

# VENTING SANITARY



USSVI — Blueback Base Newsletter  
Portland Oregon — 03/01/05 #139

Blueback Base, P.O. Box 1887  
Clackamas, OR 97015

## Inboard

### The Creed of the USSVI is Not to Forget our Purpose.....

*"To perpetuate the memory of our shipmates who gave their lives in the pursuit of 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."*

### BASE MEETINGS...

**Executive Board**  
**1730 Thursday MAR. 10 , 2005**  
**VFW Post #4248**  
**7118 S.E. Fern—Portland**  
**Blueback Base/Loggers Chapter**  
**Will meet at the**  
**VFW Post #4248**  
**7118 S.E. Fern—Portland**  
**Thursday MAR 10, 2005**  
**Starting about 1830**  
**Pot Luck**

### Change of Address?...

In order to maintain the proper addresses, both for the base Roster and the delivery of the Newsletter, **Change of Address information** should be sent to either the base mailing address located on the top of this newsletter or to:

Robert Walters  
4105 NE Alberta Ct.  
Portland, OR 97211  
(503) 284-8693  
or on the Internet at:  
caiman.ss323@Comcast.net

**And if YOU have an E-mail address send it to Robert Walters (caiman.ss323@comcast.net) so you can be on the E-mail list for announcements and Urgent Updates.**

**Send any articles for the Sanitary to Pat Patterson at pat5812@comcast.net or mail them to him at 7426 N Leonard St. Portland OR 97203**

### Forward Battery

<b>Base Commander</b>	Chris Stafford	503-632-4535
<b>Vice Commander</b>	Boyd Bywater	503 666-4378
<b>Secretary</b>	Raymond L. Lough	360 573-427
<b>Treasurer</b>	Scott Duncan	503-667-0728
<b>Chaplain</b>	Scott Duncan	503-667-0728
<b>Chief of the Boat</b>	Keith Miller	503-646-4257
<b>Ways and Means Chairman</b>	Mike LaPan	503-665-7797
<b>Membership Chairman</b>	Gary (Budweiser) Thrall	503-659-1917
<b>Publicity and social Chairman</b>	LeRoy Vick	503-698-2793
<b>Bylaws Chairman</b>	Chris Stafford	503-632-4535
<b>Small Stores Boss</b>	Bob Sumner	360-225-9536
<b>Trustee</b>	LeRoy Vick	503-698-2793
<b>Editor</b>	Pat Patterson	503 735-1290 Pat5812@comcast.net
<b>Past Base Commander</b>	Collie Collins	503 254-6750
<b>Historian, Editor of Jokes in Poor Taste, Editor on Demand, POC, and all around good guy..</b>	Bob Walters	503-284-8693

Blueback Base Meeting  
Feb.10,2005

1830: Chow Call

1900: Meeting called to order

Tolling of the Bell for Lost Boats

Invocation

Pledge of Allegiance

Introductions

Secretary's Report

Treasurer's Report

Base Commander Stafford:

Submarine Birthday Brunch on April 10,2005.About 11-12 shipmates indicated they will attend.

A Brunch bid from The Sheraton for 50-60 people was \$25.00 per person

The Monarch is a place of interest that is being researched by Collie Collins

Reggie Steele nominated Jubitz as an alternate location.

WWII Sub. Vets are invited to attend the Brunch and Base Commander Stafford will check to see how many would be interested.

The annual audit of the Treasurer's accounts has been completed.

Memorial Day Services will be sponsored by OMSI on site. A tent will be

provided. R.G. Walker is working to find guest speakers. A t.v. crew is interested in interviewing past Blueback crewmen about their experiences.

New Business:

A proposal/motion was made to increase Base Life Membership dues to :

Under 55-\$200 and Over 55 \$150.

A lively discussion followed covering pros and cons for the issue. The motion was withdrawn awaiting an analysis of Base expenses vs Base income per member.

A proposal was made to include Life membership dues in the By-Laws of Blueback Base.

The By-Laws would indicate :

Under 55: \$150 and Over 55: \$100.

Donations for Blueback Base are encouraged as Blueback is a non-profit organization.

Donations would be tax-deductable.

The membership was encouraged to recruit new members to maintain or increase membership. The Base Storekeeper asked for input from the membership for items to carry in small stores.

