



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

# The Dolphin Brotherhood

The Bi-Monthly Newsletter of the Seattle USSVI Base

## Meeting Recap

Here is a short recap of the most recent base meetings. You can read the minutes of recent meetings on the Seattle Base blog: (<http://seattlebase.blogspot.com/>)

## March Meeting

At the March meeting we got a recap of the March event at Cabela's Tulalip store (see page 4 for photos). We are planning another event at the store on Armed Forces Day weekend and we'll need volunteers to help man the table and talk with people at the store. We also talked over ideas other activities for 2018, be sure to look at the list of the upcoming events on page 10.

Our March program was by Keith Watson on the U.S. Navy in Hawaii before World War II. Keith covered some early history of the islands and the arrival of the U.S. Navy in 1860, when it leased part of Honolulu Harbor as a coaling station. He continued with the annexation of Hawaii establishment of the Navy base at Pearl Harbor. Keith had a number of photos of early facilities and, for those that are still standing, how they look today. It was an interesting look at a place many of us have been to, but probably didn't know much about.

## Commander's Corner

By Ric Hedman, Base Commander



Shipmates,

First off, I'd like to make sure our new members are acknowledged. Ken Shang joined us several months ago. Be sure to talk with him and introduce yourself. Our newest member, Michael Drake and his wife Debra, attended our April meeting. Be sure to say Howdy and welcome them aboard.

We have some exciting times on the horizon. In May we are helping celebrate Armed Forces Week with a fund raiser at Cabela's Tulalip store in Marysville. We can use more volunteers to help set up and greet the shoppers. Two weeks later we have our annual Smokey Point rest stop coffee service. Be sure to sign up for a slot; it is always a fun time. Be sure to check the list of upcoming events on page 10 and the base calendar on the blog for other upcoming events.

I'm still working on a date for the July picnic.

## April Meeting

In April we got an update on upcoming events. Steve Shelton gave us a quick tutorial on brewing coffee for the Smokey Point rest stop event and encouraged us to sign up for a shift. We decided to raffle off a donated Submarine throw blanket, see page 2 for more information. We are also looking into other fundraising opportunities for the base. We voted to donate \$100 to support the Salmon for Soldiers event. You can find more information about the event at [salmonforsoldiers.com](http://salmonforsoldiers.com).

April's program was a presentation by Steve Lewis on his time in Vietnam as a Marine. Steve was stationed at Da Nang, working as mechanic. He arrived just before the 1968 Tet Offensive. Steve had pictures, film, and mementos from his time in Vietnam. Steve talked about the different things he did as a mechanic and while on guard duty. It was really interesting to see and hear about Steve's experiences in Vietnam. Thanks to Steve for sharing his story with us.

The monthly meetings are always a good chance to catch up with shipmates and share a few sea stories. We hope to see you at the next meeting.

## U.S. Submarine Force Losses

### May - June Losses

Remembering our lost shipmates; thank you for your service and sacrifice.

#### May

*USS Lagarto* (SS-371) lost on 3-May-1945, with the loss of 88 crew, when it was sunk in off the Malay coast in or near the Gulf of Siam (7° 55N; 102° 00E). *Lagarto* has been located, the US Navy is aware of her location and the condition of the hull.

*USS Squalus* (SS-192) lost on 23-May-1939, with a loss of 26 crew, when it flooded and sank off Portsmouth, NH. 33 crew were rescued by Cdr Charles Momsen and Navy divers from *USS Falcon* (ASR-2) using the diving bell. Raised, renamed *Sailfish*, and recommissioned in 1940.

*USS Scorpion* (SSN-589) lost on 27-May-1968, with the loss of 99 crew, when it was sunk while in transit from Mediterranean, west of the Azores.

*USS Stickleback* (SS-415) lost on 30-May-1958 when it sank off Hawaii while being towed after a collision with *USS Silverstein* (DE-534). All the crew were taken off prior to sinking.

#### June

*USS Herring* (SS-233) lost on 1-Jun-1944, with the loss of 80 crew, when it was sunk by a shore battery on Point Tagan, Matsuwa Island, in Kuriles.

*USS R-12* (SS-89) lost on 12-Jun-1943, with the loss of 42 crew, when it foundered off Key West, Florida (24° 24' 30N - 81° 28' 30"W). 3 crew members survived the sinking.

*USS Golet* (SS-361) lost on 14-Jun-1944, with the loss of 82 crew, when it was sunk north of Honshu (41° 04N - 14° 13E).

*USS Bonfish* (SS-223) lost on 18-Jun-1945, with the loss of 85 crew, when it was sunk in Toyama Wan; near Suzu Misaki (37° 18N - 137° 25E).

