

Steel Valley Dolphins

August 2018



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: 1230 8 September at the American Legion in Baden Pa.

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	330-507-2278	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
Lee Bookwalter
Clair Bouts



2018 Navy Ball

243 rd Navy Birthday Ball

October 12, 2018

Start time: 1800

Cost: \$60 - E7-04/guest each

\$70 - 05/guest each

\$70 - civilians/guest each

Place: Soldiers & Sailors Memorial Hall

Please forward desire to attend to: Rick Elster either at : relster565@comcast.net or call 412-759-4919

Checks payable to: Navy League Pittsburgh Council - mail checks to Rick Elster

88 Duncan Station Road

McKeesport, Pa. 15135-3302

Shipmate Bob MacPherson president of NL just posted Navy Birthday Ball
guest speaker: Rear Admiral David Hahn

COMMANDERS COLUMN:

WOW, what a meeting! Due to a logistic problem, we had to relocate back to Baden's American Legion. At first, the meeting was scheduled a week later than we usually hold it, due to a scheduling conflict at the legion, but that wasn't conducive with the base BOD. The meeting was changed back to our original meeting date. WE had to move top side ...

The caterer called on Tuesday of the week to notify us that they would not be able to cater our luncheon, due to a celebration in Aliquippa. Joe Campisi and I traveled to Baden to find a pizza pub to supply us, which we did.

The Friday before the meeting, my first mate and I, traveled back down to set up the meeting room and take our supplies top side. On Saturday morning about 9:45, I received a call from the Legion, informing me that the event that was scheduled below decks was cancelled. So again, my first mate and I left right away. We arrived around 10:30 to move everything from top side, back down to our regular meeting room. We posted a notice on the front door to notify the membership that we move back down below. We were very tired before the meeting even started. I even had my tie messed up during the meeting, until someone brought it to my attention.

Over all, the meeting went along with-out a hitch. There were 52 members and guests in attendance. We had a guest speaker – Marion Miller! She lost her fiancée, who was on the Thresher, 55 years ago!

NEW MEMBERS:

Floyd Underkoffler qualified on the USS DACE SS607 in 1968 as a IC1(SS). He left the navy in 1985 as an ICCS(SS). Floyd lives in Titusville, Florida with his first mate Diane. If the name sounds familiar, it does – Floyd is the brother of Chad, who also is a member of the base. Please e-mail Ted and welcome him aboard – teddytu1@yahoo.com

Steve Burelson qualified on the USS BIRMINGHAM SSN(SSN695) in 1995 as an EM (SS). He left the navy in 2001. Steve is moving from central Pa., to Monroeville, Pa., with his first mate Amy. Please e-mail Steve and welcome him aboard – canuckle-head67@gmail.com

BIRTHDAYS

MEMBER

SPOUSE

ANNIVERSARIES

BOND, Mike 9/23/40	BEVERLY BENCE 9/04	EWALD, Bob 7 Jody 9/08
BURDIN, Thomas 9/29/45	BOUTELLE, Barbra 9/13	HILENDOARF, Charles & Pat 9/17
TRICH, Huey 9/19/44	CAMPISI, Jill 9/11	HOAG, Mark & Adrians 9/20
GASPAROVIC, Mike 9/15/66	CANTWELL, Pat 9/14	HUGHES, James & Joan 9/30
ELIAS, Phil 9/04/50	JOHNSTON, Janice 9/15	HOLZWARTH, Scott & Eva 9/29
HOWTON, David 9/25/55	KONTIER, Mary Ann 9/29	LEWIS, James 7 Karen 9/27
KRAUTSTRUAK, R. 9/18/24	LUCAS, Pam 9/01	MORGAN, Ed & Sandra 9/28
KUHN, Blain 9/25/44	LADRIE, Chris 9/19	RILEY, Earl & Rosemary 9/29
MEYERS, James 9/01/52	WENDLE, VALERIE 9/25	STEWART, John & Lois 9/13
MOLIERNO, Sal 9/18/25	COCHENOUR 9/08	KOPPENHOUR, Fred & Pat 9/23
NICHOLS, David 9/24/80	LARSON, Judy 9/18	UNDERKOFFER, Chad & Judith 9/5
RILEY, Earl 9/17/45	McKENIZIE, Yvonne 9/30	
ROSS, James 9/17/45	STROEDE, Trudith 9/14	
McCARTHY, Richard 9/27/57	MYERS, Jude 9/01	
SILES, Harry 9/19/45		
SWORDS, John 9/26/49		

