

# Steel Valley Dolphins

December 2017



The official newsletter of the  
USS Requin Base of the USSVI  
Pittsburgh, Pennsylvania

## USSVI Creed:

"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 of America and its Constitution."



Meetings held on the second Saturday of the month normally in BADen at the American Legion Post and quarterly meetings held around our membership area.

- **Make a difference, get to a meeting!**

----- Pride Runs Deep -----

Next Meeting To Be Determined.

## 2017 USS Requin Base Officers

Base Commander	Hubert C. Dietrich	412-486-2635	hueyfromglenshaw@aol.com
1st Vice Commander	Carl Stigers	412-995-8028	carstenstigers@verizon.net
2nd Vice Commander	Rick Elster	412-751-7967	Relster565@comcast.net
Secretary	Jeff Simon	724-502-4505	jeffsimon@zoominternet.net
Treasurer	Lee M. Bookwalter	412-795-8337	booky143@verizon.net
Storekeeper	Frank Nicotra	412-835-6540	nicotrafrank@gmail.com
Chaplain	Carl Stigers	412-995-8028	carstenstigers@verizon.net
Past Base Commander	Joe Campisi	412-322-3201	jcampisi1@comcast.net
Newsletter Editor	Jack Sutherin	330-482-4175	jack.sutherin@comcast.net
Webmaster	Lee M. Bookwalter	412-795-8337	booky143@verizon.net
COB/Historian -	Clyde Porter, jr.	740-635-3179	candspporter@comcast.net
Photographer	Peter Foster	724+980-7657	gopetro2000@gmail.com
SVD Hard Copy	Rick Elster	412-751-7967	relster565@comcast.net

----- Pride Runs Deep -----



## Binnacle List

:  
Aaron Ellis  
James Hughes,  
Clair Bouts,  
Jude Myers  
Rick Elster



## **COMMANDERS CORNER**

Shipmates – Both my first mate, Edie and I want to wish each and every one a great, happy and joyful Christmas and to our Jewish member's, first mates and friends – Happy Hanukkah! A Happy and Healthy New Year to all!

Our annual Christmas Luncheon was again a GREAT success. The food made by the German club was as always – marvelous. There was a total of 99 members, spouse's, families and base sponsored guests, along with 23 children from the North Star Kids. We had special guests – the commanding officer and cob from the USS PITTSBURGH – CDR NEIL COLSTON AND MASTER CHIEF DAVE LEWIS. Also attending was the commander of the Pittsburgh Recruiting District, CDR PETER HOGEL, Supporters of the Pittsburgh – John Caspero and the President of the Pittsburgh Navy League, Robert MacPherson.

Our dear friend Rick Elster, was at home recovering from back surgery and Eric Bookmiller held the MIA/POW ceremony, assisted by Carl Stigers who set up the table. We held a short base meeting and TOLLING OF THE BOATS.

There was both a male and female grab-bag which was enjoyable. Thanks to first mates Linda Gaylor and Loretta Galloway. Thanks to Booky, Jeff, Carl, Lou, Frank and Dick and anyone else that helped out that I awkwardly forgot to mention by name.

## **BINNICAL LIST:**

Rick Elster – Back surgery – Robert L. Schmidt (N.J.) stroke

Major Galloway – Treatment for “C” – Lou Hamill – recovering from surgery.

## **ETERNAL PATROL 2017:**

Thomas Stewart 1/2      Earl Woods 1/9      John Yaksich 5/19      Robert w. Lindsay  
5/31 Edward Covey 7/3      Ron Shook 7/12      David Chatlos 12/17

FAIR WINDS AND FOLOWING SEAS – WE HAVE YOUR WATCH – SHIPMATES

Shipmate Alfred Lloyd sailed on Eternal Patrol on November 24, 2016. He lived in McDonald Pa, with his first mate, Elizabeth. He served on SSBN618-SSBN632-SSN605-SS475-SS347. He qualified on the USS Argonaut ss475 in 1956 and was a EMC(SS). We have tried to locate Al for the last three (3) years! His address, e-mail and telephone were all wrong. Finally shipmate Clair Bouts was dispatched to his home town and located his daughter, to gather information.