*USS S-27* (SS-132) lost on 19-Jun-1942 when it grounded 400 yards off Amchitka Island, near St Makarius Point (near Constantine Harbor). All the crew were rescued.

*USS O-9* (SS-70) lost on 20-Jun-1941, with the loss of 34 crew, when it foundered off Isle of Shoals, 15 miles from Portsmouth NH, (42° 59' 48N - 20° 20' 27W).

"Commander's Corner" continued from page 1

I'm trying to set it up for the Saturday in the middle of the month. We plan on having the grills going, so think about what you would like to bring. It was decided to have people bring their own main course (ready for grilling) and bring a side-dish to share with the group.

See everyone at the May 16 meeting.

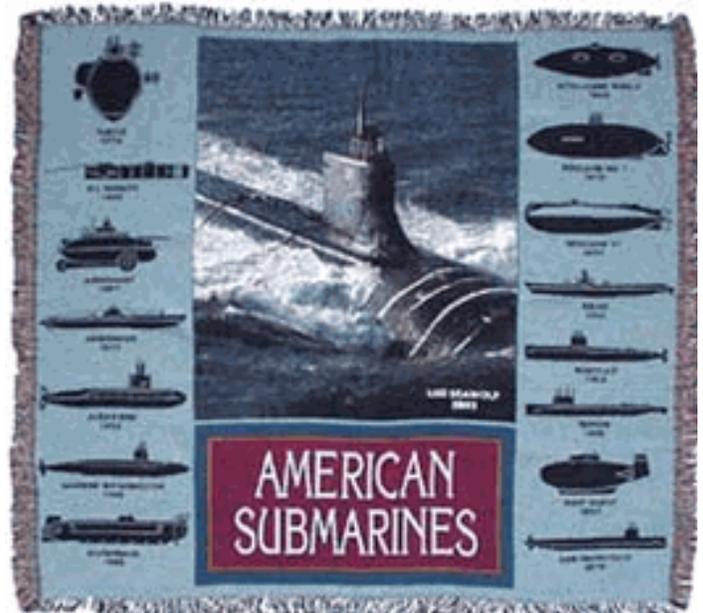
Respectfully,  
Ric Hedman  
Seattle Base Commander



### Seattle Base Raffle

At the April meeting we showed an American Submarines throw that Jay Davis had donated to the Seattle Base. After a short discussion we voted to use it as a raffle prize to raise some money for the base. Raffle tickets will go on sale now and run throughout the year, with the drawing to be held at the Holiday Luncheon on December 8th. Raffle tickets cost \$1 each. Bill Giese will handle sales of the tickets. You can contact him directly or see him at the meetings for tickets and other information.

Below is a photo the throw.



## Smokey Point Rest Stop Event

We will be manning the coffee booth at the north-bound Smokey Point rest stop again. This year we drew June 1 through 4 (Friday through Monday). We are not required to man the booth between midnight and 5 AM, which will help with scheduling.

At the April meeting, Steve Shelton gave us a quick tutorial on brewing coffee. He also had the sign-up sheets and there are still spots open. There will be one more chance to sign-up at the May meeting. We hope you'll take some time to help out with this important fund-raising event.



**Bob Vanderway, Don Dufour and Earl Greening at last year's event**

## Calendar Recycling

With 2018 a quarter of the way over, you may be wondering what to do with your old submarine calendars. How about turning them back in for recycling?

Karl 'Dutch' Krompholz has asked that members bring any old submarine calendars to him at future meetings. He will recycle the old calendar pictures for other purposes, such as giving away to kids and veterans.

So instead of throwing them in the trash, think about bringing your old calendars to the next meeting and give them a new life.

## USS Bremerton Returns To Namesake City

Julianne Stanford, Kitsap Sun

The *USS Bremerton* will arrive in its namesake city Friday April 27, the final destination for the fleet's oldest active submarine before retirement.

The submarine is scheduled to begin the inactivation and decommissioning process at the Puget Sound Naval Shipyard in July, said Navy spokesman Lt. Seth Clarke.

The 37-year-old *Bremerton* was commissioned March 28, 1981. It was the Navy's 11th nuclear-powered *Los Angeles*-class fast attack submarine.

Sailors, veterans and families lined the pier to bid farewell to the *Bremerton* when it departed Pearl Harbor, Hawaii, on April 20 to make its way to the Northwest. It has been homeported at Joint Base Pearl Harbor-Hickam since 2003.

It was a bittersweet moment for the crew to leave Hawaii, but they are looking forward to the unique experience of decommissioning the sub, said Master Chief Wade Jacobson, *USS Bremerton's* chief of the boat.

"There's always something special about being the last crew to do things," said Jacobson. "We're looking forward to the final dive, the final surface, the final reactor shutdown, and many other final events."