50/50: Searle (\$28)

Respectfully submitted

Ray Lough Blueback Base Secretary

### Coming Events

Thurs Mar 10 E-board/Base Meeting

Mon Mar 21 Loggers Meeting The Dalles

Thurs Mar 24 Willamette National Cemetery Honors  
Sun Mar 27 Easter

Sun April 10 Submarine Birthday Brunch

Mon April 11 National Submarine Day

April 11-15 SvWII SW Regional Laughlin Nv

Thurs April 14 E-board/Base Meeting

April 22-24 Subvl Reg Post Falls ID

Thurs April 28 Willamette National Cemetery Honors

Sunday May 8 Mothers Day

May 11-14 SuBWwII Reg Idaho Falls

Thurs May 12 E-board/Base Meeting

Thurs May 26 Willamette National Cemetery Honors

Monday May 30 Memorial Day

Thurs Jun 9 E-board/base meeting

Thurs Jun 23 Willamette National Cemetery Honors

### U.S.SUBMARINES LOST IN MARCH

USS PERCH	SS-176	MARCH 3, 1942
USS GRAMPUS	SS-207	MARCH 5, 1943
USS TRITON	SS-201	MARCH 15, 1943
USS KETE	SS-369	MARCH 20, 1945
USS TULLIBEE	SS-284	MARCH 26, 1944
USS TRIGGER	SS-237	MARCH 26, 1945
USS F-4 [Skate]	SS-23	March 21 1915
USS H-1 [Seawolf]	SS-28	March 12 1920

### Guest Speaker at Base Meeting

Our new member Bill Markland will give a short talk about his time on his boat during World War II. We need more people to step forward and do this.

### Blueback Base History

Organizational meetings were held at the Portland Air National Guard Base in late 1992 & early 1993. Our founding E-board consisted of LeRoy Vick, Bob Walters, Rudy Valencia, and Dave Hosford. Bob Walters also volunteered to publish "Venting Sanitary" to keep our membership aware of Base activities.

United States Submarine Veterans Inc. issued Blueback Base our National Charter on June 1, 1993. We are the 18<sup>th</sup> Base chartered by USSVI.

### Submarine Birthday Brunch

At this base meeting the plans for the birthday brunch will be made. We need to know who is going so we can firm up plans. The brunch is open to the SubVets Inc and to Sub Vet WW II, and will be held on April 10. We always have a good time and good food. So it is important for you to come to the meeting, I will call you to remain you of the meeting if you need me to just send an email and tell me.

**Your Dues are Due**  
**10.00 for Base**  
**20.00 for National**  
**See Page 4 for Dink list**

## District 9 Conference

April 22-24, 2005

The plans for the conference are falling in place. The trip to the Naval Acoustic Research Center in Bayview is scheduled for Friday, April 22<sup>nd</sup>. We will depart from the hotel about 1230 and car pool to the site in Bayview. It is approximately a 45 minute scenic ride to the base located on beautiful Lake Pend Oreille. The ride also takes us through Farragut State Park, the site of the one of largest Naval Training Centers in WWII. The tour will last about 2 hours. We should be back at the hotel about 1700.

After dinner, a social/mixer is planned and is still in the development stages.

District meetings will be on Saturday morning, the after noon should be free to enjoy the area.

A Submarine Memorial Service will be at 1630 in the Banquet room. Tolling of the Boats will be done by members of the Farragut Base.

A No-host cocktail hour will follow the memorial service, followed by a "Western Baron of Beef Buffet". Music and dancing will follow dinner.

The menu consists of hand carved western style Baron of Beef and Broasted Chicken, creamy au gratin potatoes, molasses baked beans, corn on the cob, country style potato salad, farm fresh macaroni salad, three bean salad, tossed salad with dressings, roll with butter and a country style desert. Coffee and iced tea is included. The cost will be \$40.00 per person.

A Registration Form is attached and should be sent along with money for the banquet to Farragut Base, 4143 N Webster St, Coeur d'Alene, ID 83815. Checks should be made out to USSVI – Farragut Base.

For more information please contact Jerry Parker at (208) 665-7805 or e-mail [dbf487@msn.com](mailto:dbf487@msn.com).2005

### District 9 Conference Registration

Shipmate:

Base:

Email Address:

Phone Number:

Guest:

- 1.
- 2.
- 3.
- 4.

