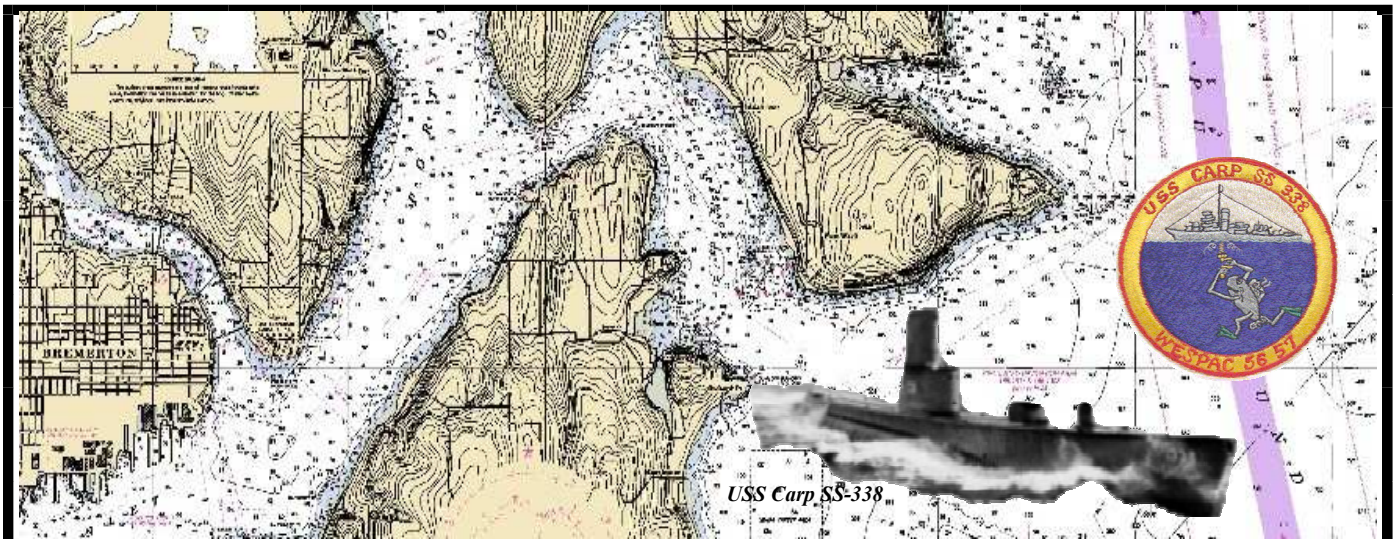




# Puget Soundings

The Bremerton Subvets Bi-monthly Newsletter

By Submariners, For Submariners, and Friends



Vol. IX Issue 3 USSVI-Bremerton Base, P. O. Box 465, Silverdale, WA 98383-0465 May/June '06

USSVI & Bremerton Base Life Member

## ENCM(SS) Charles R. Deer, USN, Ret.

*Editor's note: Charlie is our token Bremerton Base member who resides with his first wife Jo in Alaska, the last great frontier. He has done a lot of stuff that some of us would have loved to do—but didn't. However, Charlie's references are questionable. He ran with Willy Spoon on Sculpin—now we know where he got his reputation. Charlie also has a few more sea stories [not printed here]—one about an altercation with a Chinese submarine that he says "Dirty" Dave Davenport will attest to...and he and "Spider" Ed Lyons were "big dingers" in Portsmouth. And finally, Charlie says that Jerry Drum and Bud Berg will agree to just about anything he says?? I'm looking forward to meeting up with Charlie in the lower 48 soon for the rest of the story.*



In 1954 I was seventeen and I was sure the world was passing me by. WWII was over, the Korean conflict was winding down, and I knew that nothing exciting would ever happen during my lifetime. I hadn't been anywhere and my experience was limited to farming. Oh, it was ok, except milking the cows—they just wouldn't stay milked.

Due to a total lack of interest, I didn't do well in school. However, I was at the top of my class in the eighth grade. It was in a one room school and I was the only kid in the eighth grade. I'm sure high school was good too but I just wasn't into it. By the spring of 1954, I had pestered dad into signing for me to join the Navy. Dad knew my two years in high school were not very productive so he let me go. At Bainbridge, MD I quickly realized that I not only didn't know anything, but I didn't even suspect anything.

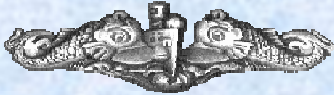
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## USSVI Creed

To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country.  
That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments.  
Pledge loyalty and patriotism to the United States Government.



That's our CREED above, but it's not who we are.  
We are United States Submarine Sailors!  
We were, and are, members of the elite fighting force of the United States Navy.  
We are all QUALIFIED IN SUBMARINES.  
Included are submariners from the very early boats: S, R or earlier; WWII boats; post-war GUPPY boats and FBM and Fast Attack submariners.  
All Qualified in Submarines—from E2 to 4 Stars.  
Retired, short timer, or active duty - it makes no difference.  
If you are Qualified in Submarines we want you in United States Submarine Veterans, Inc.

Commander  
**John Gardner**  
360-692-8994  
jgardner@donobi.net

Vice Commander/  
Scholarship Chairman/  
Publicity Chairman  
**Don "Red" Bassler**  
360-479-1642  
down-scope@comcast.net

Secretary  
**Dick Litscher**  
360-373-1838  
nolitch@comcast.net

Treasurer/  
Membership Chairman  
**Gary "Dutch" Kaiser**  
360-377-3696  
gekaiser@comcast.net

Chief of the Boat  
**Hank Hollis**  
360-377-1370  
hhollis@silverlink.net

Chaplain  
**Bill Hipp**  
360-692-0746  
wjhipp@wavecable.com

Editor, Puget Soundings  
**Tommy Robinson**  
360-871-6899  
ss\_ssn\_ssn@wavecable.com

Webmaster  
**Donald "donmac" Smith**  
360-273-9416  
webmaster@donmac.org

2007 National Convention  
'Alaska Cruise' Chairman  
**Carl "Bud" Berg**  
360-698-1199  
crberg@comcast.net

Holland Club Chairman  
**"Dave" Davenport**  
360-782-4582  
r.davenport@comcast.net

Storekeeper  
**Dene Rogers**  
360-692-5499  
dene\_rogers@yahoo.com

Special Projects  
**Bob Paulsen**  
360-876-8852  
fishinbob@net-nw.com

## Vice Commander/Scholarship Chairman Comments



The 2006 annual Lt. William "Willie" Spoon Memorial Scholarship Raffle donations are currently totaling about \$5,600. **PLEASE** return your ticket stubs with donations or the tickets W/O so we can sell them at our next commissary sale. Prize donations should reach last year's total. But the more the merrier. The Grand Prize, \$500, will be drawn at the meeting with the scholarship awards on Tuesday evening, June 20th.

As we look forward to the 2007 USSVI National Cruise Convention, September 15-22, 2007, it will be the main focus of the Bremerton Base to ensure we provide the best convention ever.

The USSVI national e-board will be in-town 12-14 May, 2006 to review our planning progress plus other national matters.

We lost over 20 members when the national and base data bases were purged in early April. Those members are on this mailing list. If you are one, please consider re-upping.

Base elections are coming up. Also I urge one of you to take the challenge and relieve **Tommy Robinson** of the Puget Soundings editorship. He has been doing it for three years. He and I will help you get up to speed. The newsletter is our link to maintaining an active and growing base.

The May 20th Bremerton Armed Forces Day parade, our Annual Picnic at Illahee in July, and the Whaling Days parade in Silverdale are coming up soon.

Please consider attending meetings. At the last meeting life member and local school teacher **Dave Pittman** gave us a good review of education at the elementary level in CK. Also, in May we are tentatively on for a special Navy speaker.