Retired Capt. Thomas H. Anderson, the *Bremerton's* first commanding officer, joined the crew in Pearl Harbor to ride along during the submarine's final underway.

"It feels great to be here and the boat is in excellent condition," said Anderson, who commanded the *Bremerton* from 1981-1982. "It's a tribute to the hard work the crew has put in and it's really an honor to be a part of their last cruise."

The submarine returned from its final deployment on April 6 after spending six months operating in the western Pacific Ocean. The submarine deployed 17 times during its service life.



**USS Bremerton returning to Bremerton**

## Cabela's Tulalip March Event

Thanks to everyone that showed up and helped with the March event at Cabela's Tulalip store. We took in over \$800 in donations during the weekend. We are planning another event at the store on Armed Forces Day weekend, May 19 and 20. As with the March event, this will be a combination of showing off to the public, trying to find new members, and fund raising for the base. We are looking for volunteers to help man the table and talk with people at the store.



Forward view of the float and table



Bob Vanderway, Earl Greening, Dick Gonzalez and Larry Abbot at the store



Bob Opple helping to greet the crowd



Steve Lewis helps get everything set up for the weekend

## The Aluminum Submarine

By Erica Buell, Submarine Force Museum Blog

What do Reynolds wrap and submarines have in common? Well in the 1960's, the Reynolds Metal Company experimented with the idea of an aluminum submarine. Due to this innovated thinking, the same company that brought us quick ways of wrapping our food also brought us a new way of looking at the submarine.

The Reynolds Metals Company was looking for an exciting way to market the many uses of aluminum in the 50's and 60s. They developed ideas for aluminum buses and cars but probably there most interesting experiment was the *Aluminaut*. Reynolds started designing the experimental submarine during WWII. It would be a full 20 years before the idea would becoming a reality. In 1964, *Aluminaut* was launched in Groton, Connecticut. She weighed 80 tons, was 50 feet long, and could hold crew of three or four. The submarine designed in the hopes that she could operate at depths of up to 15,000 feet and could be used for oceanographic research as well as salvage missions. The deep-submergence vehicle had four view ports, active and passive sonar and a side scan sonar. *Aluminaut* was equipped with some unique specifications, a 51 foot hull with 11 forged cylinders. The vessels strength-to-weight ratio exceeded the of steel so that the shell could withstand pressures of 7,500 pounds per square inch at the vessels maximum diving range. In an article from "Underseas Technology" in 1964, it was written that "The *Aluminaut* is the first major response to the challenge of full scale deep-ocean research and exploration. With its 15,000-foot depth capability, self-propulsion, 80-mile range and 32-hour routine submergence time, the *Aluminaut* can explore the very bottom of 60 per cent of the ocean areas of the world. Beyond question, it is the forerunner of tomorrow's deep-diving undersea fleet to probe the mysteries of the oceans."

While the future seemed bright for *Aluminaut*, she would have a short career, being decommissioned in 1970. During her six short years, *Aluminaut* participated in a search for a missing thermonuclear bomb in 1966. The bomb was lost in the Mediterranean after a B-52 bomber and a refueling plane crashed over Spain. The recovery mission took nearly three months. In 1968, she participated in the recovery of a torpedo at the navy's request. It was in October 1968, which saw *Aluminaut's* claim to fame. In 1964, the U.S. Navy commissioned their own deep-ocean research submarine named *Alvin*. In 1968, while

aboard the Navy tender ship *Lulu*, *Alvin* was lost while being lowered into the ocean. Three crew members were on board and the hatch was open. As soon as she hit the water, *Alvin* sunk quickly but thankfully, the three crew members were able to escape. *Alvin* sunk into the Atlantic, about 100 miles off the south side of Nantucket Island. Weather prevented any chance of recovering *Alvin* during the remaining months of 1968. Photographs of the sub in 1969 found that while at the bottom, it was upright and intact. Up until this point, no rescue had ever been attempted at such a depth level. On August 27, 1969, *Aluminaut* was able to descend nearly 5,000 feet to *Alvin's* resting spot. Securing lines around the hull, *Alvin* was able to be towed while submerged to Woods Hole Massachusetts and the Woods Hole Oceanographic Institution. *Alvin* is still in commission today.

In 1991, *Aluminaut* was donated to the Science Museum of Virginia where she sits today and a reminder of the innovation and creativity of a group of people who sought to bring Aluminum into the spotlight. At the end of her short career, *Aluminaut* had set a world record for deepest recorded dive by a submarine and had traveled the globe. *Aluminaut* may seem an oddity in today's eyes, but in 1960- she was a pioneer for what the future could hold. Research and deep-sea vessels are an important tool to understanding the vast ocean that lays before us. They also play a crucial role with providing undersea support that many vessels cannot compete with.