I have been trying to locate shipmate David Chatlos since September to address his membership. His telephone numbers were not taking any messages and not responding to the mail messages or letters sent to him. I was reading the newspaper this morning and saw David's Obit. He sailed on Eternal Patrol on December 17<sup>th</sup>. There is no visitation. Dave was 63.

## **NEW MEMBERS**

Gregory Bushko qualified on the USS NAUTILUS SSN571 as a MM2(SS)ELT. He left the navy in 1976 as a MM2(SS). Greg lives in Houston, Pa with his first mate Gwen. Please e-mail Greg and welcome him aboard – gbushko2002@gmail.com

Chad Underkoffler qualified on the USS DACE SSN607 as a EN2(SS). He left the navy in 1973. Chad lives in Washington, Pa with his first mate Judith. Please e-mail Chad and welcome him aboard – candj981@verizon.net

Charles Loskoch qualified on the USS TONISA SSN606 as EM1(SS). He left the navy in 1971 as EM1(SS). Charles lives on the Northside of Pittsburgh, Pa with his first mate Nancy. Please e-mail Charles and welcome him aboard – cploskoch@yahoo.com

Birthdays	Anniversaries	
Member	Spouse	
Larry Iden 1/05/43	Rita Lindsay 1/02	Carl & Carol Benson 1/20
Bill Kielar 1/16/30	Jennifer May 1/13	Bob & Kim Bittner 1/06
Mike Markel 1/15/41	Kelly McKinney 1/15	Bob & Donna Garlock 1/10
Robert Moore 1/08/48	Sandra Morgan 1/10	Bob & Lynn Gourley 1/08
Angelo Naso 1/27/42	Carmen Murman 1/01	Dave & Dianne Howton 1/27
Fred Nelson 1/29/44	Susan Nunnery 1/27	James & Audrey Lasher 1/15
James Phelan 1/20/38	Doty Paul 1/23	Fred & Carmen Nelson 1/26
Bob J. Schmidt 1/15/61	Tiny Siege 1/15	John & Susan Sutherin Jr. 1/08
Brien Siege 1/23/66	Cynthia Weaver 1/07	Bob & Isabelle Watson 1/?
P. Wassenberg 1/27/34		
Herb Wise 1/13/39		
Any corrections or additions		
Please e-mail and let me know		

### **MEMBERSHIP RENTENTION:**

January 1<sup>st</sup> is the official “DINK DAY”! The Dink List is for the shipmates who have not paid their dues on time. We have a total of (12) shipmates that owe either Nation, Base or both! Out of the (12), two are in Pa., six are out of Pa., 2 are associate and 1 is scheduled to pay in December.

Please notify our base treasurer, Booky, if you change your telephone number, e-mail or house address. This year we have 23 members who did not notify us on their address change or telephone numbers. **ITS SO IMPORTANT TO KEEP YOUR RECORDS UP TODATE!**

PA:	OUT OF PA:	ASSOCIATE	2017
Bill Simmons	Greg Bayne	Sam Barszowski	Ed Cramer
Don Taylor	Bill Beadle	Guy Reschentheler	Eber Tripp
	Kato Davenport		
	Al Murman		
	Doug Nunnery		
	Bob L. Schmidt (N.J.)		

As of today, only the XO of the Pittsburgh has renewed his membership with the Requin Base. We will be losing over 30 active duty shipmates – we wish them a safe journey! Shipmate’s

Frank Hood and Bob Renninger transferred their membership to other bases in Main and Florida, and Taskey has dropped from the base for distance reasons. We hope they have a great time with their new shipmates.

#### NEXT MEETING:

I am waiting on news from the USS PITTSBURGH, concerning the change of command, which is going to be in January. We may be changing the meeting date. It will either be Jan 13 or 20. I will be sending out an e-mail. I have to check with the Baden American Legion to see if those dates are available.

#### Requin Base Meeting Minutes

December 9, 2017

Pittsburgh, PA

**Base Commander Huey Dietrich** called the meeting to order.

**Attendees:** Attendance was not taken

**Base Commander Huey Dietrich** gave the quote of the day: "He who loses his head is usually the last to miss it."

**Requin History** On December 1, 1948 the USS Requin left shipyard with new radar equipment and reported to New London CT for duty in Submarine Squadron 8. On December 3, 1968 USS Requin was decommissioned and on December 20, 1971 USS Requin was struck from the Navy Register.