*Red*

Nine (9) **\$1,000** Scholarships

2006 Lt William "Willie" Spoon Memorial Scholarship Applications Available  
Call or e-mail Don—Deadline 5-15-06

479-1642 - down-scope@comcast.net

### ALBACORE TAILS—Revisited

Engineman's reply to Ship's Cook comments

*Editor's note: Pat Ulmen tells me he read Albacore Tails in the last issue, chuckled a little, and figured he ought to say something in support of the x bank engines, at least from an engineman's point of view. Thanks Pat. Enjoy!*

Shipmates, I would like to respond to the *Albacore* article in the last issue of *PS* where you have a **SHIPS COOK** commenting on my beloved GM Pancake Engines ☺. By the way, I have toured *Albacore* and stuffed my wife in a forward bunk [no pictures available]. *Albacore*, I am sure, was a fine boat to ride especially in view of shore time, sounds good to me.

Anyway, I am a plank owner on the 566 boat **TROUT** and before you get your sea water strainer clogged, I hope some one short arms the guy who started "that" ditty *Harder, Darter*, etc. *Tang* class was designed to get the best for *Nautilus* and they did. A couple of boats got the distinction of having the nutcrackers put aboard. While at times they created opportunity for Skippers and XO's to consider another line of work, may I create some insight into the year or so I spent onboard in a very close knit and happy engine room [happy in the sense you shared each others pain of course].

Your watch began by a gentle awakening from a crewmate who suggested it was near time to allow a fellow engineman some free time to read or relax in the spacious after battery. Your first impulse was to listen for smooth engine noise. On *TROUT* #1 and #2 were in the forward end of the engine room and #3 and #4 a "little" behind them, the oil purifiers, then a sound bulk head "sheltering" the fine electrical gang.

Your shift began by putting a hand on **your** two engines to feel the power and vibes coming off them as they were being punished by the afore mention gang by rotating at up to 1810 RPMs loaded. You were standing between two powerful roaring racing engines. Every 30 minutes you were given the opportunity to check the health of each cylinder by taking and recording its temperature, all 32 on two engines. I have subsequently been assured by my old engine room Chief Mike Geletka, [God], that this very valuable data was put to good use **somewhere**. The fuel oil purifiers worked fine—always. Part of your watch was the below deck search with a bucket for missing nuts and bolts that periodically came off the engines from someplace, you never really found out where. Because of the opportunity to better service these x bank rock crushers, on high elected for us to store the sound covers on a barge some place which allowed us on occasion much more room in the engine room. Other than the Chiefs solving an engine to exhaust manifold vibration problem by designing a slip sleeve connection between same, the only other biggy the first year was when a jumper wire in "their" end of the engine room area shorted out the bus motorizing all fours. Don't you believe the over speed trips set for 1140 worked. They tripped out at over 1500 rpms. Only #1 would start and she brought us home at a hammering 10 knots or better [senior skipper—stand clear for approach to Sub Base]. We usually always got in first. I won't bore you with looking



### Treasurer & Membership Report

Checking	\$384.00
Savings	\$24581.00
CD's	\$32015.00
<b>Total</b>	<b>\$56980.00</b>



*Dutch*

New Members	2
Total Members	250



at an engine block devoid of everything but the crank shaft. We went thru the inspirational experience of hand lapping the crank throw surfaces to remove the melted connecting rod bearing inserts which allowed us firemen to learn about the itty bitty marks on the mic's. We took the opportunity to live on an adjacent barge for several weeks while we beautified the 48 heads in a gunk tank and polished same with wire brushes.

Many new o-rings later we were introduced to the mechanics of a torque wrenches. Nothing beat the satisfaction of seeing and hearing those race engines come to life again and do their jobs. They were small by design but too light weight for the job they were asked to do. Most of us now have a love/hate relationship to the memories of those noisy monsters task masters **but I sure as hell wish I could be back there some times like every time I get behind a greyhound bus – you know what I mean.**

Sincerely,

**Pat Ulmen END3 SS 1952-1953**

Ex ERD, D2, S/T Base CDR.  
USSVI So. Tier NY & Parche 1000 Isl Bases member - [S/T Chaplain], Assoc WWII - "Holland Club" - Post 89 Legionnaire



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I completed boot camp by heeding dad's advice, "When you are in a new place that you don't understand keep your mouth shut and your eyes and ears open".

My company commander, a WWII Chief Gunners Mate, was most memorable. He did a great job converting juveniles into sailors quickly. The first day he told us that nothing funny was going to happen for the next eleven weeks, therefore there would be no laughing. But the Chief had a problem, a speech impediment, and he talked a little bit like Elmer Fudd. His cure for everything was the same, a good swift kick in the ass. I tried not to displease the Chief but he would say "You fink yor funny boy? I'll give you somphtn to waf about." And it would be almost impossible not to laugh.

I knew I wanted to be an engineman so that is all I requested for A School. There was only one billet and another guy with higher test scores got it. He probably finished high school. But I was determined to strike for engineman.

After boot camp I was off to the *USS Eugene A. Greene* a DDR. I was disappointed when I went down in the engine room and didn't see diesel engines. But I found out there were two emergency diesels, taken care of by the auxiliary gang in R division. Luckily, I was assigned to R-Div.

Cuba was my first foreign liberty. This was BC (Before Castro) and we visited Santiago. We also visited Haiti, Puerto Rico, the Virgin Islands and Bermuda. Shortly after passing our ORI we returned to Norfolk for upkeep before starting a seven month Mediterranean and Northern Europe cruise. After leaving Norfolk, we were underway for 30 days and at general quarters almost every day. Each night we UNREPT something. The cold war was spooling up and training was the norm but we did visit Tangiers, Solonica, Greece, and Cannes, France.

En route to England, we were in a hurricane for three days. I stood throttleman in the AER. I saw the main steam pipes moving as the ship bent in the high seas. Knowing there was 600 lbs steam in them, I thought someone should be concerned. I kept watching the older guys, 22 or 23 years old, for concern but the only discussion focused on the cooks. When will they be able to put out a meal?—and, of course, girls. We entered Plymouth, England for repairs and some of the best liberty of my Navy career. We visited Amsterdam, Holland and Bremahaven, Germany. This seven month cruise was the most exciting and educational thing I could imagine.

I never did work on a diesel while on the *E.A. Greene* but I was given the job of ship's refrigeration man. I didn't have a clue how a refer worked. If my EN2 boss wasn't aboard I couldn't get much help. I read the fireman book several times and was advanced to E3 before I was eligible. I took out the third class engineman course and the refrigeration system depicted in the EN3 book was valve for valve like that old 2250 class tin-can. I read that book until it was a rag.

I volunteered for everything in those days, against common advice, including ships color guard. We had a lot of fun demonstrating the Manual of Arms and marching in foreign coun-

tries. I also volunteered for Antarctica. They were looking for people experienced with dogs. (Sled dogs, I'm sure). I wrote a letter outlining my vast experience with Blue Tic, Red Bone, and Walker coon hounds, acquired before entering the navy. That probably caused many laughs from the reviewing folks and I'm probably very lucky I didn't get selected.

An MR2 who had served on a submarine tender told me stories about diesel boats he had worked on and I immediately volunteered for submarines. I reported to Sub School New London in April 1956 and a whole new adventure started.