**Aluminaut at the Science Museum of Virginia in 2002**

## Remembering USS Thresher: 55th Anniversary Memorial

Karen Dandurant, Portsmouth Herald

As they read the names and displayed photos of the crew lost when *USS Thresher* (SSN 593) sunk, the only other sounds were the tolling of the bell for each man and bagpipes playing "Amazing Grace" softly in the background.

The 55th anniversary memorial service for the Thresher was held at Traip Academy in Kittery Saturday, drawing about 500 active and retired service men and women, descendants of the *Thresher* crew and their families.

Each year, the ceremony honors those lost while serving in the nuclear-powered submarine to assure they will never be forgotten.

*Thresher* was lost April 10, 1963, off the coast of Cape Cod, claiming the lives of all 129 men on board. A Court of Inquiry determined a malfunction caused the submarine to go down and prompted the creation of the SUBSAFE program to improve safety measures and assure such a tragedy would never happen again.

Victoria Sallade, granddaughter of FTG1-P2 Charles L. Wiggins, was among those who spoke and talked about how hard it is for others to understand the depth of the families' loss. "We are fortunate today to be surrounded by people who understand," Sallade said. "What we do here today is the best way to honor these men and to assure they are not forgotten."

Sallade asked for a moment of silence for two other fallen submarine crews, the *USS Scorpion*, lost May 22, 1968, claiming the lives of 99 men, and the Argentine submarine, *ARA San Juan*, lost Nov. 15, 2017. *USS Squalus* was lost off the coast of Portsmouth May 23, 1939, killing 26 men; 33 survived.

Mark Albert DiNola, son of Lt. Cmdr. Michael John DiNola, is one of five children, two born at Portsmouth Naval Shipyard. The family lived in Rye and his mother still does.

DiNola presented a slideshow, personifying his father. He started with his grandfather, Nicola Artura DiNola who came to the United States as an immigrant from Italy, making his father, Michael, a first generation American.

DiNola lovingly documented his father's life, with the salient message being that his dad had a zest for life and loved and cared for his family until the day he was lost. "I was on a playground at Rye Elementary when they called me in and told me there was a problem with his submarine, sending me home," DiNola said. "I was at home when the men came to my house with the official news

that he was gone. My father was a man of honor, courage and commitment. He is an American hero."

Keynote speaker Capt. Oliver T. Lewis, commander of Submarine Squadron 12, based in Groton, Conn., talked about the loss, for the crew and the families left behind. "This was a loss to the nation, but most of all to the families," Lewis said. "This crew was sworn to protect and defend our country at the height of the Cold War, a critical time when the submarine force was at the forefront of the effort. We had 120 submarines, two times what we have today. When it happened, an arrogant nation would have looked aside. We saw this as a tragedy and preventable and we learned from it."

Lewis called *Thresher* "a constant symbol to safely operate and to guard against complacency, lest we be reminded by the power of the sea and loss of life."

Capt. David Hunt, the 85th commander of PNSY, said he felt honored to be asked to speak and assured families *Thresher* and its crew would never be forgotten.

"The loss of the *Thresher* weighs heavily on our hearts and minds to this day," Hunt said. "Because of it, we work harder and smarter. We are accountable to each other and to the crews. It's personal to us because failure is not acceptable. We consider our work at the shipyard a testament to those lost and we say never again."

Kevin Galeaz, commander of USSVI Thresher Base, gave an update on the efforts to have a Thresher Memorial placed at Arlington National Cemetery.



## PSNS Has Another Busy Work Schedule To Tackle This Year

Julianne Stanford, Kitsap Sun

The Puget Sound Naval Shipyard has a busy year ahead, with a work schedule packed full of submarines to be decommissioned and aircraft carriers to be maintained. The amount of work shipyard crews have to get through this year will be challenging, but is on par with the past few years, said shipyard commanding officer Capt. Howard Markle.

Last year, the shipyard completed 11 maintenance availabilities in addition to working on other repairs, refits, ongoing projects and other maintenance needs that popped up along the way.

PSNS is an important piece of the puzzle to the fleet's overall readiness. It is the Navy's only West Coast shipyard capable of servicing the fleet's nuclear-powered aircraft carriers and submarines.

This year, the shipyard will perform maintenance on a handful of the fleet's *Nimitz*-class aircraft carriers.

The *USS Nimitz* moved into the shipyard's dry dock in March to begin a year-long overhaul after deployment last year. While underway, the carrier launched combat sorties in the scorching heat of the Arabian Gulf and participated in numerous training exercises in the Indo-Pacific region.

