submarine rescued a blimp and towed it to safety.
- A church in Kyoto, Japan calls its congregation to worship with a bell from a submarine. The bell, from the submarine USS RAY was purchased for the church, and was transported to Yokosuka, Japan by another submarine, the USS RONQUIL.
- For entertainment on U.S. submarines movies, television, ice cream machines and stereo music players are available. The USS SEAWOLF also had an electronic organ. There have been instances of boxing matches held onboard, and the crew of one submarine had a kite flying contest from an anchored submarine.
- Modern submarines can travel faster sub-

(Continued on page 9)

Crossword Puzzle Solution

(from the last issue)

ACROSS

- 5 - COBIA
- 6 - BALAO
- 8 - PIGGIE
- 9 - TUSK
- 10 - HARDERTROUT
- 13 - CHAR (Charr, actually)
- 15 - NUBILE
- 17 - SKIDS
- 18 - TORSK

DOWN

- 1 - BONITA
- 2 - LING
- 3 - DARTER
- 4 - BASS
- 7 - HERRING
- 11 - DORADO
- 12 - UNLESS
- 14 - HAKE
- 16 - BOOT

2002 Seattle Base Officers and Chairs

Commander:	Patrick Householder	425-392-0440
Sr. Vice Commander:	Bob Oppe	425-747-1247
Jr. Vice Commander:	Peter McCafferty	206 784-8920
Secretary:	Charlie Ryan	206 525-0935
Treasurer:	Jim Harper	425-357-6485
Membership Chair:	Peter McCafferty	206 784-8920
Ceremonies Chair:	Don Masoero	253 941-4133
Base Chaplain:	Mike Bennett	206-767-1934
Chief of the Boat:	Ted Taylor	425-228-3764
Newsletter Editor:	Don Gentry	425-227-5410
Base Storekeeper	Bill Giese	425-355-5590
Webmaster	Ric Hedman	

Upcoming Meetings—Seattle Base

March 19, 2003 Wednesday	VFW Hall, Redmond 6:30 Social, 7:00—10:00pm Mtg Speaker: Toby Warson, 2nd CO of NR1
April 16, 2003 Wednesday	VFW Hall, Redmond 6:30 Social, 7:00—10:00pm Mtg Former Soviet Capt (3rd rank) Igor Kosolov

Permanent Venue for Seattle Base Meetings

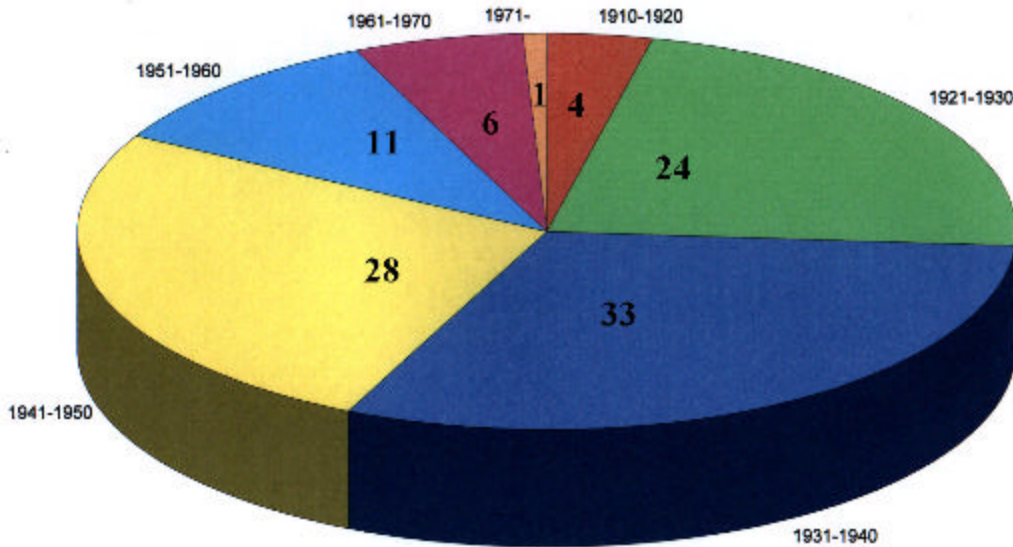
Unless a future vote overrides, all future Seattle Base meetings will be held on the third Wednesday of the month at 6:30 PM (social gathering) with a 7:00 PM start time at:

**REDMOND VFW POST
4330 148th Ave.
Redmond, WA 98052.**

Welcome Aboard to New Crewmembers

Name	Qual Boat
William Broz (Gina)	Richard B Russell SSN-687—7/81
William Giese, SK (Diane)	Queenfish SSN-651—5/78
Leonard Stefanelli QM	Catfish (Honorary Seattle Life)
Phil Carlson (Mary) ET	John Marshall SSBN-611— 2/73
Michael O'Byrne (Penny) O	T. Roosevelt SSBN-600 1/64
James T "Jim" Gee (Elizabeth) IC	Wahoo (SS-565) 1960

USSVI SEATTLE BASE
Membership by Dates of Birth



Date of birth data is not on file for all members (they, of course, are not represented here). Note that 75% of our membership is comprised of the range 1921—1950.