After 18 months at sea the receiving station at sub school was a dream. While class 131 was being formed up, I went with a CS2 to New York City. We visited the City as only a couple of sailors could—arrived Friday evening and by Sunday night had spent all our money and hadn't slept a wink. We started back to New London. A speeding ticket landed me in the pokey in Orange, CT and it was going to take \$15.00 to spring me. I tried selling my spare tire and camera to the trooper but he said no. I told him that we had to start sub school the next morning and just couldn't be absent. He wasn't impressed. He suggested I call my family for the money but I would swing from the gallows before letting dad know I was in jail. I phoned the barracks and told the duty "Master At Arms" my plight. He didn't know me and couldn't do any thing but he told the first guy walking by his shack. That was EN2 H. R. Dockery. "Doc" went into New London and wired the money. He and I became great friends and are still in contact with each other today, 52 years later.



After sub school Doc and I were lucky enough to get assigned to *USS Carp* shortly before she got underway for Australia and a seven month westpac cruise. We visited Sidney and Perth, Bangkok, Manila and Subic Bay. While in Olon-gapo, with two engines in overhaul, the Suez Cannel crises broke

out. The SRF was in a training mode, the cause for us to disassemble two engines at once. They had the heads, pistons, and liners up in the engine overhaul shop. We brought every thing back aboard and piled it in the forward engine room. We loaded stores, fuel, and supplies for 90 days and got underway for Sasebo to exchange our practice fish for warheads. Every rate on the boat that could squeeze into the engine room helped us reassemble those two engines.

We ran on two engines on the surface from Subic to Sasebo arriving just as we finished the last engine. It was about 2000 and SOPA had liberty expiring at 2200. Our CO just said we were leaving at 0800 the next day and everyone better be on-board. I and one other engineman were elected to stay aboard to test run the last engine. We followed the procedure some-

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what, but time was running out. The chief engineer finally accepted the test run and we were free to go ashore, but it was 2130. There was no time to shower. We washed our face and hands, donned our dress canvas, and ran out the main gate. The marines yelled that liberty was up in 30 minutes. We jumped into a rickshaw and were off to the Starlight Hotel where we joined the rest of the liberty party. We had to get out of uniform and into a kimono before shore patrol came by so we were off to the baths. We were black with grease and carbon from the engine overhaul. When we took our clothes off the girls saw how dirty we were from the waist up, and the bathhouse soon filled with giggling girls and a frowning Mama-san. We got clean and into a kimono just before shore patrol arrived at which time we could no longer speak English.

We returned to the boat just in time for quarters and under report from the main gate and got underway for a very exciting "Special Operation". I was advanced to EN2 in November 1956 and qualified before returning to Pearl Harbor. I was on a "Kiddy Cruise" and every week or so the XO would talk to me about shipping over. He asked me what it would take to get me to reenlist. As a high school drop out I wasn't qualified for Nuclear Power School. When I told him I would reenlist for Nuc School I figured that was the end of the discussion. Two weeks later he said, "Pack your gear. You're going." So, just two years after leaving Sub school, I was back in New London for basic nuc school.

Our class started school in the old wooden buildings and then moved to Cromwell Hall. We were the first class to graduate from the new building. Being a high school drop out and having no background in math and physics, and not being a real fast learner, I paid the price. The pace was fast and if you fell behind you were gone. Going back to a diesel would not be that bad but it would have definitely bruised my ego. Every time I failed a test I hunkered down a little more. The cure for us who got behind was "Stupid Study." Six to eleven every night and some weekends. I squeaked through near the bottom of the class. I'm sure some of us survived basic nuc school because the submarine force needed qualified submariners, as well as the brainy guys.

By October 1958 I was in Idaho Falls—thought I had died and gone to heaven. Four of us rented a nice house in Idaho Falls. We were all avid hunters. There were pheasants, ducks, and deer to hunt and more girls than any of us had ever seen. We had six months to qualify and if you got behind you just double shifted until you were caught up. I was a welder so my qualification time was cut short. We got our welcome aboard talk and the section chief asked who are welders. Three of us raised our hands. He said "You guys are a week behind already." I didn't mind because qualifying was easy for me and welders didn't stand more watches than were required to qualify. I was also looking forward to welding school. The most sleep we got was on the bus during the 53 mile ride each way to and from work.

I sadly left Idaho in May 1959 but promised myself a return for shore duty someday and to retire there. I was selected for

the pre-commissioning crew of the *USS Sculpin* and this landed me at a factory school in Large, PA, just 40 miles from my home. Bettis designed the S5W reactor plant for the new 598 class. The *Sculpin's* pre-commissioning crew was one of the very best groups of men ever assembled. Those of us new to the nuclear program had some very good mentors. A most important thing happened to me while at Bettis. I met my first wife Dolores (Jo) Froehlich, attractive, intelligent, independent, and a model Navy wife. After Bettis, the crew assembled at Pascagoula where *Sculpin* was under construction. The crew trained a lot as each pipe and pump was installed. The shipyard did not have a trained test crew so we became the test crew. This, no doubt, enhanced our overall knowledge of the boat.

During my two years in Pascagoula another experience would affect my later life in a big way. I went to Jackson County Airport to look at the airplanes and met a flight instructor who would take me for a ride and even let me fly the plane. We went for a ride in a 65 HP Aronica Champ and he did have me fly. What a thrill! I was just 21 years old and he was 20 years older but we became close friends. He was rebuilding an old plane from boxed parts. I started helping him assemble the airplane in my spare time—every night and weekend. As I could afford the rental on the Champ, he taught me to fly. Meanwhile, Jo traveled to Pascagoula to visit me and I thought a little bit about getting married. I had vowed never to marry until I was a 1<sup>st</sup> class and, wouldn't you know, I was advanced to EN1(SS). Jo and I were married in Pittsburgh on 16 January 1960. We got the airplane finished, a PA 12, (Piper Super Cruiser) and flew it around the Gulf Coast.



The *Sculpin* was ready for sea and shakedown so we headed for the west coast and my flying days were over, or so I thought. I didn't have money to waste on flying, being married and now responsible. *Sculpin* transited the Panama Canal then on to San Diego, our home port. Jo shipped our stuff, found a home, picked me up at Ballast Point and showed me how to get home and to work the next day.

*Sculpin* had an abundance of unorganized gun enthusiasts on board. I got wind of a large amount of old ammo about to be dumped by the tender so I asked their Weapons Officer if we could have it. Did we have a rifle team? I assured him we did and he said, "Ok, lets go shoot Saturday morning." I ask the gun nuts if any had experience shooting on a range. None did, but we figured we could fake it. We arrived at Camp Pendleton with old ammo and general issue M1 Grand's off the boat. The tender team had shooting jackets, gloves, car-

Charlie Deer > page 7

# On Eternal Patrol

## May

### WWII Lost Boats 1941—1945

**USS Runner**  
(SS-275)

**USS Lagarto**  
(SS-371)

## June



**USS S 27**  
(SS-132)

**USS Herring**  
(SS-233)

**USS Gudgeon**  
(SS-211)

**USS Bonefish**  
(SS-223)

**USS Golet**  
(SS-361)

**USS R 12**  
(SS-89)

### USS RUNNER (SS 275) May 28, 1943 - 78 Men Lost



On 28 May 1943 *RUNNER* (Lt. Cmdr. J.H. Bourland) left Midway to begin her third patrol. She was to patrol the south and west, until she came into the area south of Hokkaido and east of the northern tip of Honshu, where she was to patrol from about 8 June to 4 July 1943.

She was expected at Midway about 11 July, and not later than 15 July, and should have made a transmission when approximately 500 miles from this base. She was ordered on 12 July to make an immediate transmission, but no reply came. Although a careful, lookout was maintained in the hope that *RUNNER* was safe but without transmission facilities, results were negative. On 20 July *RUNNER* was reported as presumed lost.

A summary of Japanese antisubmarine attacks received since the close of hostilities contains no mention of an attack, which could explain the loss of *RUNNER*. Thus her loss must be ascribed to an enemy minefield, of which there were at least four in the area to which she was assigned, to an operational casualty, or to an unreported enemy attack. Destruction by a mine is considered the most likely of these possibilities.