The shipyard's remote detachment in Yokosuka, Japan, is in the middle of a scheduled four month-long work package on the *USS Ronald Reagan*, which is expected to be completed sometime this spring. Later this year, the shipyard's San Diego detachment will begin a six month maintenance period on the *USS Theodore Roosevelt*.

Soon after *Nimitz* undocks, the *USS Carl Vinson* will take its place at Dry Dock 6 next March for a year of maintenance. It will be the first time the *Vinson* has been to Bremerton in more than a decade. The carrier is on deployment.

Crews also have a line-up of subs to inactivate, decommission and recycle this year, said shipyard spokesman J.C. Mathews. The shipyard is in the process of performing maintenance work on the fast-attack submarine *USS Seawolf*, ballistic missile submarine *USS Maine* and guided missile submarine *USS Ohio*. Mathews said maintenance on the *Seawolf* and the *Ohio* should be completed later this year.

The shipyard is inactivating and recycling the Los Angeles-class submarines *USS Atlanta*, *USS Indianapolis* and *USS Dallas* as well as Submarine Naval Research Vessel 1, a small,

nuclear-powered deep-submergence vessel. Later this year, the shipyard will begin inactivating the *USS Buffalo*, *USS Jacksonville* and *USS Bremerton*, all of which are *Los Angeles*-class submarines.

Shipyard crews have to complete all of these maintenance periods despite a backlog of equipment and facility repairs that have stacked up over the years. A report published by the Government Office of Accountability last September found the four Navy-owned shipyards across the country are in "poor condition" and are "struggling to meet the Navy's current needs."

PSNS alone needs \$1.42 billion worth of repairs and upgrades, the report found. PSNS completed 29 percent of maintenance availabilities on schedule from 2000 to 2016, the report found. Delayed maintenance completion resulted in 4,720 lost operational days for submarines and aircraft carriers.

As newer classes of vessels join the fleet, such as the modified *Virginia*-class submarines and Ford-class aircraft carriers, the shipyards are faced with outdated docks that don't have the capacity to perform maintenance on the latest editions to the fleet.

PSNS has six dry docks, one of which is the only dock capable of servicing *Nimitz*-class carriers on the West Coast. That dry dock does not currently have the capacity to perform maintenance on the newest *Ford*-class carriers. Four of the PSNS's docks are capable of performing maintenance on *Los Angeles*-class fast attack submarines, *Virginia*-class fast-attack submarines and *Virginia*-class submarines with the modified payload module. One dock has the capacity only for *Los Angeles*-class subs. The Navy is working on a shipyard optimization plan to address the problem of future dry dock shortfalls at all four shipyards, Mathews said.

Last year, the shipyard completed a maintenance availability of the *USS John C. Stennis* ahead of schedule.

The shipyard has started ramping up hiring to meet the demands of their workload requirements. Almost 2,000 employees started working at the shipyard last year, bringing total employment to a recent peak level of more than 13,700 civilian employees. This year, the shipyard already has hosted numerous hiring events and has plans to bring even more people on board.

All in all, these initiatives will go a long way to helping the shipyard accomplish its goal of completing maintenance periods on schedule and get ships back out to sea.

## USS Dallas Decommissions after 38 Years of Service

Lt. Cmdr. Michael Smith, Navy.mil

Sailors and guests bid farewell to the Los Angeles-class fast-attack submarine *USS Dallas* (SSN 700) during a decommissioning ceremony April 4, 2018 in the controlled industrial area (CIA) at Puget Sound Naval Shipyard (PSNS) Bremerton, Washington.

The decommissioning ceremony, a time-honored naval tradition, retires a ship from service through a variety of ceremonial observances, including the department heads' final reports, the lowering of the ship's commissioning pennant, and Sailors walking off the ship for the final time. The ceremony is held to honor the ship and all the Sailors who have honorably served as the crew.

Cmdr. Brian Freck, deputy commodore, Submarine Squadron 19, was the guest speaker for the decommissioning and he put into context the famous ship's place in history during her 38 years of service. "We are here to say farewell to a work horse in the defense of our nation, *USS Dallas*," said Freck. "To this day, *Dallas* is still the most famous submarine in the U.S. Navy, because she was the star of the best-selling novel, 'The Hunt for Red October'. Although many of the real stories remain classified, there are other great stories, which she starred in, that are actually true. I can say that she superbly conducted countless missions of vital importance to the United States and our allies."

Decommissioning a submarine is a major undertaking that relies on teamwork. Puget Sound Naval Shipyard and Intermediate Maintenance facility led the team.

"Professional warfighters come together with a huge organization of exceptional technical expertise and capabilities to shut down, dismantle and render safe all the systems and equipment which gave that vessel its lethality," said Cmdr. David Kaiser, *Dallas*' final commanding officer. "We built a critical, questioning, proactive team that has met or exceeded all expectations."