WATSON, Robert 9/21/25
WEISMANTLE, Robert 9/17/46
ERLY, Patricia 9/25
NAVY BALL

EV-

I have been notified by shipmate Bob MacPherson, who is also the president of the Navy League, that Rear Admiral David Hahn, Chief of Naval Research and Director of Innovations will be the guest speaker at this year's ball. Admiral Hahn is a former Commander Officer of the USS PITTSBURGH SSN725. The Theme for this year's ball is "Forged by the Sea-Tempered by the Steel City."

The ball will be held in October at Soldiers & Sailors in Oakland. The base usually reserves two (2) tables. I will be putting out a e-mail, when we know all the facts - date, time and cost of the event.

The next base meeting will be held on September 8th, at the Badens American Legion at 12:30 hours – hopefully everything runs smoothly!

.Requin Base Meeting Minutes

July 14, 2018
Freeport PA

Base Commander Huey Dietrich called the meeting to order.

Attendees: Tino & Sally Bolcato, Eric & Marge Bookmiller, Lee & Patsy Bookwalter, Don & Dorothy Bright, George Brown, Joe & Jill Campisi, Huey & Edie Dietrich, Reno Farina, Jerry & Linda Gaylor, Dick & Beverly Geyer, Rid & Joan Guntang, Lou Hamill, James Kontier, Bat Masterson, Jim Messer, Vince Metz, Bob & Judy Meyers, Mike Pellegrino, Chip & Sharon Porter, Jeff & Eileen Simon, Carl Stigers, Jack & Jenny Sutherin, Chad Underkoffler, Mike & Tina Wyckoff

Base Commander Huey Dietrich: Quotes of the day: "Think of it this way. Where can you go to sea in the most awesome piece of equipment ever built, have great chow, outstanding shipmates, piss off Ivan, and get paid for it"

Requin History: July 13, 1945 USS Requin joined the Pacific Fleet in the Panama Canal Zone. July 31, 1945 USS Requin arrived in Pearl Harbor Hawaii.

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 S 28 (SS 133)	July 4, 1944
USS ROBALO (SS 273)	July 26, 1944
USS GRUNION (SS 216)	July 30, 1942

We also remember our departed shipmate of the Requin Base Dex Armstrong, John Grienberger Steve Kossler, Joe Brenkus. Ed Covey, and Ron Shook. Let us also remember 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 Chip Porter led the Base in the Pledge of Allegiance.

Members introduced themselves and the boats they qualified on.

Base Secretary Jeff Simon reported that Minutes of the previous meeting were published in the SVD and on the Requin Base website. With no objections, the minutes will stand as published.

Treasurer Lee Bookwalter reported an accounting of base assets, expenditures, and deposits is available upon request.

Other Reports:

Binnacle List: Sally Smith, Carl Stigers' mother, Bob Gurley, Sharon Porter

Membership stands at 187

Storekeeper Frank Nicotra MIA

Shipmate Vince Metz reported on Eagle Scouts presentations

TRICARE Dental Program Update 17 ► TRDP Ends Dec. 31, 2018

The TRICARE Retiree Dental Program (TRDP) ends on Dec. 31, 2018. Beginning in 2019, dental and vision plans will be available through the Federal Employees Dental and Vision Insurance Program (FEDVIP). Now is a good time to become familiar with FEDVIP options. FEDVIP 2019 plans and rates will be online in the fall. But you can look at 2018 plans and rates now. FEDVIP offers a choice between 10 dental and 4 vision options. This fall will be your first chance to enroll in a FEDVIP dental or vision plan

for 2019 coverage. If you're eligible, you can enroll in FEDVIP during the 2018 Federal Benefits Open Season. This runs from Nov. 12 to Dec. 10.