Will you be attending the trip to Bayview?\_\_\_\_\_.

Number in party\_\_\_\_\_.

Will you need transportation?\_\_\_\_\_.

Number attending the Birthday Ball/  
Banquet\_\_\_\_\_.

TOTAL ENCLOSED: \$40.00 X Number of people =  
\$\_\_\_\_\_.

Please complete and mail with your check to Farragut Base, 4143 N Webster St., Coeur d'Alene, ID 83815. Please make checks payable to USSVI – Farragut Base.

If you have any questions please contact Jerry Parker at (208) 665-7805 or Email at [dbf487@msn.com](mailto:dbf487@msn.com).

## District 9 Conference Agenda

(Subject to Change)

Thursday – Early registration

Friday

0900 - Registration

1230 – 1630 Naval Acoustic Research Center  
in Bayview.

1900 - ? Social/mixer

Saturday

0900 Registration

1000 – 1200 District 9 meetings

Submarine Birthday Ball and Banquet

1630 – 1700 Memorial Service/Tolling of the Boats.

1700 – 1730 No Host Bar

1730 - 1900I ntroduction of Head Table

Benediction +Diner

1900 – 1930 Key Note Speaker

1930 - Music by DJ

## Proposed change to Base By-Laws.

### Article X, Section 5

**Was:** The Executive Board shall establish a "Life Membership", the amount shall be determined by the Board. If a Life Member transfers to another Base, his Life Membership dues shall be returned to him less one sixth (1/6) for each year since he had paid for his Life Membership.

**Change to:** The Executive Board shall establish a "Life Membership", the amount shall be determined by the Board. "Life Membership" dues shall be at least \$150.00 for members ages 55 & under and \$100.00 for those members 56 years of age & older. If a Life Member transfers to another Base, his Life Membership dues shall be returned to him less one sixth (1/6) for each year since he had paid for his Life Membership.

## The Pacific Northwest Regional will be held in Idaho Falls, Idaho (subwwii)

**May 11 to 14, 2005**

Registration desk will open at 12 noon on Wed.

May 11, 2005. The convention will continue through Saturday evening May 14, 2005.

The convention hotel will be the Red Lion which overlooks the falls on the Snake River. We are a week earlier than some previous years due to the availability of hotel space. The Red Lion is the only hotel with facilities to handle our group and they were already scheduled for the third week. Marion Shinn, Idaho State Commander

## Words to live by

Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.

There are two theories to arguing with women. Neither one works.

Never, under any circumstances, take a sleeping pill and a laxative on the same night..



He said the words "The reactor is ..... RALPH!!!  
Who is he?"

Vice Commander Bold Bywater was the man of honor for  
January

### March Patrol (Loggers)

The Loggers have scheduled a meeting for Monday March 21<sup>st</sup> up in The Dalles. John and Jackie Greene have invited all of us to come and join them for a visit, so come early to arrive about 11:00 AM and visit. (For those of you who from Blueback : John was more active at one time and was State Commander, but lately he and Jackie don't meander as much. The luncheon will be at 12: noon sharp and will be held at the Senior Center on 1112 W.9th Street and Cherry Heights Road across from St. Peter's Catholic church. (on the west end of town) There will be a \$5.00 donation per plate.

John Greene needs to know how many are coming to tell the cook how to provide for us. Let Dallas Dolan, know ASAP RSVP by e-mail: [USSKete@easystreet.com](mailto:USSKete@easystreet.com), or phone 503-234-7970.

**With good weather and a sunset set for 6:00PM it will be a good day. For those of you who haven't seen it, The Dalles is the location of the Oregon Veterans Home, a spectacular place. If there is an interest we can arrange a side trip to take a look. Valentine's Day Meeting**

The Loggers met at the Elks Club in Beaverton and honored each of their ladies with a red rose. There were about twenty in attendance and the business meeting was directed at arriving at a decision on the Memorial. Although there is not enough information available to make that decision the committee is gathering facts. The sites being considered are the OMSI (Blueback gangway), Scappoose City Veterans Area, The Willamette National Cemetery, and possibly the Beaverton City Memorial. Hopefully, by the March Meeting there will be more definite info so this effort can move ahead. We also discussed the upcoming major operation on our

shipmate Bob Smail. He has been kept down with a severe aneurysm which will be operated on in mid-March. A motion was made to assist him on this trek with a cash donation. MSP.