The Navy is committed to preserving the readiness of the forces deploying. As the aging Los Angeles-class boats are stricken from the Naval Vessel Registry, the way is made for newer, more advanced submarines.

"Today, we have reached that point in the inactivation where the benefit of retaining the active duty *Dallas* Sailors no longer justifies the cost and burden on the operational fleet from where we came," said Kaiser. "Today marks the end of ship's force involvement. It is time for us, the



**USS Dallas Decommissioning crew**

crew, to return to the fleet as the *Dallas* legacy in order to help ensure that our submarine force is ready to be first in harm's way."

*Dallas* carried out missions vital to national security, deployed 14 times, steamed over one million miles and visited over 30 countries. *Dallas* completed their most recent deployment November 22, 2016. During their final extended 7-month deployment to the U.S. 5th and 6th Fleet Areas of Operation, the submarine traveled 37,000 nautical miles and made port calls to Brest, France, Al Hidd, Bahrain, and Duqm, Oman.

*Dallas* was the second ship of the United States Navy to be named for Dallas, Texas. The keel was laid by the Electric Boat Division of General Dynamics in Groton, Conn., October 9, 1976. The boat was launched April 28, 1979, and commissioned July 18, 1981.

Measuring more than 360 feet long and displacing more than 6,900 tons, *Dallas* had a crew of approximately 140 Sailors. *Dallas* was capable of supporting various missions, including anti-submarine warfare, anti-surface ship warfare, strike warfare and intelligence, surveillance and reconnaissance.



**USS Dallas passes a ferry on the way to Bremerton**

## USS John Warner is First Virginia-Class Attack Sub to Fire Missiles in Anger

Ben Werner, USNI,

Saturday's pre-dawn joint air strike against three Syrian chemical weapons facilities was notable not just for its success, but for also being the first time a *Virginia*-class submarine fired missiles in combat and the first time Joint Air-to-Surface Standoff Missiles-Extended Range (JASSM-ER) were used tactically, USNI News has learned.

When attack boat *USS John Warner* (SSN-785) launched six Tomahawk land-attack missiles from the Eastern Mediterranean, it was the first time a *Virginia*-class submarine fired shots "in anger," or at an enemy target rather than for testing or training purposes, according to a Navy spokesperson.

*John Warner* not only hit its assigned target but did so during its first deployment and while successfully evading a Russian sub-hunter, which was reportedly tracking a British *Astute*-class submarine also operating in the region, according to Bryan Clark, a senior fellow at the Center for Strategic and Budgetary Assessments.

"Using these new systems in this particular operation can provide U.S. leaders and planners information regarding the ability of a high-end competitor like Russia to counter them," Clark told USNI News.

"These real-world operations provide valuable feedback on tactics and employment concepts."

The JASSM-ER strikes were noteworthy for their effectiveness reaching targets and also because of the platform firing these missiles. These missiles were fired from two U.S. Air Force B-1B bombers that remained about 200 miles outside of Syrian airspace. All JASSMs were able to evade Syrian air defense systems.

B-1B bombers don't have the same level of stealth as the Air Force F-22 Raptor or the



**USS John Warner**

B-2 Spirit stealth bomber and could be more easily detected by Syrian air-defense systems, Jerry Hendrix, a senior fellow at the Center for a New American Security, told USNI News. But the Russian-made systems reportedly never detected the B-1B bombers because they remained safely out of range.

Lockheed Martin, the JASSM-ER manufacturer, is currently developing a Navy version – the Long Range Anti-Ship Missile (LRASM) – to be fired from F/A-18E/F warplanes. The company and Navy officials have previously stated they expect the LRASM will be ready for use in 2019.

During a December test, a B-1B bomber simultaneously launched two production-configuration LRASMs against multiple maritime targets, marking an important step toward meeting early capability milestones, according to a statement released by Lockheed Martin.

"What we saw here is the JASSM, or LRASM, is going to be able to give legacy aircraft the ability to use these stand-off missiles outside their (air defense) range," Hendrix said.

In addition to *Warner* and the B-1B strikes, the operation was also the combat debut of the French Missile de Croisiere Naval land attack missile, according to the news site Navy Recognition.

"Designed and produced by MBDA, the naval cruise missile (French designation Missile de Croisiere Naval or MdCN) provides deep strike capabilities within enemy territory. With a range of several hundred kilometers, the naval cruise missile is capable of destroying infrastructure targets of high strategic value," reported the site.

The French frigate *Languedoc* (D-653) fired three MdCN missiles, which is the naval variant of the air-launched SCALP land-attack cruise missile, as part of the operation.