Who is eligible? ☐ Retired service members and their families who were eligible for TRDP are eligible for FEDVIP dental coverage. Also, they're eligible for FEDVIP vision coverage if enrolled in a TRICARE health plan. ☐ Family members of active duty service members who are enrolled in a TRICARE health plan are eligible for FEDVIP vision coverage. ☐ Children enrolled in or eligible for TRICARE Young Adult (a plan that qualified adult children can purchase after eligibility for "regular" TRICARE coverage ends at age 21 or 23 if enrolled in college) aren't eligible to enroll in FEDVIP.

When do you enroll? ☐ You can enroll in FEDVIP during the Federal Benefits Open Season. This year's open season runs from Nov. 12 through Dec. 10, 2018. Your coverage will begin on Jan. 1, 2019. ☐ If you currently have TRDP, you must enroll in a FEDVIP plan during the Federal Benefits Open Season to continue dental coverage for 2019. ☐ The Federal Benefits Open Season is your annual opportunity to enroll in, change, or cancel a FEDVIP dental or vision plan.

For more information, visit the FEDVIP website. You can see if you're eligible for FEDVIP in 2019. You can also compare FEDVIP plans, look up frequently asked questions, and sign up for updates.

[Source: NVOAdvocate | July 18, 2018 ++]

****Car Insurance Update 18 ► If a Report on You Contains Errors, it Can Cost You**

Surprise! Insurers can check your auto claim history before setting your premium. Thus, it is smart to first learn what they know about your past before you buy. Hopefully you get a free credit report every year. Your credit scores — which affect your finances in many ways — are based on the information in those reports. Don't stop there, though. You can also get free copies of the reports that impact your car insurance premium. Just as your credit report is a summary of your credit history, these reports offer summaries of your insurance claims and losses. Insurers may use these reports to evaluate you. So, if a report contains errors, it can cost you.

How to get a copy of your car insurance report According to the U.S. Consumer Financial Protection Bureau (CFPB), three companies generate car insurance reports. They — and the CFPB's descriptions of them — are: ☐ "CLUE (Comprehensive Loss Underwriting Exchange): Collects and reports information on ... automobile insurance coverage and losses. ☐ Drivers History: Provides reports to its insurance clients containing information and data collected from open public sources and governmental agencies regarding driving violations issued to specific individuals. ☐ Insurance Information Exchange (iix): Collects and reports motor vehicle records, including traffic violation data to insurance providers and prospective employers."

Under the federal Fair Credit Reporting Act, all consumer reporting companies must give you a copy of the information in your car insurance report if you request it. Most consumer reporting companies — including CLUE and Insurance Information Exchange — must give you a free copy of your report once every 12 months. Others — including Drivers History — can charge you a "reasonable fee" for your report. That fee is currently capped at \$12. To request a copy of your car insurance report, contact one — or all — of the three companies above directly. The CFPB's "list of consumer reporting companies" contains each company's website address, phone number and mailing address. In the case of CLUE and Insurance Information Exchange, the list also contains a link to an online form you can use to request a report.