This ship sank three ships, totaling 19,800 tons, and damaged three more, for 19,000 tons, on her first two patrols. *RUNNER* patrolled the Palau area on her first war run in February 1943, and all of her sinkings were made here. She sank three medium freighters, and damaged two more. During her second patrol off Hong Kong in the South China Sea, *RUNNER* damaged a freighter.

Source: COMSUBPAC

## Welcome Aboard USSVI-Bremerton Base



**Brian Mahoney** (Baton Rouge, Louisville, Boston)

**William Hickman** (Wahoo, Flying Fish)

## My Heart's at Sea Forever

**Long ago I was a Sailor.  
I sailed the Ocean blue.  
I knew the bars in Singapore...  
The coastline of Peru.  
I knew well the sting of salt spray,  
The taste of Spanish wine,  
The beauty of the Orient...  
Yes, all these things were mine.  
But I wear a different hat now,  
No tie and jacket too.  
My sailing days were long ago...  
with that life I am through.  
But somewhere deep inside of me...  
The sailor lives there still.  
He longs to go to sea again,  
But knows he never will.  
My love, my life, is here at home,  
and I will leave here never.  
Though mind and body stay  
ashore...  
My heart's at sea forever.**

~Author Unknown~

### Get a Membership Application

To receive a membership application or answers to questions you may have regarding USSVI-Bremerton Base please contact any member listed on page 2 either by telephone or email. Applications and membership information is also available at [www.ussvi.org](http://www.ussvi.org).



**2007 CONVENTION  
CRUISE NEWS**

Bremerton Base and AAA Washington have teamed up to make the 2007 Convention Cruise a week to remember. **You do not have to be a USSVI member to participate—family and friends are invited.** A \$350

per person deposit will secure your cabin and is refundable until Sept 2006 then insurance is available. All cruise info is at [www.aaawa.com/submarine/index.htm](http://www.aaawa.com/submarine/index.htm). Take a look, then call our AAA Rep Kim Boekenoogen, toll free at 1-877-802-6894 or email her at [kimboekenoogen@aaawin.com](mailto:kimboekenoogen@aaawin.com) and book your cabin.

**See Bud Berg for a Cruise Raffle Ticket.  
A \$5 bill may win you a Veranda Cabin Suite.**

Kim reports their ad in the most recent *American Submariner* is producing results—**575 (of 900 cabins) have deposits.**  
**The ship is over half reserved.**

**Don't wait—Book your cabin, NOW!**



**IN MEMORIAM**



***Denny R. Rathbun, 81, of Bremerton died April 1 in Shelton. He served in the Navy for 24 years and was a World War II submarine veteran.***

***Although not a member of Bremerton Base, Denny was a member of U.S. Submarine Veterans of World War II.***

***Sailor, Rest Your Oars!***

**Fellow Submariners plan to attend the  
35th ANNUAL NORTHWEST REGIONAL  
CONVENTION  
of  
U. S. SUBMARINE VETERANS OF WORLD WAR II  
&  
U. S. SUBMARINE VETERANS, Inc.**

**WESTERN REGIONAL DISTRICTS 3 & 4  
(ID, MT, WY, AK, WA & OR)**

**May 10-11-12-13, 2006**

**Double Tree Hotel, Spokane City Center**

*Charlie Deer < page 5*

bide lights, logbooks, stools, and spotting scopes. They were a good bunch, split our group in two parts, took us under their wing, and taught us a bit about competitive shooting. The boat's small arms locker couldn't hold the ammo so the M Div Chief let me tie nine cases (1700 rounds per case) to the handrail of #1 SSTG. The Chief told the CO it was "stuff" I comshawed off the tender. The CO said, "Well, it looks like ammo and if it is, I want some." Due to the acquisition of this ammo, we got into competitive shooting and some of us pursued the sport for many years.

After local operations, VIP cruises, and a shakedown cruise to Hawaii, we went to Mare Island for Post Shakedown Availability. Some families that didn't have children in school moved to Vallejo. We had a great time living in temporary housing.

My second tour came to an end. I thought the responsible thing to do was to leave the Navy, although Jo had never complained about it. So in January 1962 I was discharged and went back to Pennsylvania where I found work in a diesel overhaul shop. When the Cuba blockade was established, I thought we are going to go to war and I'm going to miss it. I ask the Navy recruiter about returning as an EN2 because I had been out for over ten months. I was sure I would lose a pay grade but when he found out that I had been an EN1 Nuc, he said they would take me back as a First Class and give me a \$100 a month pro pay. Well, I told him "I can't go until Thursday," and off I went.

I wanted a boat but I was sent to a receiving station in Washington, D.C. By the time I did all the indoctrination stuff, the Blockade was lifted. During this time I read about the direct drive main engine being planned for *USS Jack*. It sounded pretty farfetched but I wanted to be in on it. So, I managed a set of orders to *Jack* then went TAD to *USS Skipjack* while waiting for the crew. In March 1963 I reported to the pre-com detail of *USS Jack* at Portsmouth Naval Shipyard, Kittery, ME. Shift work during construction and testing allowed lots of daytime deer, rabbit, and duck hunting and competitive shooting. I became president of the PNS Rod & Gun Club and in 1966 we won the 1st Naval District rifle match. I was lucky to be selected to shoot in the Atlantic Fleet match at Annapolis. I was able to screw off at rifle matches only because I had made chief and as the junior was being transferred. It was a great three years. Due to idiosyncrasies of the direct drive, counter rotating turban, *Jack* became the first nuc boat to fail initial sea trials. They didn't need four "M" Div chiefs so in July 1966, I went to *USS Tinoso* as the "M" Div Chief.



*Tinoso* was a good boat and we had some exciting special operations in the North Atlantic, as well as, some fun weapons testing out of Ft. Lauderdale and St. Croix. In 1968 I

*Charlie Deer > page 11*



# National news



NJVP Patrick Householder's wife Debbie, diagnosed with colon cancer four years ago, passed away March 21, at age 56, surrounded by her family and some close friends. In Pat's time of grief he asks that we all heed Debbie's message to get a colonoscopy checkup...it may save your life or that of a loved one. Pat's grief is shared by many Submarine Veterans.

South Sound Base Lay Chaplain, Don "donmac" Smith probably said it best, *"Those of you who have been there, you know the pain; the rest of us await that day with knowledge that there are those who have suffered the grief, and we need to share support as best as we can share."*

## FLASH --- BOD DINNER

All Bremerton Base members are invited to join the **USSVI National Board of Directors** for dinner at 1700 on May 12th at 521 National Ave (Branch #29 FRA). The dinner charge will be \$7.00 for one of Heather's **Homeport Café** great dinners. The first 30 will get dinner so sign up early. This is a great opportunity to meet and chat with your national officers.

**Bud Berg**  
2007 National Convention Chairman, Alaska Cruise

## The heavyweight contenders: torpedoes maintain their potency

*Despite an apparent lack of demand - a heavyweight torpedo has not been fired in anger for more than 25 years - the weapon retains its title as a submarine's main hard-kill weapon*

On 2 May 1982, off the Falkland Islands, the UK Royal Navy nuclear-powered submarine *HMS Conqueror* sank the Argentine Navy cruiser *ARA General Belgrano* with two Mark VIII heavyweight torpedoes. In the same month, the Argentine diesel-electric submarine *ARA San Luis* unsuccessfully fired several torpedoes at British ships that were involved in the operation to recapture the Argentine-claimed island group.

The sinking of the *Belgrano*, now nearly a quarter of a century ago, was the most recent occasion where heavyweight torpedoes have been fired in anger. Virtually all types of non-nuclear weapons have seen widespread use during the many armed conflicts that have occurred since the early-1980s, but one of the most powerful types of conventional weapon has remained dormant.