**Base Commander Huey Dietrich:** Let us at this time, with a moment of silent prayer, remember our Shipmates who made the supreme sacrifice that we may gather here in Peace. We dedicate this meeting to our Shipmates on Eternal Patrol, to perpetuate their memories in our lives and to honor our Shipmates on active duty in the service of the first line of defense of our Nation.

#### Boats Lost:

USS CAPELIN (SS 289)                      December 2, 1943

USS SEALION (SS 195)                    December 10, 1941

USS F-1 (SS 20)                            December 17, 1917

USS S-4 (SS 109)                          December 17, 1927

Let us also remember our fellow shipmates of the Requin Base, Calvin Boring, Henry Collings, George Denny, Robert LaLonde and Don Robins, who were lost in December. Finally let us remember all the brave submariners who died performing their duties aboard submarines, some individually and some in groups, but where the submarine itself was not lost.

**Chaplain Carl Stigers** gave the Invocation.

**Chief Of The Boat Clyde Porter** led the Base in the Pledge of Allegiance.

A motion to suspend normal meeting activities was approved by the members present.

MIA/POW ceremony was performed.

Commander Neil Colston, Captain of the USS Pittsburgh informed the members of recent activities of his ship and crew.

Members were entertained by the North Start Kids.

**Chaplain Carl Stigers** gave the blessing of today's meal.

**Adjournment:** The meeting was adjourned.

**Next meeting:** Baden PA American Post 641 at 1230 hours on January 13, 2018.

#### Ohio-Class Subs Update 01 ► Awesome Firepower

The Navy has one submarine that could drop 154 Tomahawk missiles on North Korea. The Ohio SSGNs' awesome firepower, however, will only remain in the U.S. Navy for around another decade or so, at which time the entire fleet of Ohio-class submarines will be gradually replaced with the new Columbia-class ballistic-missile submarines. The conventional land-attack role will be taken up by the large fleet of Virginia-class attack submarines, which can be equipped with the Virginia Payload Module to launch up to forty Tomahawks each. While this means it will take four Virginia-class submarines to equal the firepower of a single Ohio-class, it will distribute that firepower more widely across the fleet and will likely prove adequate in most scenarios—short of World War III.

The Ohio-class ballistic-missile submarine (SSBN) was built to destroy cities and military installations in the event of a nuclear war—or more precisely, to deter adversaries from ever starting one. However, following the end of the Cold War, the U.S. Navy determined that it didn't need all eighteen of its underwater horsemen of the apocalypse for the nuclear deterrence mission. The Navy first intended to scrap the four oldest of

the massive submarines, but instead opted to overhaul and convert them to launch Tomahawk land-attack cruise missiles (TLAM) at a cost of \$700–900 million each. These vessels were redesignated Ohio-class guided-missile submarines (SSGN) and intended to deliver conventional attacks on targets on land. The Ohio and Florida SSGNs began the nuclear refueling, overhaul and armament upgrade in 2003 and were back in service by 2006, while the Michigan and Florida followed in 2008.

The Ohio-class SSGN bristles with more conventional firepower than any comparable vessel because its twenty-four missile tubes (eighty-eight-inch diameter) were originally designed to carry enormous Trident ballistic missiles. Twenty-two of them were refitted with Tomahawk launch canisters with seven missiles each, for a total of 154 Tomahawks missiles, all of which can be ripple-fired from underwater in the space of six minutes. This is likely to be a heavier cruise-missile armament than an entire surface task force. The Tomahawks, which each cost over \$1.5 million, are capable of delivering a thousand-pound warhead to land targets as far as a thousand miles away, guided via GPS. This, incidentally, means that Ohio SSGNs are carting well over \$200 million in missiles when fully loaded.

The Ohio SSGN is also a multimission craft. The remaining two launch tubes have been converted into special undersea locks for deploying more than sixty Navy SEALs on special operations. The tubes can also launch underwater unmanned vehicles (UUV), SEAL delivery vehicle (SDV) midget submarines, sonar buoys and other aquatic sensors.