Why you must check your car insurance report If you only pull your report from one company, perhaps make that CLUE. According to the nonprofit Consumer Federation of America, more than 95 percent of auto insurers provide data to CLUE. That data can include: ☐ Policy information (such as name, date of birth and policy number) ☐ Claim information (such as dates of losses, types of losses and amounts paid) ☐ Vehicle information ☐ "Fault Indicator"

An error on this report can cost you money in the form of unnecessarily high insurance rates. The Consumer Federation of America urges you to periodically request a copy of your CLUE report. A company called LexisNexis Risk Solutions maintains CLUE reports. You can request your report from this company three ways: ☐ By mail: Print the request form and mail it to the address at the top of the form. ☐ By phone: Call 866-312-8076. ☐ Online: Visit LexisNexis Risk Solutions' "FACT Act Disclosure" webpage and click on the red "Order Now" button.

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Federal law protects you when disputing consumer reports. According to the CFPB: "If you find information in your consumer report that you believe is inaccurate or incomplete, you have the legal right to dispute the report's content with the consumer reporting company and the company that shared the information to the reporting company, such as your lender." For more tips to help drive down your premium, check out "The Complete Guide to Getting the Best Possible Deal on Car Insurance.

[Source: MoneyTalksNews | Karla Bowsher | July 17, 2018++]

God's Plan for Aging Most seniors never get enough exercise. In His wisdom God decreed that seniors become forgetful so they would have to search for their glasses, keys and other things, thus doing more walking. And God looked down and saw that it was good. Then God saw there was another need. In His wisdom He made seniors lose co-ordination so they would drop things, requiring them to bend, reach, and stretch. And God looked down and saw that it was good. Then God considered the function of bladders and decided seniors would have additional calls of nature, requiring more trips to the bathroom, thus providing more exercise. God looked down and saw that it was good. So if you find as you age, you are getting up and down more, remember it's God's will. It is all in your best interest even though you mutter under your breath. Nine Important Facts to Remember as We Grow Older

#9 Death is the number 1 killer in the world.

#8 Life is sexually transmitted.

#7 Good health is merely the slowest possible rate at which one can die.

#6 Men have 2 motivations: hunger and hanky panky, and they can't tell them apart. If you see a gleam in his eyes, make him a sandwich.

#5 Give a person a fish and you feed them for a day. Teach a person to use the Internet and they won't bother you for weeks, months, maybe years.

#4 Health nuts are going to feel stupid someday, lying in the hospital, dying of nothing.

#3 All of us could take a lesson from the weather. It pays no attention to criticism.

#2 In the 60's, people took LSD to make the world weird. Now the world is weird, and people take Prozac to make it normal.

#1 Life is like a jar of jalapeno peppers. What you do today may be a burning issue to

Memorials, Parades And Ceremonies:

Washington parade – Saturday November 10

Beaver Veterans Day parade – Sunday November 11, muster 0900 hours

Old Business:

Trip to Groton CT was discussed

Canonsburg parade was discussed

Leetsdale parade was discussed

New Business:

Members thanked Tino and Sally Bolcato for arranging today's meeting.

Good Of The Order:

Fiancée to a sailor lost on the Thresher is working to honor him at the Ambridge High School he attended.

Thresher Memorial fund has reached its goal of \$35,000.

Adjournment: The meeting was adjourned.

Next meeting: Baden PA American Legion, second floor at 1230 hours on August 118, 2018

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Submarine Sailors – Why They Behave That Way

Author: Jack Leblond

Sunday, September 28th, 2008

The article below was written by Dr. Joyce Brothers in 1963 after the loss of the USS Thresher and the 129 men aboard her. It attempts to explain the reasons that Submarine sailors are who and what they are.

My days in the Submarine Service are among the finest in my memories. As Dr. Brothers explains below, all of us learned that we could count and be counted on by our shipmates – at sea and in port. I considered many of them my family, my brothers.

Risk is an Inspiration in Submarine Service

The tragic loss of the submarine Thresher and 129 men had a special kind of impact on the nation ... a special kind of sadness, mixed with universal admiration for the men who choose this type of work.

One could not mention the Thresher without observing, in the same breath how utterly final and alone the end is when a ship dies at the bottom of the sea ... and what a remarkable specimen of man it must be to accept such a risk.