Source: Doris Janssen Lok, *Jane's International Defence Review*, March 2006

Bill Britt Requests Relief as Holland Club Commander Shipmates,

This letter is to inform you of my decision to request relief of my duties as Holland Club Commander.

In order to properly alert all hands and facilitate in the selection of my replacement, I will be sending notice to all base commanders requesting they notify all members of the Holland Club of my decision and to allow the opportunity to any Holland Club member to volunteer to be considered for nomination.

I will continue to execute the duties of my office until closing of the Annual Holland Club meeting 9 September 2006 to be conducted at the Holland Club Breakfast in Little Rock Arkansas. At which time I will conduct nomination and election for Holland Club Commander.

In order to insure an orderly change over of responsibilities and duties of the office and the transfer of Holland Club paraphernalia and materials to my relief and complete the transition I will be available to my relief until such time as he is fully satisfied.

It has been a distinct pleasure and a great honor serving the members of the Holland Club. Pride Runs Deep,

*William E. Britt, Holland Club Commander*



## Binnacle List

Bremerton Base and Life Member **Ernie Taggart** is undergoing chemotherapy in his continuing fight against bladder cancer. It's great to see Ernie back at the meetings.

USSVI D-4 Cdr and Past Base CDR, **Bob Webster**, recently suffered a heart attack and underwent successful double bypass surgery at Harrison Memorial Hospital. Bob is recovering nicely at home.

**Greg Fessler** recently went under the knife for back surgery and is in recovery at home. He used a walker to get around at "soupdown" but swears he'll be tap dancing next week.

*Please consider a call to these folks and keep them in your prayers. That is what we are about.*

Also, call Bremerton Base **Chaplain Bill Hipp** if you know of any shipmates that are either sick or in distress.

On Feb. 22, 1945 *USS Flounder* fired four fish at a Japanese patrol boat. Two of the fish ran in a circle, causing *Flounder* to maneuver frantically to avoid disaster. On the following day she collided with *USS Hoe*. Our own Bremerton Base **Chaplain Bill Hipp** was serving in *Flounder*!

## Local Sound Bytes

### Parche Sail Installation

*“If you remember the days of Special Operations— then you will understand the record set by this extraordinary boat and the crew that served on her! BZ Parche!!”*

It began almost a year and a half ago at the Parche Association banquet held on the eve of the *USS Parche (SSN 683)* deactivation. A motion was made by all attending, which included members of the WW2 namesake *Parche (SS 384)*, to work to preserve the 683 sail and to have it installed in a place of prominence befitting that of **the most highly decorated U.S. naval vessel in history.**

That commitment will be realized within the next few weeks as the 110,000 pound sail is installed at its final resting place in Bremerton, Washington.

The location is at the intersection of 1st and Burwell Streets, on axis with Farragut (Navy Yard) and Burwell and fronts a new naval museum, itself a historic Victorian-era building moved to this site from the Puget Sound Naval Shipyard.

The exact date of the sail installation remains to be announced.

The Parche Association intends to co-sponsor a dedication ceremony approximately two weeks after the installation and will release specifics shortly. *USS Parche*, the last of the 637 class submarines to be decommissioned, earned **nine Presidential Unit Citations, ten Navy Unit Commendations, and thirteen Navy Expeditionary Medals** before being deactivated on October 19, 2004 and then decommissioned in July of 2005.

Point of contact for the Parche Sail Dedication is Will Longman, CWO3, USN (ret) 360-769-7355.

*Contributed by: John Dudas, USSVI Chairman-Veterans Affairs*

### Naval Undersea Museum Seeking Help

**594 Nose Coners** ...Your knowledge and assistance is requested by the **Keypoint Naval Undersea Museum**. They are developing a proposal to illuminate many of the panel lights in the *Greenling* control room at the Museum. *Greenling* is a Permit-class boat. They need to know the BCP, SCP and Fire Control Panel light colors, combinations etc. Sounds like reference to equipment manuals would be a source, but maybe they do not have access. Please lend them a hand with your knowledge. Contact USSVI Life Member and Museum volunteer **John Clear** at [submarine@waypt.com](mailto:submarine@waypt.com) or 360-426-8779. John is also at the museum on Friday and Sunday.

*Source: <http://gertrude-check.up-scope.org>*

## Around the Fleet

### US Navy seeks rapid-strike missile system

*By Ian Bruce, The Herald, 13 Mar 06*

The US Navy is seeking funding to convert Trident nuclear submarine missiles to conventionally armed rapid-response weapons.

The plan calls for a missile arsenal that is capable of striking any target with 6000 miles of a patrolling submarine in under 24 minutes, with a guaranteed accuracy of less than 10 yards.

The “Prompt Global Strike” programme claims that even underground bunkers could be destroyed by solid-slug warheads plunging from space at high speed.

A second warhead consisting of flechettes—barbed shrapnel designed to shred vehicles, penetrate fuel tanks and kill anyone not under solid cover—could be developed to tackle surface targets.

The system would be aimed at disrupting attacks that had been detected in advance by surveillance or for responding instantly to surprise strikes.

Its proponents argue that the missiles could be used as strategic precision weapons without the need to risk lives by employing nuclear warheads and the hazards of blast, heat and radioactive fallout over a wide area.

*Source: Undersea Enterprise News Daily*

### US Navy to continue hunt for Swedish sub

*The Local, 18 Apr 06*

For almost a year the US Navy has been hunting a Swedish submarine, the *HMS Gotland*, off America’s west coast.

The hunt is, of course, a one year training programme - but the Americans now want to extend the contract with the Swedish Navy.

Time after time, as part of the Americans’ training in tracking down smaller vessels, the Swedish submarine and its crew have eluded their pursuers.

The programme started last summer but the US Navy has said that it would like to hire the Swedish submarine and crew for another year, reported the newspaper Blekinge Läns Tidning.

That is good news as far as the Swedish submarine flotilla is concerned, and it has already requested the government’s permission to continue.

“Both the Americans and ourselves are interested in a continuation,” said Jens Plambeck, chief of staff at the First Submarine Flotilla in Karlskrona.

The key to the *HMS Gotland*’s success is the Stirling engines which allow the submarine to remain underwater for a unusually long time.

*Source: Undersea Enterprise News Daily*



### Worth Quoting

“You call this bad? I’ll tell you what bad is ... Bad is passing test depth at 80 feet per second with a thirty degree down bubble. Compared to that, this is a walk in the park.”

Said by a submarine veteran to his sailors when faced with a potential engineering disaster in his department. The group rallied and overcame the problem.

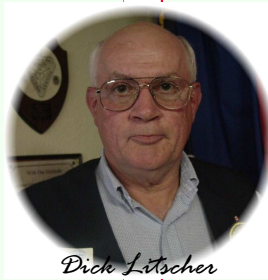
*Carlo Ciliberti, Veteran of the USS Skipjack (SS(N)585), Author of “The Next Best Thing.”*

## Minutes of the meeting conducted 03/21/06.

CDR **John Gardner**, called the meeting to order at 1900.