We also discussed the schedule and decided to travel to The Dalles in March for a meeting. In April will be the Submarine Birthday Brunch; in May the Regional meeting in Idaho, and in June the picnic and annual meeting at Champoege park on Thursday the 23th.

### Sailor Rest Your Oar

We have just received word that shipmate James Anderson TM2 has gone on final patrol down in southern California last November. He had transferred up here from New Mexico in 1992 to Vancouver. Later he moved over to St. Johns area in N. Portland. His wife Marilyn had predeceased him, but he had remarried to Patricia and moved down to Perris, California. He had sailed on the USS Ray, USS Steelhead, and USS Cabezon.

We are still seeking more information, but apparently he had a stroke about three years ago and then had the fatal heart attack the end of last year.

### DINK LIST AS OF 1-20-05

Anderson, David E.	Manzer, Mark
Baugh, Robert V.	Mapes, Lawrence
Bell, RONALD L.	Marsden, Fred
Boozenny, Robert N.	McCrary, William E.
Crawford, Cal N.	McGill, Mike
Dun, James A.	McGough, Edward V.
Ebaugh, Burt	Miller, Richard P.
Firrantello, Thomas L..	Mitchell, John A.
Glasco, Thomas E.	Miyabara, Ronald S.
Greenhoe, Duane F.	Moe, Robert N.
Hads, Russ	Montague, Albert
Hager, George	Parker, Clarence
Hancock, Lloyd	Robbins, John (base only)
Haring, Grant J.	South, Maynard (base only)
Hasle, Frederick	Walker, Douglas B.
Henry VI, George	Well, Gerald M.
Hughes, C.G.	Whitmarsh, Michael D.
Kayser, Michael (base only)	Wirtz, Elm
MacCabe, Douglas J.	

### Cyanide

A lady walks into a drug store and tells the pharmacist she needs some cyanide. The pharmacist said, "Why in the world do you need cyanide?" The lady then explained she needed it to poison her husband. The pharmacist's eyes got big and he said, "Lord have mercy, I can't give you cyanide to kill your husband! That's against the law! I'll lose my license, they'll throw both of us in jail and all kinds of bad things will happen! Absolutely not, you can NOT have any cyanide!" Then the lady reached into her purse and pulled out a picture of her husband in bed with the pharmacist's wife.

The pharmacist looked at the picture and replied, "Well now, you didn't tell me you had a prescription."

## FW: USS San Francisco Grounding

This was forwarded to [me](#) from a Submariner from his buddy who was the Diving Officer when they hit the sea mount.

Interesting reading! [There are quite a few amazing stories that have come out of this event.](#)

Regards,  
Joe

To say that I've had a bad year so far would be a little short on the tooth I think. Last year was a good one for the boat. After spending 5 months away from home in dry dock (Sandy Eggo) we got our second BA on ORSE (bad juju), received the highest score in Pac Flt for a submarine TRE inspection, aced our mine readiness inspection with 4 out of 4 hits, completed 2 outstanding missions (will have to shoot you), and completed a early ORSE just before Christmas with an EXCELLENT. It was also the first year that Auxiliary Division had a Christmas stan down since coming out of the yards in 2002. A-division also took the CSS-15 Red DC award for the second year in a row. My retention has been 100% since I checked onboard in Oct 2002 amongst 1st/2nd and turd termers. We were going to our first true liberty port 2 weeks ago, heading for Brisbane and fun in the sun. As this WOG knows, we were getting ready for our crossing the line ceremony and the crew was really upbeat, and hard charging, we had just completed a great year for the San Fran. To say the world went to shyte in a hand basket would be an understatement. I would put it closer to a nightmare that becomes reality. The seamount that is a large part of the discussion the last 2 weeks isun-named. The charts we carried onboard were up to date as far as we can tell. No modern geographic data for this area was available to us onboard as it is a remote area not often traveled by the Navy. We have one of the BEST ANav's in the fleet onboard, a true quartergasket that takes pride in his job. We have RLGN's onboard, when they are running, they are accurate as hell for our position, they also drive Tomahawks. We knew where we were. All of my depth gauges and digital read the same depths as we changed depth to our SOE depth for flank. I can't discuss alot, because I'm still a participant of at least 2 investigations....LOL. I was the Diving Officer of the Watch when we grounded. If you read the emails from ComSubPac, you will get some of the details, from flank speed to less than 4 knots in less than 4 seconds. We have it recorded on the RLGN's-those cranky bastages actually stayed up and recorded everything. For you guys that don't understand that, take a Winnebago full of people milling around and eating, slam it into a concrete wall at about 40mph, and then try to drive the damn thing home and pick up the pieces of the passengers. As for the actual grounding, I can tell you that it was fortunate that myself and the Chief of the Watch were blessed by somebody. I was standing up, changing the expected soundings for a new depth on the chart (yes, we had just moved into deeper water) leaning against the ship's control panel with a hand grip, and the COW was leaning down to call the COB on the