**Photo of Tomahawk missile taken from USS John Warner's photonic mast**

## Base News and Information Page

### Mark the Date

Here are a few items for 2018. You can find more on the calendar page on the Seattle Base blog. Be sure to mark them on your calendars so you don't forget.

**May 19 - 20:** Armed Forces weekend event at Cabela's Tulalip store.

**May 28:** Memorial Day, Tahoma National Cemetery

**June 1 - 4:** Smokey Point Rest Stop event, Arlington WA

**July 4:** Independence Day Parade, Kirkland WA

**Aug 18:** Tolling the Boats ceremony

**Sept 3:** Labor Day Parade, Black Diamond WA

**Oct 21 - 28:** USSVI National Convention, Western Caribbean Cruise

**Nov 10:** Veterans Day Parade, Auburn WA

**Dec 8:** Seattle Base Holiday Luncheon, Nile Shrine Center Mountlake Terrace WA

Contact the Newsletter Editor for more information on these events. Be sure to check the 2018 Base Events Calendar for more items.

### Birthday Wishes

Here is a list of Seattle Base member birthdays for May and June. Be sure to wish them a 'Happy Birthday and many returns' the next time you see them, offer to buy them a drink, and see if they remember what year they were born.

Jason Warenski	May 4
Steve Shelton	May 12
Bob Vanderway	May 15
Lee Bicknell	May 23
Chad Magendanz	May 24
Karl Peterson	May 28
Kerry Ryan	Jun 1
Ken Board	Jun 2
Dave Goodson	Jun 3
Ron Muecke	Jun 4
William Coleman	Jun 11
Dick Gonzales	Jun 11
John Roberts	Jun 21
Tom Oliver	Jun 22
Gary Ness	Jun 24
Keith Watson	Jun 27
John Bush	Jun 27

### On the Internet

Seattle Base Blog: <http://seattlebase.blogspot.com>  
 USSVI National Website: [www.ussvi.org](http://www.ussvi.org)  
 Ric Hedman's Website: [www.pigboats.com](http://www.pigboats.com)  
 Don Gentry's BBS: [www.bottomgun.com/bbs2/](http://www.bottomgun.com/bbs2/)  
 Ron Martini's BBS: <http://rontinisubmarinebbs.com/>

### 2018-2019 Seattle Base Officers & Chairs

Commander:	Ric Hedman	206-335-7424
Sr. Vice Commander:	Larry Abbott	425-745-9433
Jr. Vice Commander:	Earl Greening	360-982-2682
Secretary:	Bill Giese	425-355-5990
Treasurer:	Lois Mezek	253-373-0219
Membership Chair:	Larry Abbott	425-745-9433
Base Chaplain:	Andrea Geisler	425-702-2121
Chief of the Boat:	Ralph Sterley	360-568-4420
Storekeeper:	Ralph Sterley	360-568-4420
Webmaster:	Steve Shelton	206-526-1130
Newsletter Editor:	Dave Schueler	206-243-6784

### Upcoming Meetings

#### May

**16 May**, General Meeting

#### June

**20 June**, General Meeting

Meetings are held at the Lake Washington VFW Post 2995, 4330 148th Ave Redmond WA 98052. The meetings start at 7:00 PM with social time in the lounge and meeting room before the meeting.

### Newsletter Notes

A full-color version of the current Seattle Base newsletter is available from the Seattle Base blog (<http://seattlebase.blogspot.com/>).

Remember, if you do not need a hardcopy of the newsletter mailed to you or if you just prefer reading the newsletter online or receiving a copy by email, please let me know. You would be helping out the base by reducing the cost of printing and mailing the newsletter.

Also, remember to check the Seattle Base blog for meeting minutes, event updates, and new articles.

Finally, if you have any comments, good or bad, about the newsletter or if you have an article you would like to contribute, please feel free to talk with me about it. My mailing address is the return address for the newsletter or you can call me at: (206) 243-6784, or email at: [daveshoe@aol.com](mailto:daveshoe@aol.com)

Dave Schueler, Newsletter Editor

## Paul Allen's Hunt For Historic Shipwrecks Scores Another WWII Find: The USS Helena

Alan Boyle, GeekWire

Microsoft co-founder Paul Allen's seagoing sleuths are reporting one more find in their quest to locate sunken military vessels from World War II.

This time it's the *USS Helena*, a *St. Louis*-class light cruiser that was hit during the Japanese attack on Pearl Harbor in 1941 but went on to meritorious service in three Pacific naval battles. Its service was so meritorious that the *Helena* became the first U.S. ship to receive a Navy Unit Commendation.