- Conducted opening observances.
- There were no guests among the 28 members present
- Minutes of the Jan 17<sup>th</sup> meeting were read and approved.
- Correspondence included a letter from CO of Naval Base Kitsap rejecting our request to conduct the annual **Submarine Birthday Run** at Bangor. Registration forms are available for the combined USSV-WWII Northwest Regional and USSVI Western Districts 3 and 4 convention at Spokane May 10 through 13. The Western Regional Director said nominations for the western districts are now open until May 31.
- Treasurer/Membership **Dutch Kaiser** reports assets in excess of \$56,000 and also reported 282 paid members and 34 members not renewing for 2006.
- *Puget Soundings* Editor, **Tommy Robinson**, set April 24<sup>th</sup> as the deadline for any articles or ideas for the next issue.
- Scholarship Chairman **Don Bassler** says gross proceeds from the raffle are \$4,700 and about \$1,400 in prizes now available. There are no applications received yet but he does have a grade transcript for a possible candidate.
- National Office Manager **Fred Borgmann** reports that there are 11,850 members with 1,104 yet to renew.
- Webmaster **Don Mac Smith** says he has been updating the website. He asks for ideas to make it a better location.
- Cruise Coordinator **Bud Berg** announced that the National Board of Directors will conduct the midterm meetings in Bremerton May 12-14. They will tour the 2007 convention cruise ship, *ms Oosterdam*. **Bud** also said ads will run in *American Submariner* to promote raffle ticket sales.
- VLC Rep **Don Mac Smith** reports 20 veterans bills were considered. Seven passed and are awaiting signature. Primary voting has been moved to the 3rd Tues in Aug to help service members get their absentee votes in and counted.
- CDR **John Gardner** said that Bremerton Base will not have a table at Kitsap Mall's **Military Appreciation Day**. Veterans' organizations were precluded from the festivities.
- Shipmate **Bill Hipp** has taken over as Bremerton Base Chaplain. He would appreciate any notice of shipmates either sick or in distress. Please call him with the information.
- Our entry in the Bremerton **Armed Forces Day** parade will be ready to go at 1000 hours on Saturday, May 20<sup>th</sup>.
- Storekeeper **Dene Rogers** has a couple of unclaimed hats and has various other items for sale.
- Shipmate **Ron Hnatovic** prepared a DBF patch for Bremerton Base and asked for funds to cover expenses. A motion was made and passed to manufacture 100 patches.
- **Dave Pittman** will be the guest speaker for our Apr meeting. He will discuss schools and other topics of education.
- The meeting raffle winners:
  - Don Pennington** won the 50/50 (\$19)
  - CDR **John Gardner** won the hat (\$19).

The meeting was adjourned at 1940.



Dick Litscher

## Minutes of the meeting conducted 04/18/06.

CDR **John Gardner** called the meeting to order at 1900.

- Opening observances were conducted.
  - There were 34 members present including two first time attendees and two members returning from long absences.
  - Shipmate and Guest speaker **Dave Pittman** was introduced. He gave an informative overview of the Central Kitsap Schools from his perspective as a teacher, parent, and citizen. WASL testing and parenting resulted in discussions.
  - The meeting resumed at 1950.
  - Minutes of the Mar 21 meeting were read and approved.
  - **Ted Hunt** received a certificate of appreciation from the National Executive Board for his work on national awards. Nominations are open for Western District Commanders. Nominating Committee Chairman **Fred Borgmann** also announced open nominations for Bremerton Base elections.
  - Treasurer/Membership **Dutch Kaiser** reports assets in excess of \$56,000 and also that 28 members have been dropped from Bremerton Base for failure to pay 2006 dues. We have 250 paid-up members.
  - Scholarship Chairman **Don Bassler** reports we have \$5367 in gross receipts from our raffle. Ticket sales are \$3362 and direct donations account for the other \$2005. The prize list is at approximately \$1687. He has received five applications.
  - National Office Manager **Fred Borgmann** reports that 735 members have been dropped nationally for failure to renew dues. Despite another 120 member deaths, he feels confident that we will exceed 12,000 members this year.
  - VCDR **Don Bassler** stated that the 2007 Cruise ship has about 575 staterooms reserved. The two cheaper categories have all been booked with a waiting list started.
  - Shipmate **Ron Hnatovic** has ordered the DBF patches.
  - COB **Hank Hollis** has reserved space at Illahee State Park for our **annual picnic, Sat, Jul 15<sup>th</sup>**. Arrive at 1100, new Base officers are sworn in at 1200, then food is served.
  - CDR **John Gardner** announced that bagpipes will lead us in the **Armed Forces Day Parade May 20<sup>th</sup>**. Shipmate **Wayne Hart** has volunteered to tow our float.
  - A motion for the Base to donate money to the Diabetes Association in support of two of our shipmates in a walk-athon was defeated. Members in attendance were generous with their own donations.
  - CDR **John Gardner** said he received an e-mail from the person responsible for refusing the **Submarine Birthday Run** at Bangor. She asked that we communicate directly with the Judge Advocate General's office to confirm that we are not doing an unlawful activity.
  - The meeting raffle winners:
    - Ralph Harris** won the 50/50 (\$33.50)
    - Dutch Kaiser** won the hat (\$26).
- The meeting was adjourned at 2025.

Charlie Deer < page 7

was advanced to ENCS(SS) and was eligible for shore duty. I was only interested in NPTU Idaho Falls but due to my low standing in basic nuclear power school I was not eligible. There was plenty for me to do on *Tinosa* and sea-duty extensions were easy to get. The XO was sure he could get me a waiver to NPTU Idaho Falls. As it turned out, there was no grade requirement to become an instructor. It was a Rickover "rule" and there were no waivers for his rules.

My third extension ran out and I was ordered to RTC Great Lakes. I felt it degrading that an E8 super-nuc was going to bootcamp as a nursemaid. I had wanted Viet Nam anyway, so I volunteered for PBR School. There were no E8 billets in the river divisions but I was sent to SERE school in Little Creek VA and from there to NSA Saigon Det in the Mekong Delta. We supported two divisions of PBRs (20 boats) on a barge "YRBM." We were moved from one operation area to another by a warping tug and two LCM 6s. It was a satisfying year but I was reintroduced to the "regular" Navy and got a taste of reserve officers that sometimes were more like hippies in uniform and there were personnel problems I hadn't seen since my destroyer days.

I traveled around occasionally and preferred helicopters far better than boats. I thought I had gotten the flying bug out of my system but riding in the choppers sure brought it back. Prior to going to Viet Nam Jo ask me about meeting for R&R in Hawaii. I said, "What do you mean? You don't take a vacation from a war." But after five months in country, I wrote her and said, "If you insist, I will meet you for R&R. in Hawaii." Those five days were a welcome break. After one year and one day in the Mekong Delta I was glad to get home.

Jo had stayed with her parents in Pittsburgh so we got our pickup and camper from storage and with a car in tow we headed for Inactive Ship Maintenance Facility, Vallejo, my next duty station. The trip was another of the many honeymoons we celebrated while in the Navy. I relieved a friend and shipmate as the Assistant to the Chief Inspector, the only submarine billet at the command.

I wasn't my normal loveable self when I came home from Viet Nam. I didn't like the idea that my troops wanted to go home at quitting time when there was still paperwork to do. I needed more to do and a more challenging job. Jo was the first to realize it and since I talked about airplanes a lot she suggested I look into flying again. The G.I. Bill would pay for part of it but I felt we didn't have the money and I couldn't take money out of savings for flight training. Jo said if I wanted to fly, she would go to work to pay for the training. I'm sure she has regretted saying that many times.

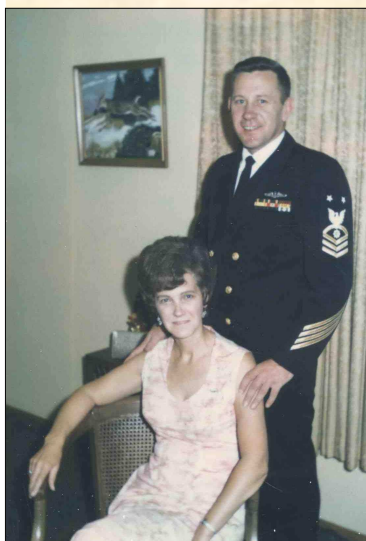
There was a flying club at Travis Air Force Base so I started a training program. I went to ground school two nights a week, flew two nights a week, and studied two nights a week. It was good therapy and I got all the certificates I needed for a commercial flying job. Now what I needed was a thousand hours of experience.