(Continued from page 7)

merged than they can on the surface. They can fully submerge in less than a minute.

- Robert Fulton, inventor of the steamboat, was an avid submarine enthusiast. He built several submersible warships, one of which was known as the Nautilus.
- The rig for dive in a modern submarine requires the crew conduct more than 225 individual and operational checks.
- The submarine was not generally recognized as a legitimate instrument of warfare until the Civil War.
- Only the cream of Navy manpower is considered acceptable for submarine service. Volunteer applicants are given exhaustive physical and psychological screening before being accepted for training. Those who make the grade are trained in the Submarine School at New London and aboard operating submarines. After graduation from the Submarine School and actual service in submarines, those who pass all tests may wear the Dolphins, insignia of the submarine service.

- Both nuclear and modern diesel powered submarine are now equipped with a breathing device known as a snorkel, which permits the vessel to draw fresh air from the surface while running submerged.
- One of the first women to submerge in a submarine is believed to have been Clara Barton, founder of the American Red Cross.
- Submarines have been invented which have been propelled by cars, sails, treadles, hand operated screws, clockwork, springs, steam stored in tubes, chemical engines, compressed air, stored gases, electric motors, and nuclear power.
- In clear water, a submerged submarine can be spotted from the air at depths up to 100 feet.
- The self-propelled torpedo, which gets its name from the eel TORPEDO ELECTRICUS, was invented by Robert Whitehead in 1868, a number of years before a practical submarine was developed.
- Insignia of the Navy's submarine service is a submarine flanked by two dolphins. Dolphins, or porpoises, the traditional attendants to Posei-

don, Greek God of the Sea and patron deity of sailors, are symbolic of a calm sea, and are sometimes called the 'sailors' friend. In addition to the Dolphins, those World War II submariners who participated in successful combat patrols may wear the coveted Submarine Combat Insignia.

- The first submarine which actually sank another enemy vessel under combat conditions was the CSS HUNLEY built during the Civil War. The Union frigate HOUATONIC on blockade station off Charleston, S. C. was the victim. The incident occurred on February 17, 1864.
- Traditionally, United States submarines have been named after fish and other marine creatures. One exception was the Navy's first submarine HOLLAND which was named after its inventor, John Philip Holland. Today, ballistic missile submarines are named for famous American patriots, with the newest class, the OHIO class, named after states. The LOS ANGELES class of attack submarines are named for United States cities.
- Records for enemy shipping sunk by U.S. submarines during World War II are held by two boats built by Electric Boat. The USS FLASHER sank 100,231 tons of Japanese shipping, while the USS TAUTOG holds the record for the most ships - 26.
- Per cubic inch, there is more science packed into a submarine than into any other warship. Submariners say 'There is room for everything aboard a submarine except a mistake.'
- In 1921, a United States submarine, the R-14, having run out of fuel at sea, rigged sails from blankets, hammocks, curtain rods and the ramrod of a 3-inch gun, and sailed 100 miles to port at a speed of two knots.
- More decorations for valor have been awarded, per man, to the submarine service than any other Navy Branch.
- Habitability is heavily stressed in the construction of modern submarines. Specially designed color schemes, mechanical conveniences, air conditioning, and the best chow in the Navy are supplied to make the vessels more livable. A full time staff is maintained by Electric Boat Division to work out 'human engineering' problems.
- A typical modern submarine may require as many as 2,000 working drawings for the more than 7,000,000 items used in its construction. Blueprints from these drawings if placed end to end would make a strip 250 miles long.
- The first periscope used by the United States Navy was not built for a submarine. The ironclad monitor OSAGE utilized a periscope to discover a Confederate cavalry unit taking cover behind the high banks of the Red River in Arkansas.
- In World War II the Germans lost 782 submarines, the Japanese lost 130, and the United States lost only 52 submarines. Twenty-three of the Japanese subs lost were victims of the American Submarine Service.
- Submarine tenders, or 'mother ships' of the U.S. Navy usually bear the names of characters of mythology, the names of submarine inventors, or the names of persons who have made contributions to the Submarine Service.
- A submarine, the TURTLE, was employed by the American revolutionary army to attack the British. It was built by David Bushnell at Saybrook, Connecticut, just a few miles from the present site of Electric Boat Division of the General Dynamics Corporation, and the U.S. naval Submarine Base.
- George Washington Endorsed the use of the first American submarine, David Bushnell's TURTLE, during the Revolution. Following the vessel's attack on a British man-of-war, he discussed the potential use of submarines in a letter to Thomas Jefferson.
- USS GEORGE WASHINGTON, the world's first ballistic missile nuclear powered submarine, constructed in record time, set a record of its own by remaining submerged 67 days on its initial Polaris missile deterrent patrol in the Atlantic.
- Nautilus has long been a popular name for a submarine. Some of the more famous of these are Robert Fulton's NAUTILUS (1800), Jules Verne's fictional Nautilus, and the NAUTILUS of Sir Hubert Wilkins in which he attempted a voyage to the North Pole under the ice (1931). There have also been three U.S. submarines of that name, including the world's first nuclear powered submarine built by the Electric Boat Division.
- Long considered a versatile and deadly instrument of war, the submarine has broadened her capabilities with the adoption of nuclear power.