MJ. The next thing to cross my mind was why am I pushing myself off of theSCP and where the hell the air rupture in the control room come from? I didn't know it, but I did a greater than 3g spiderman against the panel, punched a palm through the only plexiglass guage on the SCP and had my leg crushed by the DOOW chair that I had just unbuckled from. The DOOW chair was broken loose by the QMOW flying more than 15 feet into it and smashing my leg against a hydraulic valve and the SCP. I don't remember freeing myself from it. If I had been buckled in, I don't think I would be writing this. The COW was slammed against the base of the Ballast Control Panel, and only injured his right arm. He could of destroyed the BCP, he was a big boy. Everybody else in control, with the exception of the helm, was severely thrown to the deck or other items that were in their way, and at least partially dazed. Within about 5 seconds of the deceleration, we blew to the surface, it took that 5 seconds for the COW to climb up the BCP and actuate the EMBT blow. We prepared to surface right away and got the blower running asap, I didn't know how much damage we had forward but knew it was not good, I wanted that blower running. I would say that about 80% of the crew was injured in some way, but do not know the number. We grounded in the middle of a meal hour, just after field day, so most of the crew was up. Once we got the boat on the surface and semi-stable with the blower running the rest of the ship conditions started sinking in to our minds. We were receiving 4MC's for injured men all over the boat. I was worried that those reports were over whelming any equipment/boat casualties that could make our life worse. I had teams form up of able bodied men to inspect all of the forward elliptical bulkhead, lower level, and tanks below those spaces. I couldn't believe that we did not have flooding, it just didn't fit in. At one point I looked around in the control room, and saw the disaster. The entire control room deck was covered in paper from destroyed binders, and blood. It looked like a slaughterhouse, we had to clean it up. I knew that Ash was severely injured and brought to the mess decks, he was one of my best men, and one of our best sailors onboard, he was like a son to me. After surfacing I was the control room supervisor, I had a boat to keep on the surface and fight and knew that if I went below to see how he was doing, it would teeter me on the brink of something that the ship did not need, the ship needed somebody who knew her. I have to say that the design engineers at Electric Boat, NavSea and others have designed a submarine that can withstand incredible amounts of damage and survive. We lost no systems, equipment, or anything broke loose during the impact. The damage to our sailors was almost all from them impacting into the equipment. The crew is a testament to training and watch team backup. When a casualty occurs, you fight like you train, and train like you fight. It kept us alive during that 2+day period. I've just returned from the honor of escorting my sailor home to his family. God bless them, they are truly good people and patriotic. The Navy is doing everything they can for them and they are learning how submariner's take care of each other. During the memorial and viewing on Saturday, CSS-15 provided a video from the coast guard of us on the



surface and the SEAL/Dr. medical team being helo'd in, the family had this video played on 2 screens in the background. It was a sobering reminder of what a hard woman the ocean can be. We had to call off the helo because of the sea state, it was becoming too dangerous for the aircraft, we almost hit it with the sail a couple of times. The sea would not allow us to medivac in our condition and that sea state. I was one of the 23 sent to the hospital that Monday. I was fortunate, my leg was not broken, just trashed/bruised. I walked on that leg for almost 24 hours before it gave out on me and they had it splinted. The SEAL made me promise not to walk on it, how do you refuse a SEAL? LOL. So I hopped around on a single leg for awhile, the other chief's were calling me Tiny Tim, LOL. "God bless each and every one! Except you, and you, that guy behind you!". The COB threatened to beat my @ss if I walk onboard before my leg is okay, he's about the only man onboard that I'd take that from, hehe. The crew is doing better, we've lost a few due to the shock of the incident. We will make sure they are taken care of. The investigation goes on, and I have a new CO. I will only say that the San Fran was the best damn sub in the Navy under CDR Mooney's leadership. We proved that. God bless him and his family no matter what happens in the future, he is truly a good man. I just need to