Prior to marrying, I told Jo I was going to retire and live in

Idaho Falls. On one of my training flights we went on a trip to visit an old shipmate. We landed on a real hot dusty day. As Jo got out on the wing of the plane and looked around, she said, "We are **not** living here." Even after side trips to West Gate Yellowstone, and Jackson Hole she wanted no part of it. She had fallen in love with the Maine coast while we were on *Jack* and wanted to go back there to retire.

While at Inactive Ships I was advanced to ENCM(SS) and I learned a lot about surface ships, contracts, contractors, and making sure the Navy got their moneys worth, as much as possible. Along with my inspection department duties I was the Command Career Counselor, Senior Enlisted Advisor, Drug Exemption Reprehensive (remember those?) Member of Navy Services and Benefit Council. After about a year, I had become a dedicated shore duty puke. Just another great tour of duty.

In June 1972 I returned to sea duty aboard *USS Guardfish* as the "M" Division Chief. I wasn't real happy although the *Guardfish* was a good boat. It was the same job I had as an E-7. January 1973 found me on the *USS Claude Jones* a DE. It was a great twilight cruise and a fun tour of duty. I was the "R" Division officer, Senior Enlisted Advisor, 3-M Coordinator, and SLJO. We witnessed some soviet ICBM tests in the South Pacific. I was also able to take a part time flight instructors job at NAS Barbers Point and acquired enough flight time to make it easy to get a flying job after retirement.



I retired in May 1974. Since Jo would not live in Idaho and I would not live east of the Mississippi, we compromised and moved to Fairbanks, Alaska. I got a flight instructor job and soon became an air taxi pilot. For the next three years I flew all over the Interior, West Coast, and North Slope of the state. This was before President Carter and Cecil Anders turned the state into a national park. I flew a lot, supporting geological survey companies that

were mineral mapping the Brooks Mountain Range. Our company also owned a lodge at Bettles, in the foothills of the Brooks Range. I picked up hunters and prospectors and delivered them all over the mountain range. I also delivered mail to several villages and transported villagers as needed.

The romance of being a "Bush Pilot" wore off and I realized I needed a job that paid a little more money. In October 1977 I quit flying and started a heating business in Fairbanks. Of course, I had no experience but I bought some books, test equipment, and a service truck and started out. The fact that I had no teachers and absolutely no experience was offset by my ability to read a tech manual and decipher a control schematic. That was not the norm for heating people

Charlie Deer > page 12

Charlie Deer < page 11

in those days and it appeared that I knew more than I really did. I put together a heating controls training program and taught it at the university in a spring semester night school. The heating business was very good to me. I had an airplane and a contract with several rural school districts to train and help with their heating system maintenance. I didn't need the bush work for the business, but it was fun, and a good excuse to have an airplane and buy av gas. It was legal to shoot wolves from an airplane in those days and I burned a lot of av gas doing that.

I am interested in energy conservation and experimented with multi-fuel boilers and gadgets of all kinds after the 1970's fuel crises. I built a house in 1980, that I hoped would be energy efficient, and I implemented many of my ideas as I went along. A Swedish friend told me about vinyl turn/tilt windows being made in his hometown. Initially this didn't sound like a good idea but he brought a sample on his next trip and I was impressed. I bought a few and replaced some windows in my house. Windows are the weakest link in a building envelope. I was so impressed, I went to Sweden and Denmark to study the fabricating process. By 1985 I had built a facility in Fairbanks and started fabricating the "Alaska Window". It was a very slow, uphill process but we were successful in introducing not only a new material but a totally new style that was more suitable for cold climate construction. The Alaska Window Company made a major change in the industry through out the state and the high performance standards continue today.

In 2000, I was preparing a major window change that would be expensive and take two years to accomplish. I thought about retirement and asked myself, "Why am I doing this?" I got out of the business all together, closed the window company, and rented the factory building. I am pretty much retired now. I do travel around the state for the "Alaska Building Science Network" and do workshops on boiler and oil burner maintenance in the villages and do a little window and heating consulting. This is just my excuse to travel, buy computer stuff, and a little av gas. My first wife, Jo, and I still enjoy traveling around Alaska in our motor home and fishing for King salmon in front of our house. I have found, "The worst thing about retirement...is pretty damn nice."



Charlie

May is **Military Spouse Appreciation Month**. It takes a *month* — *not a day* — to express the appreciation that they so richly deserve. Give your First Mate a big hug and kiss, take her to dinner, and be ever thankful for her devotion and support.

**SUBMARINE RESEARCH CENTER**

SRC found in its research for, "Steep Angles and Deep Dives" that on numerous occasions an out-of-control diesel powered submarine was saved by the independent actions of crew members who instinctively knew what had to be done and did it without orders from superiors.

In conducting research for its new publication, "*Undersea Encounters*" it found no evidence that spontaneous actions by crew members were a factor in preventing groundings and collisions. While the two types of submarine emergencies mean that such a comparison may not be valid, the possibility exists that enlisted crew members view their nuclear-powered submarine from a different perspective than those of the earlier diesel era.

The realignment of enlisted ratings in response to the modern submarine's greater reliance on electronically driven equipment has produced crew members who are primarily technicians and secondarily sailors. The unavoidable consequence is that the arts of seamanship and navigation have become diminished in importance. When faced by an emergency the submarine crew member looks to computers and electronic displays for answers.

**Unanswered questions:**

Is there a place in the modern submarine for crew members who "feel" the submarine, that is, who instinctively carry an understanding of the submarine's well-being?

Is there the need for greater cross-training between submarine rates in view of the natural division that exists between the engineering rates and those forward of the reactor compartment? If you have an opinion let me know.

**Edward Jones, Director**

[subres@cablespeed.com](mailto:subres@cablespeed.com) or 360-437-8015

*Editor's Note: Dr. Ed Jones is a USSVI-Bremerton Base member who has written several excellent books—all good reads. Go to [www.submarineresearch.com](http://www.submarineresearch.com) for specifics.*

**Here is some sound financial advice:**

**If you had purchased \$1,000.00 of Nortel stock one year ago, it would now be worth \$49.00.**

**With Enron, you would have \$16.50 left of the original \$1,000.00.**

**With WorldCom, of \$1000.00 you would have less than \$5.00 left.**

**But, if you had purchased \$1,000.00 worth of Beer one year ago, drank all the beer, then turned in the cans for the aluminum recycling REFUND, you would have \$214.00.**

**Therefore, the best current investment advice is to drink lots of beer and recycle.....it's called the 401-Keg Plan.**

## Around the World and Under the Seas

### Russia Revamping Sub Fleet

*Prensa Latina, 20 Mar 06*

Russia will renew its entire strategic submarine fleet in the coming ten years, affirmed Vladimir Masorin, the commander of Russia's Navy.

Masorin made the announcement during a ceremony marking the beginning of the construction phase of a fourth-generation submarine at the Severodvinsk shipyard.

Another six submarines will be made in the upcoming decade, thus representing the basis of the Russian defense strategies, the top official assured.

The underwater vessels will be provided with missiles that are unique worldwide, Masorin said, while noting the Russian Federation will adequately respond to the US Navy's reinforced presence in the Pacific.

President Vladimir Putin affirmed last week the submarine fleet is one of the main instruments of the country's defense policy.

*Source: Undersea Enterprise News Daily*

## Iran tests second new anti-submarine torpedo

*Unison.ie, 3 April 2006*

Iran successfully tested a new torpedo today, the latest new weapon it has unveiled during war games in the Gulf.