Most of us might be moved to conclude, too, that a tragedy of this kind would have a damaging effect on the morale of the other men in the submarine service and tend to discourage future enlistments. Actually, there is no evidence that this is so.

What is it, then, that lures men to careers in which they spend so much of their time in cramped quarters, under great psychological stress, with danger lurking all about them?

Bond Among Them

Togetherness is an overworked term, but in no other branch of our military service is it given such full meaning as in the so-called "Silent Service."

In an undersea craft, each man is totally dependent upon the skill of every other man in the crew, not only for top performance but for actual survival. Each knows that his very life depends on the others and because this is so, there is a bond among them that both challenges and comforts them.

All of this gives the submariner a special feeling of pride, because he is indeed a member of an elite corps. The risks, then, are an inspiration, rather than a deterrent.

The challenge of masculinity is another factor which attracts men to serve on submarines. It certainly is a test of a man's prowess and power to know that he can qualify for this highly selective service. However, it should be emphasized that this desire to prove masculinity is not pathological, as it might be in certain dare-devil pursuits, such as driving a motorcycle through a flaming hoop.

Emotionally Healthy

There is nothing dare-devilish about the motivations of the man who decides to dedicate his life to the submarine service. He does, indeed, take pride in demonstrating that he is quite a man, but he does not do so to practice a form of foolhardy brinksmanship, to see how close he can get to failure and still snatch victory from the jaws of defeat.

On the contrary, the aim in the submarine service is to battle the danger, minimize the risk, to take every measure to make certain that safety rather than danger, is maintained at all times.

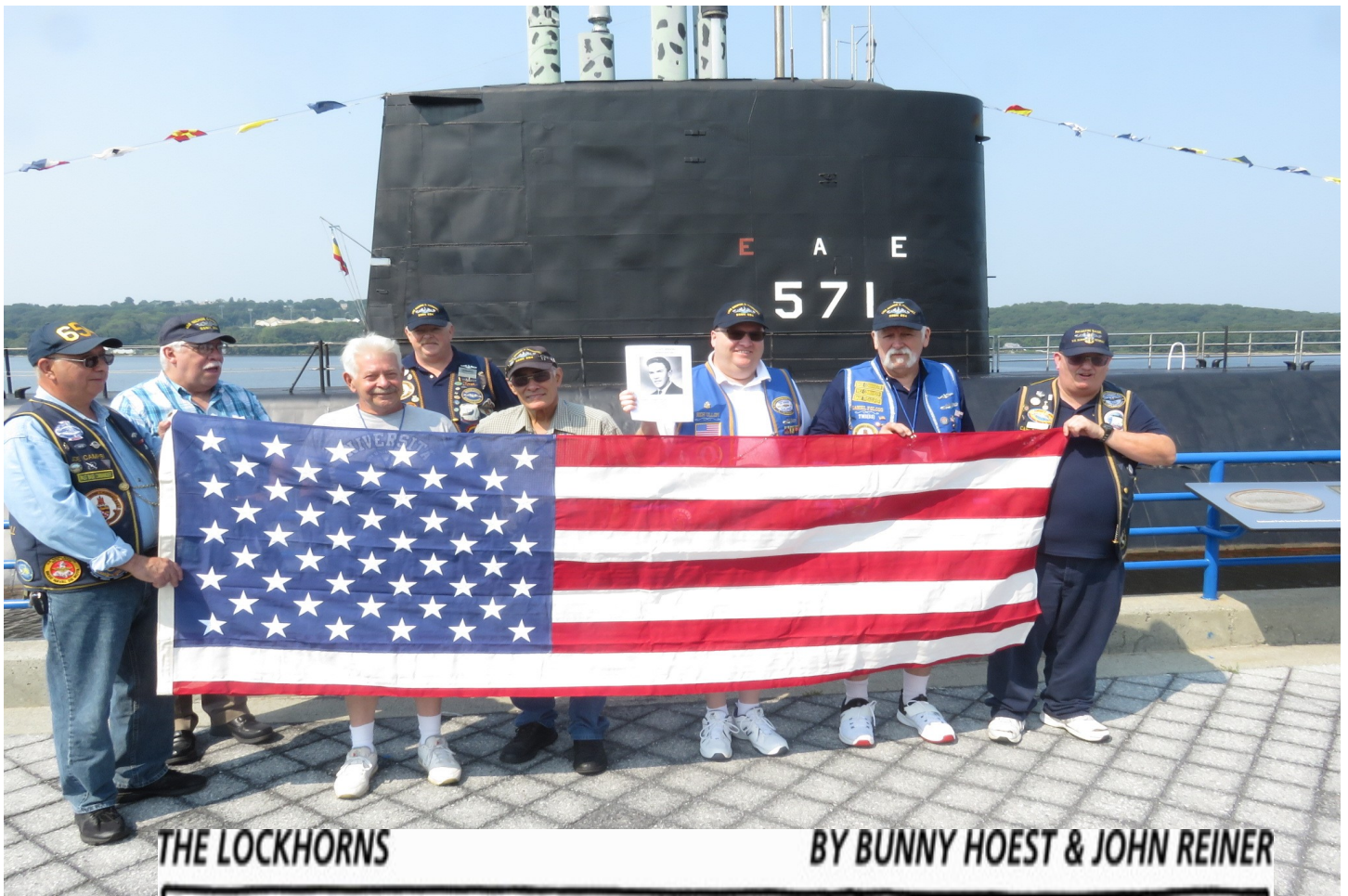
Are the men in submarines braver than those in other pursuits where the possibility of sudden tragedy is not constant? The glib answer would be that they are. It is much more accurate, from a psychological point of view, to say that they are not necessarily braver, but that they are men who have a little more insight into themselves and their capabilities.