**USS San FRANCISCO SSN 711**

## **DEEP SIOUX THO'T: REAL AMERICAN PHILOSOPHY\***

One evening an old Sioux Indian told his grandson about a battle that goes on inside people. He said, "My son, the battle is between 2 wolves." "One is Evil. It is anger, envy, sorrow, regret, greed, arrogance, self-pity, guilt, resentment, inferiority, lies, false pride, superiority, and ego.

The other is Good. It is joy, peace, love, hope, serenity, humility, kindness, benevolence, empathy, generosity, truth, compassion and faith."

The grandson thought about it for a minute and then asked his grandfather, "Which wolf wins?"

The old Sioux simply replied, "The one you feed."

## **Navy Christens X-craft**

By Journalist 1st Class Daniel Sanford

Navy News Service

February 08, 2005

NAVAL STATION EVERETT, Wash. - The Navy unveiled its future as it officially christened its revolutionary new Littoral Surface Craft - Experimental, commonly referred to as "X-Craft," Feb. 5.

Developed by the Office of Naval Research (ONR), this high-speed, aluminum catamaran is designed to test a variety of technologies that could allow the Navy to operate more effectively in littoral, or shallow, waters.

Officially, the ship's been named Sea Fighter and has been assigned hull number FSF 1, which stands for fast sea frame. X-Craft marks the first time a catamaran was designed and built specifically for the Navy.

"The United States Navy has been at the forefront of employing catamaran technology for advanced naval vehicles," said Sea Fighter's designer, Nigel Gee. "The difference here is that ONR came out with some very challenging new requirements which required some new technology in order to address that.

"We've been working with ONR and The Titan Corporation to produce something that would satisfy those demands," he said. "They include achieving speeds of more than 50 knots with a full payload; being able to travel 4,000 nautical miles across the ocean without being refueled; being able to land helicopters in sea states four or five; being able to recover watercraft in sea state four at reasonable speeds over the stern ramp; and ensuring the vessel be habitable at sea states four and five for long periods."

Sea Fighter is powered by a combined diesel or gas turbine (CODOG) engine plant outfitted with two MTU 595 diesel engines and two General Electric LM2500 gas turbines. The diesels will primarily power the ship during long-range cruising speeds, while the gas turbines will enable the sea fighter to travel at least 50 knots in calm seas and more than 40 knots in sea state four.

"There is a tremendous capability in this vessel to move people, equipment, mission modules, and can help with humanitarian assistance," said Capt. David Comis, initial X-craft project manager from Feb. 2002 to July 2004. "I think this vessel would have been perfect for the recent Indonesian mission. It can get to its destination very quickly and has the capability to take part in a large variety of missions."

Thanks to its large mission bay, which can hold up to a dozen 20-foot mission modules, Sea Fighter remains mission flexible. It can take part in various undertakings, including battle force protection, mine countermeasures, anti-submarine warfare, amphibious assault support, and assistance with humanitarian aid. A multipurpose stern ramp, with direct access to the mission bay, allows Sea Fighter to launch and recover manned and unmanned surface and sub-surface vehicles while underway. Its flight deck has dual landing spots that can fit two H-60 helicopters or unmanned aerial vehicles (UAV).