The nuclear-powered submarines were soon performing more conspicuous operations than their Trident armed cousins. In 2010, Ohio, Florida and Michigan all participated in a show of force in reaction to a Chinese missile test, surfacing separately off of Diego Garcia, the Philippines and South Korea at roughly the same time. In 2011, the USS Florida launched ninety-three missiles targeted at Libyan air defenses in support of Operation Odyssey Dawn, all but three of which hit. The missiles helped clear the way for the warplanes of the anti-Qaddafi coalition to begin operations over Libyan airspace. This marked the first occasion in which an Ohio-class submarine fired in anger.

What purpose do these cruise-missile-launching behemoths serve? Why not use surface warships to launch the long-range Tomahawk, or even dispatch carrier strike planes using much cheaper precision guided munitions? Quite simply, the stealthy SSGNs can get closer to enemy coastlines without being detected, enabling them to hit targets further inland and to deliver a massive missile strike, while exposing themselves far less than a surface ship or aerial strike package. [Source: The National Interest Magazine | Sebastien Roblin | December 6, 2017 ++]

USS Dallas (SSN-700) ► Inactivated December 5, 2017

The star of the classic 1990 thriller film, “Hunt for Red October,” has retired, according to a Navy release No, not Sean Connery, the Soviet-with-an-inexplicable-Scottish-accent boat commander, but the Los Angeles-class nuclear-powered attack submarine Dallas. Dallas was honored during an inactivation ceremony 5 DEC at Naval Base Kitsap after 36 years of service, and will soon be decommissioned at Puget Sound Naval Shipyard in Bremerton, Washington. While Dallas was prominently featured in both the Tom Clancy novel and the blockbuster movie bearing the book’s name, it was the submarine Houston that represented Dallas during exterior shots. Scenes depicting submarine interiors, meanwhile, were filmed using an elaborate hydraulic motion set that could mimic the depth changes and turns of a submarine.

“When commissioned on July 18, 1981, Dallas was hailed as the cutting edge of the nation’s defense system,” said Capt. Robert Jezek, representative for Submarine Force U.S. Pacific Fleet Puget Sound Naval Shipyard. “For all these years Dallas carried out missions vital to national security, deployed 14 times, steamed [more than] one million miles, visited [more than] 30 countries, starred in one blockbuster movie, and has been considered home for hundreds of Sailors over the years, some of which are in the audience today.” Dallas wrapped up its final deployment on Nov. 22, 2016. For a video on the “First In Harm’s Way” nuclear sub go to <https://www.navytimes.com/fd8c611e-d44a-4e77-af60-149690eeb695>. [Source: Navy Times | Jon Simkins | December 8, 2017 ++]

Coffee Drinkers Update 03 ► Three Or Four Cups A Day Health Impact

Robin Poole, Specialist Registrar in Public Health at the University of Southampton says their latest research shows drinking moderate amounts of coffee – about three or four cups a day – is more likely to benefit our health than harm it. This is important to know because around the world over two billion cups of coffee are consumed every day. Earlier studies have suggested beneficial links between coffee drinking and liver disease. Our research group has an interest in liver conditions. As such, we had previously conducted two meta-analyses, one looking for links between coffee drinking and cirrhosis and another at coffee drinking and cancer of the liver. We found that there was a lower risk of both conditions in people who drank more coffee.



Most of the evidence, however, is from observational studies, which can only find probable associations but can't prove cause and effect. To overcome these limitations, we plan to conduct a randomized controlled trial in patients with non-alcoholic fatty liver disease to see if coffee works as a treatment to reduce the risk of the disease progressing. But before we can start giving coffee to patients, we needed to know whether coffee drinking had any recognized harms, so we decided to conduct an umbrella review to capture as much important information about coffee drinking and health as we could. Umbrella reviews combine previous meta-analyses and give a high-level summary of research findings.

Overall, our umbrella analysis showed that drinking coffee is more often linked with benefits than harms. For some conditions, the largest benefit appeared to be associated with drinking three to four cups of coffee each day. This included lower risk of death from any causes, or getting heart disease. Drinking coffee beyond these amounts was not associated with harm, but the benefits were less pronounced. Drinking coffee was also associated with a lower risk of developing type 2 diabetes, metabolic syndrome, gallstones, renal stones and gout. We also found that it was associated with a lower risk of getting some types of cancer, Parkinson's disease, depression and Alzheimer's disease. But liver diseases stood out as having the greatest benefit compared with other conditions.