They know themselves a little better than the next man. This has to be so with men who have a healthy reason to volunteer for such risk. They are generally a cut healthier emotionally than others of similar age and background because of their willingness to push themselves a little bit farther and not settle for an easier kind of existence.

We all have tremendous capabilities but are rarely straining at the upper level of what we can do; these men are.

The country can be proud and grateful that so many of its sound, young, eager men care enough about their own status in life – and the welfare of their country – to pool their skills and match them collectively against the power of the sea.

I am proud to say I was one of the few that can call themselves "Submarine Sailors." If you have been one yourself, or are considering a tour, you may enjoy a few stories from my days in the Submarine service and aboard the finest boat in the fleet, the USS Helena (SSN 725). HAHDF!



Ship-
mate



"I WISH LEROY HAD BEEN CATFISHING ME THE WHOLE TIME."



"WHICH ANIMAL OF 'OLD MACDONALD' ARE YOU IMMORTALIZING NOW, LORETTA?"



"MUST YOU DO THAT EVERY TIME I SERVE MYSTERY MEAT?"



"HOW'S LORETTA'S DRIVING? ... HIT OR MISS."



Photo of Marion Miller talking at our meeting. Lost her fiancée when the USS Thresher went down in 1963. Still seeking closure after all these years.

Navy Submarine Program ► Columbia Class Ballistic Missile Concerns

The U.S. Navy's \$122.3 billion Columbia-class ballistic missile submarine program is off to an inauspicious start after faulty welding was discovered in several missile tubes destined for both the Columbia and Virginia-class programs, as well as the United Kingdom's follow-on SSBN program. In all, 12 missile tubes manufactured by BWXT, Inc., are being scrutinized for sub-standard welds. Seven of the 12 had been delivered to prime contractor General Dynamics Electric Boat and were in various stages of outfitting, and five were still under construction. The Navy and Electric Boat have launched an investigation, according to a statement from Naval Sea Systems Command spokesman Bill Couch.