Perhaps most revolutionary is that this 262-foot catama-

ran is outfitted with a crew of 26, 16 of which are Navy while the other 10 are Coast Guard. The plankowning crew is made up of five officers and 21 enlisted. While all of them are male, that doesn't mean men will always man the ship. "This vessel was designed with a mixed-gender crew in mind," said Comis. "There are a large number of restroom facilities on board, so there's the capability of having separate small bunkrooms for women." Sea Fighter is designed with three-man staterooms for its crew, a decidedly more personal setting than the vast berthing compartments of most naval ships. But with minimal manning, each crew member will have to become very knowledgeable of his ship very quickly. "The thing that's really unique about this crew is that since there's only 26 of us, the engineers can't concentrate just on engineering and the navigators can't just concentrate on navigation," said Lt. Cmdr. Brandon Bryan. "Everyone has to know everyone else's business. So my engineers know how to drive the ship, my guys who drive the ship know how to go down and start the diesel. Everyone knows everybody else's job, and that's just the way it has to be with a ship this large and complex." And another intricacy to work out is the joint crew of both Navy and Coast Guard. "I could be wrong, but I don't think it's ever happened before," said Sea Fighter Executive Officer, Coast Guard Lt. Simon Maple. But crew members say they look forward to working and learning from each other's chosen service. "I think the Navy brings their vast experience of operating in a Department of Defense environment," said Coast Guard Chief Operations Specialist John Leary. "And the Coast Guard will bring its unique international boarding authority that we have for international activities. Plus, we have more experience manning ships with smaller crews." Following the christening, Sea Fighter, which only took 20 months to construct, will be put into the water early morning, Feb. 9. The ship will moor at the civilian port of Everett and April 30, Nichols Ship Builders will officially hand the ship over to the Navy. In July, the ship intends to head south to its homeport of San Diego

### Where do we get such men?

This is written by a Navy Commander at a port in Kuwait . No commentary needed, the 3-minute read below says more than a 20-page article could about our warriors and the constitution of our men.

Where do we get such men?

\*\*\*\*\*

"They are so damn young"

I was going to the gym tonight ( really just a huge tent with weights and treadmills), and we had heard that one of the MEUs (Marine Exp Units) that had come out of service in the "triangle" was redeploying (leaving country). We saw their convoy roll in to the Kuwait Naval Base as the desert sun was setting.

I have never seen anything like this. Trucks and humvees that looked like they had just come through a shredder.

Their equipment was full of shrapnel

blast holes, and missing entire major pieces that you could tell had been blasted by IEDs. These kids looked

bad too! I mean, sunken eyes, thin as rails, and that 1000-yd. stare they talk about after direct combat. Made me pretty damn embarrassed to be a "rear area warrior".

All people could do was stop in their tracks and stare... and feel like me...like I wanted to bow my head in reverence. A Marine Captain stationed with me, was standing next to me, also headed to the gym. He said, "Part of 1st Brigade Combat Team, 8th Marines, sir. Took the heaviest losses of any single unit up north as part of Task Force Danger, sir."

As the convoy rolled up, all of us watching just slowly crept toward these kids as they dismounted the Hummers and 5-tons. Of course, we were all shiny and clean compared to these warriors. This kids looked like they had just crawled from Iraq. I had my security badge and id around my neck, and started to help them unload some of their duffle bags.

A crusty Gunny came up to me and said "sir, you don't have to do that..." I said, "Gunny... yes I do..." They all looked like they were in high school, or younger!! All held themselves sharply and confident, despite the extreme fatigue you could tell they had endured. "You guys out of the triangle?" I asked. "Yes, sir". 14 months, and twice into the grinder, sir" (both fights for Fallujah).

All I could do was throw my arm around their shoulders and say "thanks Marine, for taking the fight to the bad guys...we love you man".

I looked at these young kids, not one of them complaining or showing signs of anything but focus, and good humor.

'Sir, they got ice cream at the DFAC, sir?" "I haven't had real ice cream since we got here..."

They continued to unload... and after I had done my handshakes and shoulder hugs, the Captain and I looked at each other ...They want ice cream, we'll get them ice cream. You see, a squid O-5 and a focused Marine O-3 can get just about anything, even if the mess is closed.

Needless to say, we raided the closed DFAC (mess tent), much to the chagrin of one very pissed off Mess Sergeant and grabbed boxes of ice cream sandwiches (as many as we could carry), and hustled back to the convoy. I felt like Santa Claus. "Thank you, sir.." again and again from each trooper, as we tossed up the bars to the guys in the trucks. I'm thinkin', "Son, what the hell are you thanking me for? I can't thank you enough."

And they are so damned young ... I will sleep well, knowing they are watching my back tonight."