The cruiser's action at Pearl Harbor was something of an anomaly, brought about because the *Helena* was docked in a berth that was supposed to be occupied by the battleship *Pennsylvania*. The *USS Pennsylvania* was high on the target list for Japanese pilots, but it was in dry dock instead of its usual spot.

A torpedo attack killed scores of sailors aboard the *Helena*, but the crew's quick action saved the day, and the *Helena* was repaired to fight on.

The cruiser played key roles in the Battle of Guadalcanal (1942), the Battle of Cape Esperance (1942) and the Battle of Kula Gulf (1943). It was during that last battle that the ship was sunk by three Japanese torpedoes, after its blazing guns revealed its location to enemy vessels.

One of the most gripping chapters in the *Helena*'s saga came after its sinking.

"As various rescue efforts got under way over the course of 10 days, amazing stories of sailor toughness unfolded in which 732 of the 900 crew survived the sinking and were ultimately rescued," Dave Werner, a spokesman for the U.S. Navy's Pacific Fleet, said today in a news release..

With Allen's support, the 250-foot research vessel *Petrel* has been making the rounds in the South Pacific in search of historic shipwrecks. Late last month, the *Petrel*'s crew identified the *Helena* resting on the floor of the New Georgia Sound off the coast of the Solomon Islands, at a depth of 2,800 feet (860 meters).

The discovery was hailed by the skipper of another vessel bearing the *Helena*'s name.

"*USS Helena* (CL-50) was an exceptional ship whose impact on the path of the Pacific conflict in WWII cannot be overestimated," said Cmdr. Jason Pittman, commanding officer of the submarine *Helena*. "The crew of the current *Helena* is proud to carry on CL-50's legacy of excellence, and we are humbled to know the final resting place of our namesake, and those who were unable to



**Anti-aircraft guns on USS Juneau**

be rescued, has finally been identified. We owe many thanks to Mr. Allen and his team for bringing closure to this chapter in *Helena*'s storied history."

Allen-led expeditions have also resulted in the discovery of *USS Juneau* (March 2018), *USS Lexington* (March 2018), *USS Indianapolis* (August 2017), *USS Ward* (November 2017), *USS Astoria* (February 2015), the Japanese battleship *Musashi* (March 2015) and the Italian WWII destroyer *Artigliere* (March 2017). His team was also responsible for retrieving the ship's bell from the *HMS Hood* for presentation to the British Navy.

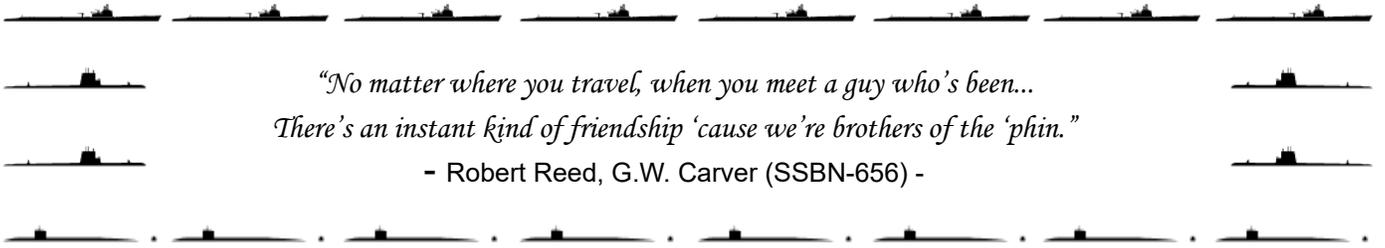
"We do these missions as testament to the brave souls who served on these ships," Robert Kraft, director of subsea operations for Paul Allen, said in today's news release. "Each ship has a story that touches families and friends of those who perished or survived. It's gratifying to hear those stories each time we announce a new discovery."



**Two TBD Devastator torpedo planes on USS Lexington, sunk at the Battle of Coral Sea**

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

To:



## Contents

Commander's Corner .....	1
Meeting Recap .....	1
U.S. Submarine Force Losses .....	2
Seattle Base Raffle .....	2
Smokey Point Rest Stop Event.....	3
Calendar Recycling .....	3
USS Bremerton Returns To Namesake City .....	3
Cabela's Tulalip March Event .....	4
The Aluminum Submarine.....	5
Remembering USS Thresher: 55th Anniversary Memorial .....	6
PSNS Has Another Busy Work Schedule To Tackle This Year .....	7
USS Dallas Decommissions after 38 Years of Service .....	8
USS John Warner is First Virginia-Class Attack Sub to Fire Missiles in Anger .....	9
Base News and Information Page.....	10
Paul Allen's Hunt For Historic Shipwrecks Scores Another WWII Find: The USS Helena.....	11



**USS Bremerton returns to Bremerton for decommissioning. See page 3 for more.**