The new ship-launched torpedo can target submarines at any depth and is powerful enough to "break a heavy warship" in two, spokesman General Mohammad Ebrahim Dehghani told state television.

He did not give details on the speed or range of the torpedo.

A day earlier, Iran announced it had tested a new high-speed torpedo, the "Hoot", or "Whale", which moves at up to 223 miles per hour, saying it was too fast for any enemy ship to elude.

On Friday, it tested the Fjr-3, a missile that can avoid radars and hit several targets simultaneously using multiple warheads.

Iran's Revolutionary Guards have been holding their manoeuvres - code named the "Great Prophet" - since Friday, touting what they call "domestically built technological advances" in their armed forces.

*Source: Undersea Enterprise News Daily*

*Remember that first breath after a two or three month spec-op?*



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*More Info About USSVI can be Viewed at <http://bremertonbase.donmac.org>*

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You talked, we listened, we heard and we acted. You can now register for a hotel room by contacting your hotel of choice directly. Contact numbers are listed below:

**The Peabody Hotel (Host Hotel)**

1-800-732-2639, 1-800-PEABODY, 501-906-4000  
Three Statehouse Plaza, Little Rock, AR 72201  
Mention: US Submarine Veterans

**Wyndham Riverfront Hotel**

1-800-996-3426, 501-371-9000  
2 Riverfront Place, North Little Rock, AR 72114  
Ask for In-House reservations—Tell them submarine vets

**Doubletree Hotel**

1-800-937-2789, 501-372-4371  
424 West Markham, Little Rock, AR 72201  
Mention: Code USS

**Courtyard by Marriott**

1-888-236-2427, 1-501-975-9800  
500 President Clinton Ave., Little Rock, AR 72201  
Mention: SUB3 or US Submarine Veterans

**Holiday Inn Presidential**

1-866-900-7625, 501-375-2100  
600 Interstate 30, Little Rock, AR 72202  
Mention: US Submarine Veterans

**Billy Hollaway**  
Commander-Razorback Base

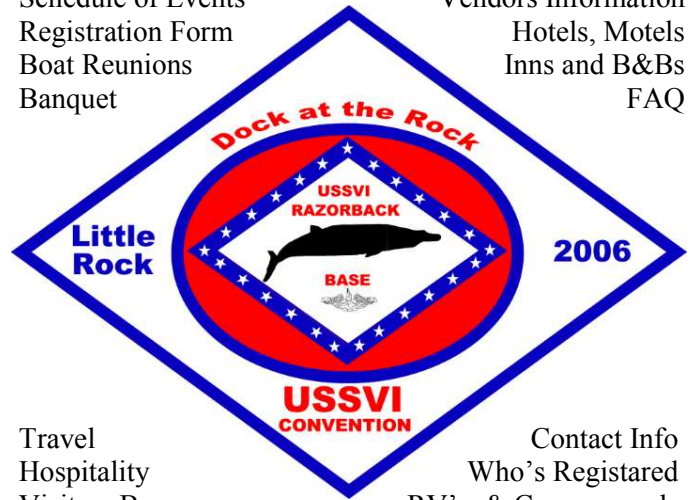
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**Monday-Friday: 0930-1730**

**Saturday: 0800-1200**

**Sunday: CLOSED**

## *Silverdale Member Service Center*

2238 Bucklin Hill Road NW

## *Bremerton Member Service Center*

4980 Auto Center Way

Federal law generally prohibits credit unions from serving non-members. This credit union is federally insured by the National Credit Union Administration. 2005 Navy Federal Credit Union (4-05)

Expires 04/30/06



## Street Rod Parts & Accessories

- Billet Mirrors • Power Window Kits • Wiring Harnesses • Billet Trim Pieces • Dash Panels
- Third Brake Lights • Air Conditioning
- Cables • and more!



Expires 12/31/06

## Submarine Cuisine

Expires 04/30/06

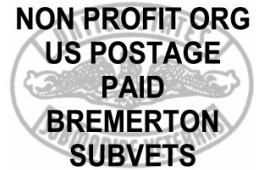
SRC announces its most recent publication. Over 180 pages, over 50 authentic submarine recipes with pictures of galleys and crews' mess, original menus and forms and many salty stories of the good old days in the after battery, eating the best chow in the Navy. Learn how the cooks overcame foul weather, snorkeling, and lack of space to produce meals fit for kings.

**\$16.95 to USSVI members.**

Call, write or email us at:

Submarine Research Center  
Box 6088  
Submarine Base, Bangor  
Silverdale, WA 98315  
360-437-8015

[subrect@cablespeed.com](mailto:subrect@cablespeed.com)



UNITED STATES SUBMARINE VETERANS  
BREMERTON BASE  
PO BOX 465  
SILVERDALE, WA 98383-0465  
Issue Date, May 1, 2006

We Meet Monthly at 1900 at FRA#29,  
521 National Ave., Bremerton, WA:  
—Tue, May 16th, Guest Speaker—TBD  
—Tue, Jun 20th, Guest Speaker—TBD

**Lt William "Willie" Spoon**  
**Official Friday Lunch Schedule**



- May 05 Red Robin  
Silverdale Way, Silverdale
- May 12 Narrows Landing Restaurant & Bar,  
1208 26th Ave NW., Gig Harbor
- May 19 Sunset Grill  
4926 Point Fosdick Dr N., Gig Harbor
- May 26 Brother Don's  
43200 Kitsap Way, Bremerton
- Jun 02 Harbor Rock Café  
6565 Kimball Dr., Gig Harbor
- Jun 09 FRA #29  
National Ave., Bremerton
- Jun 16 Don Pancho's Family Mexican  
10600 Silverdale Way NW., Silverdale
- Jun 23 Sizzler  
3558 Wheaton Way, Bremerton
- Jun 30 Whiskey Creek  
1918 Washington St., Keyport

**Take a break—come to lunch!**

These establishments support the  
Lt. William "Willie" Spoon  
Memorial Scholarship

<http://gertrude-check.up-scope.org>

*Plan of the Day*

**BREMERTON BASE MEMBERS**  
**IMPORTANT DATES—MARK YOUR CALENDAR**

- May 10, 1200 — E-Board Meeting, FRA#29
- May 10-14 — 35th NW Regional Convention, Spokane
- May 12, 1700 — BOD Dinner, FRA#29
- May 13 — BOD Inspects *ms Oosterdam*, Seattle
- May 16, 1900 — Subvets Meeting, FRA#29
- May 20, 0900 — Armed Forces Day Parade, Bremerton

- Jun 14, 1200 — E-Board Meeting, FRA#29
- Jun 20, 1900 — Subvets Meeting, FRA#29

**Immediate Opening**  
**Be Your Own Boss-Work Your Own Hours**

USSVI-Bremerton Base is seeking a self motivated, reliable volunteer to edit *Puget Soundings*, our bi-monthly newsletter. (Most any of you qualified submariners, and a few others, fit that description)

Duties include: Formatting the newsletter, sending finished product to the printer and webmaster, picking up and mailing printed copies.

Qualified candidates will be "retired" and have a PC with a Publishing program. Being able to cross T's and dot I's is a plus.

If you are between the ages of 18 and 90+ looking for something constructive to do then apply in person at our business meeting or email the current editor at [ss\\_ssn\\_ssbm@wavecable.com](mailto:ss_ssn_ssbm@wavecable.com).

Free training and on call assistance is guaranteed. A sense of humor is helpful.

*Puget Soundings is an Equal Opportunity employer with no paychecks or benefits (other than self-satisfaction)!*

**JOIN UNITED STATES SUBMARINE VETERANS**  
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