## ***Submarine Birthday Brunch***

The Submarine Birthday Brunch will be held at the:

Monarch Hotel  
12566 SE 93rd  
Clackamas, OR

on 10 April, 2005 and the festivities begin at 1100. The cost is \$18 per person. Both the Blueback Base and the SubVets WWII are invited. The menu is the usual 'forget the calorie count' menu consisting of eggs, omelets, French toast, etc, etc, etc..

Chris Stafford needs a head count by 6 April. His phone number is: 503-632-4535. Chris' email is:

ss580@bctonline.com

## ***Memorial Day***

OMSI will again host the memorial for lost boats. The date is Monday, 30 May 2005.. Not all the details are worked out yet, but RG Walker is thinking about it!! (Cut him some slack, he was a cook..)

## ***USSVI Convention 2007***

If you're reading this, you should have received a e mail regarding the 2007 cruise convention. Rumor has it that the spaces are filling fast. But, that could be BS. Anyhow, now you know.

## ***Base Meetings***

You are, of course, aware that the base e board meetings are now combined with the base meetings on the second Thursday of the month. The e board tries to get together about an hour prior to the chow being served. So if you have input for the board, you can show up and verbalize..

Also be aware the room rent on the VFW hall is going up in July. I think the increase is from \$35 to \$50.

**Enough of this, let's find something that's not politically correct for the rest of this page!!!**

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## ***Always Greener On The Other Side***

A man was sick and tired of going to work every day while his wife stayed home, so he prayed: Dear Lord: I go to work every day and put in 8 hours while my wife merely stays at home. I want her to know what I go through, so please allow her body to switch with mine for a day. Amen.

God, in His infinite wisdom, granted the man's wish. The next morning, sure enough, the man awoke as a woman. He arose, cooked breakfast for his mate, awakened the kids, set out their school clothes, fed them breakfast, packed their lunches, drove them to school, came home and picked up the dry cleaning,

took it to the cleaners and stopped at the bank to make a deposit, went grocery shopping, then drove home to put away the groceries, pay the bills and balance the check book.

He cleaned the cat's litter box and bathed the dog. Then it was already 1:00 p.m. and he hurried to make the beds, do the laundry, vacuum, dust, and sweep and mop the kitchen floor. Ran to the school to pick up the kids. Set out cookies and milk and got the kids organized to do their homework, then set up the ironing board and watched TV while he did the ironing.

At 4:30 p.m. he began peeling potatoes and washing vegetables for salad, breaded the chicken and snapped fresh beans for supper.

After supper he cleaned the kitchen, ran the dishwasher, folded laundry, bathed the kids, and put them to bed. At 9:00 p.m. he was exhausted and, though his daily chores weren't finished, he went to bed where he was expected to make love, which he managed to get through without complaint.

The next morning he awoke and immediately knelt by the bed and said, "Lord, I don't know what I was thinking. I was so wrong to envy my wife's being able to stay home all day. Please, oh please, let us trade back."

The Lord, in His infinite wisdom, replied, "My son, I feel you have learned your lesson and I will be happy to change things back to the way they were. You'll just have to wait nine months, though. You got pregnant last night."

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## ***Damn True.....***

A man was sitting on the edge of the bed, observing his wife turning back and forth, looking at herself in the mirror. Since her birthday was not far off he asked what she'd like to have for her Birthday. I'd like to be six again, she replied, still looking in the mirror.

On the morning of her Birthday, he arose early, made her a nice big bowl of Lucky Charms, and then took her to Six Flags theme park. What a day!

He put her on every ride in the park: the Death Slide, the Wall of Fear, the Screaming Monster Roller Coaster, everything there was.

Five hours later they staggered out of the theme park. Her head was reeling and her stomach felt upside down. He then took her to a McDonald's where he ordered her a Happy Meal with extra fries and a chocolate shake. Then it was off to a movie, popcorn, a soda pop, and her favorite candy, M&M's.

What a fabulous adventure! Finally she wobbled home with her husband and collapsed into bed exhausted. He leaned over his wife with a big smile and lovingly asked, "Well Dear, what it was like being six again?"

Her eyes slowly opened and her expression suddenly changed. "I meant my dress size, you dumb a-ss!"

The moral of the story: Even when a man is listening, he is gonna get it wrong.