Today the submarine serves as a ballistic missile platform, early warning station, killer of surface and underwater vessels, scout, coastal raider troop transport, supply ship, mine layer, and sea-plane tender.

- The United States submarine USS TRITON was fitted with twin reactors and was considered the longest submarine ever built until the advent of the OHIO class. The TRITON was designed for a surface displacement of 5,900 tons. Large submarines of other countries have been the Japanese I-400 (5,220 tons), and the French SURCOUF (2,880 tons).
- The USS NAUTILUS was the first submarine with a satisfactory single plant that can be used for main propulsion both surfaced and submerged.
- During their wartime operations submarines have engaged in some unusual maritime actions. One undersea craft slugged it out with the infantry and field artillery while other submarines destroyed a zeppelin, a bus, and a railroad train.
- In their history, submarines were called by many names such as 'eel boats', 'plunging boats', 'devil divers', and 'pig boats'. Technically, and by size, the submarine is a ship, but it has been called a boat since its earliest days, and the term is steeped in tradition. Submariners almost invariably call their ships 'boats'.
- Among the 'first' that Electric Boat Division has introduced into American submarines, have been the marine Diesel engine, the perfected use of the storage battery, the combination of battery and internal combustion engine, and the world's first adaptation of nuclear energy to propulsion in the USS NAUTILUS.
- The USS SEAWOLF join the Electric Boat built USS NAUTILUS and SKATE in writing new chapters in the achievements of man when the nuclear powered submarine came to the surface at 11:45 a.m. on October 6, 1958 after being continuously submerged for 60 days.
- Probably the most expensive ballast ever carried by a ship was two tons of gold and eighteen tons of silver pesos carried by the U.S. submarine TROUT while on a trip from Corregidor to Pearl Harbor early in World War II.

<< Continued in next issue >>

(Underway—continued from page 6)

valves. Shut the Main Induction."

The Officer of the Deck was sent to the top of the sail with instructions to sing out when he could see the underside of the bridge. Then, the ballast tanks were vented until the decks were awash. The OOD sang out "All clear".

As Chopper pulled out of the line and silently glided past the other three boats and under the closed bridge, one could almost feel the stares. The XO made a beautiful landing and number one line went over at precisely 1530. CHOPPER had arrived.

On the pier the skipper saluted the host Squadron Commander who had been a member of his qualification board ten years earlier. He reported, "Chopper reporting for duty Sir."

The reply was, "Welcome to New London, Mike. You've created quite a stir."

"How so, Sir?"

"I am informed that you dived under the bridge."

"Yes Sir, we did, but not really. We only flooded down."

"Mike, that's been illegal here for several years."

"Sorry Sir. We didn't know that. We won't do it again."

"I'm sure you won't." And it was clear from the twinkle in his eye that he knew very well that the skipper was thinking, "There are two dozen submarines here, but tomorrow morning all the talk will be about CHOPPER diving under the bridge." It was confirmed. For the next two years, audacity was to be the CHOPPER trade mark.

Given the inexorable trend toward remote control of ships at sea, it is unlikely that the order concerning the bridge was ever rescinded. Therefore, it is probable that CHOPPER was the last submarine ever to "dive under the New London bridge".

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)

On the memorial at Tahoma Cemetery, Bremerton Base has contributed \$ 1,000.00 for their share. BZ Bremerton! At our next meeting I will move we allocate \$600.00 from base funds towards the memorial; This, along with donations in hand, will put us where we need to be.

Don Gentry continues to do his excellent work on the Base Newsletter, but he could use a hand in putting it together. Volunteers? Speaking of volunteers, Don Masoero has

agreed to chair the Memorials and Ceremonies Committee, and Bill Giese is our new Base Storekeeper.

At our Feb meeting we agreed to hold all meetings at the REDMOND VFW post from now on, dropping the rotation, because of comments about confusion where the meeting is held.

We also had an excellent speaker in Bruce Meyers, COL USMC (Ret), who discussed submarine lockout and recovery from a USMC Force Recon perspective. For Feb

we have Base Member Toby Warson (2nd skipper of NR-2) to talk with us about NR2 operations, and April is Igor Kolosov, who was a serving officer on several "Foxtrots" in both the Soviet and Russian navy. See you at the next meeting.

Fraternally, Pat