"All BWXT welding requiring volumetric inspection has been halted until the investigation is complete," Couch said. The bad welds came to light after discrepancies were discovered with the equipment BWXT used to test the welds before shipping them to GDEB, according to a source familiar with the issue. The discovery of a significant quality control issue at the very outset of fabrication of Columbia injects uncertainty in a program that already has little room for delays. The issue is made even more troubling because it arises from a vendor with an excellent reputation, and raises questions about whether the Navy can deliver Columbia on time, something the Navy says is vital to ensuring continuous nuclear deterrent patrols as the Ohio class reaches the end of its service life.

The issue with the missile tubes, part of the common missile compartment to be installed in both Columbia and the UK's Dreadnought submarine program, should not put the Columbia program behind schedule, Couch said. The impact on Royal Navy's Dreadnought program is less clear, Couch said. "Impacts to the delivery of missile tubes to the UK will be assessed upon completion of GDEB's efforts to define and scope next steps," Couch said. BWXT is one of three vendors sub-contracted to deliver tubes for Columbia and Dreadnought and one of two on contract for Virginia class, Couch said. The quality control issue not only impacts the U.S. and U.K. ballistic missile submarine programs, but might also impact the schedule for the Navy's next iteration of the Virginia class, Virginia Block V, which incorporates additional vertical-launch missile cells, known as the Virginia Payload Module. "The Navy is assessing the potential impact to Virginia-class submarines with VPM," Couch said. Early indications are the issue is contained to just tubes fabricated by BWXT, Couch said.

"The Navy/GDEB team is working to bound the scope of the problem and engineering assessments are ongoing to assess and determine remediation for the identified issues," Couch said. "Initial reports indicate that the other vendors do not have the same issue, and they continue to produce missile and payload tubes." The Navy awarded General Dynamics a \$101 million contract for SSBN missile tubes back in 2016. Design work for the common missile compartment goes back nearly a decade. In September,

the Navy awarded a \$5.1 billion contract to General Dynamics Electric Boat to finish design work for the boat ahead of beginning construction in 2021.

What impact the faulty welds will have on the cost of either Columbia class, already among the most expensive programs in Defense Department history, or Virginia class is unclear, said a Navy official familiar with the details speaking on background. A July Congressional Research Service report put the cost of acquiring the 12-ship Columbia class at \$122.3 billion. "It's not a good sign for a program that has had a lot of attention, it's the Navy's number one acquisition priority," said Bryan Clark, an analyst with the Center for Strategic and Budgetary Assessments and a retired submarine officer. "It's an early and pretty significant failure in a major component from a manufacturer with stellar reputation."

In a statement, General Dynamics said the company was committed to limiting the impact on the U.S. and U.K. sub programs. "General Dynamics Electric Boat is investigating a weld issue identified by one of its subcontractors on missile tubes delivered to GDEB for use in the U.S. COLUMBIA and UK DREADNOUGHT SSBN programs and payload tubes for the VIRGINIA Class SSN program," the statement reads. "GDEB is working closely with the subcontractor and the Navy to mitigate any potential impacts to these programs. As our customers expect the best from us, safety and quality are central to the culture at General Dynamics Electric Boat."

The Navy needs to start construction on Columbia in 2021 to have the boat out on patrol by 2031, a schedule NAVSEA still thinks its on track to meet. "The Navy purposely planned for early construction of the Common Missile Compartment including missile tubes and first article quad pack, to mitigate risks such as these, and construction start for Columbia remains on schedule in FY2021," Couch said. Ultimately, however, it is probably too early to tell if there will be any significant impact to the Columbia schedule, said Clark, the CSBA analyst. "The problem is that this causes challenges down the line," he said. "The missile tubes get delayed, what are the cascading effects of other components down the line? It's a pretty intricate dance at Electric Boat when it's building two other fast attack boats at the same time so what the impact of a delay here will be might not be clear."