Reassuringly, harms were not apparent apart from during pregnancy when coffee drinking was linked to low birth weight, premature birth (in the first six months of pregnancy) and miscarriage. This is not new knowledge, and there are guidelines for limiting caffeine intake in pregnancy. We also found a small increase in risk of fracture in women, but there is some discrepancy in the evidence and further investigation is needed. Findings of our umbrella review should be interpreted with caution. Evidence in the review came mainly from observational research, so we can't extrapolate our findings to suggest people start drinking coffee or increasing their intake in attempts to become healthier. What we can say is that people who already enjoy moderate amounts of coffee as part of their diet are most probably getting health benefits from it, rather than harm.

Our research is about coffee. It's not about sugar, syrups, biscuits, cakes and pastries. Standard health messages still apply to those types of food. In other words, if you already drink coffee, enjoy it, but try to make it as healthy as possible. [Source: The Conversation | Robin Poole | November 22, 2017 ++]

Gasoline Savings Update 04 ► Using Premium vice Regular

You could be among the drivers who collectively waste \$2.1 billion a year on premium gas even if it is recommended for your car. A new report from AAA shows that it pays to know if high-octane gas is required or recommended for your car, and then to evaluate the benefits accordingly. While you should buy premium gas if it's required, the nonprofit AAA found that the added benefit generally doesn't outweigh the higher cost when premium gas is only recommended. This news comes as the difference between the costs of regular-grade and high-octane gas has reached about 25 percent — up from a historically steady 10 percent. Based on national averages, premium gas now costs about 50 cents more per gallon.

For its report, AAA worked with the Automobile Club of Southern California's Automotive Research Center to test various cars for which premium gas — 91 octane or higher — is recommended but not required. The cars were tested in a laboratory and on the road. AAA says drivers of such vehicles are unlikely to see a benefit from using premium gas during typical city or highway driving. But the organization wanted to determine whether those drivers would see a benefit in extreme driving situations like towing, hauling cargo, and aggressive acceleration. Here's what AAA found when running these tests on cars for which premium gas is only recommended: □ On average, fuel economy improved by 2.7 percent. Looking at the individual car models tested, fuel economy changes ranged from a decrease of 1 percent for the 2016 Audi A3 to an increase of 7.1 percent for the 2016 Cadillac Escalade. □ On average, horsepower improved by 1.4 percent. Looking at individual models, horsepower changes ranged from a decrease of 0.3 percent for the 2016 Jeep Renegade to an improvement of 3.2 percent for the 2017 Ford Mustang.

Weighing the cost and benefits of premium gas Based on its testing, AAA concluded that the "modest" improvements seen with premium gas do not offset the fuel's higher price. John Nielsen, AAA's managing director of Automotive Engineering and Repair, explains: "There's no question that higher-octane premium fuel has the potential to boost a vehicle's fuel economy and performance. However, engines have to be calibrated to require that fuel to see the full benefit." In other words, if premium gas is recommended rather than required for your car, the vehicle can't take full advantage of the benefits of premium gas. So, AAA's recommendation is to always use premium gas if it's required, but to buy regular gas if premium gas is only recommended. If your car makes a pinging

or knocking noise on regular gas, however, you should have it checked out by an honest and qualified mechanic and probably switch to premium gas, AAA says.

If you just want a higher-quality gas than regular, consider Top Tier gas. Regular, premium and Top Tier gas are three different types of fuel. Premium gas has a higher-octane rating than regular gas, while Top Tier gas has more detergent additives than federal standards require. Research conducted by AAA last year found that Top Tier gas keeps engines up to 19 times cleaner — meaning freer of engine deposits. To learn more about the benefits of Top Tier gas, check out “AAA Urges Drivers to Pay Extra for Top Tier Gas” at <https://www.moneytalksnews.com/aaa-urges-drivers-pay-extra-for-top-tier-gas>. [Source: MoneyTalksNews | Karla Bowsher | December 12, 2017 ++]



Northside Kids performed for us.





Eric Bookmiller narrated the MIA Ceremony