



PRIDE RUNS DEEP



"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."

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Editor's Corner

Busy here as usual with various submarine publications (including this one). Also trying to help Chuck a bit as he gets out yet another terrific USSVI sub calendar for 2024. Work at keeping up with my sub modeling too, of course (see back page). Meanwhile, I'll be right here in the Yeoman's Shack if anyone needs me. ;-) —Jeff

Experts Unravel the Mystery of a Lost WWII Submarine – and Her Vanished Crew

(Reproduced from the SPIN news website - published June 18, 2021.)

by Ken Macdonald



USS Grayback (SS-208). (U.S. Navy photo.)

When a U.S. submarine vanished under mysterious circumstances seventy-five years ago, the U.S. Navy searched for answers for decades. But a recent interest in the lost craft—and the 80 sailors on board who vanished with it—was revitalized when a researcher named Tim Taylor set out to solve the decades-old mystery once and for all. When Taylor's team descended to the missing sub's last known location, however, their underwater vehicle developed a serious fault, forcing them back to the surface. Taking a look at the data they recorded, he didn't expect to find much... until he spotted a strange inconsistency. And what the technology finally unearthed was enough to make your hair stand on end.

This salvage operation was carried out on behalf of the Lost 52 Project. The admirable group is dedicated to locating the fifty-two U.S. submarines that disappeared during World War II. And the U.S. Navy had previously posted the *Grayback*—or SS-208, as it was less lyrically known—as missing in late March, 1944. That's how it remained until Tim Taylor got involved.

Taylor felt that he had a realistic chance of locating the wreck of the *Grayback*. And, amazingly, the Lost 52 Project team did indeed find the lost submarine—with the help of a diligent researcher. The hull of the sub was almost entirely in one piece even after several decades had passed. Yet this discovery was a cause for mixed emotions among the divers and researchers.

"We were elated," Taylor told *The New York Times* after the discovery. "But it's also sobering

(continued on page 12)



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From the Wardroom...



Dave Vanderveen,
Base Commander

Shipmates and Ladies,

Our July meeting at the Anaheim VFW Hall included the annual fundraising "White Elephant" auction. We did miss the traditional Leroy Stone Memorial Picnic that goes with it, and we also missed having Sean Conboy's excellent auctioneering skills, but Darin Detwiler did a journeyman's job filling in for Sean. Thank you, Darin! We made \$255 for the base, and nearly all the treasure sold had been donated recently by our members. We haven't included any of the dozens of plaques or photographs formerly displayed in Building 6 at NWSSB for auction.

As you will learn elsewhere in this issue, ballots are already available for the new slate of candidates standing for our base election. Several have even already been returned, which we appreciate, and I urge those who have not yet cast a ballot to do so. It provides some positive reinforcement for shipmates who step forward to handle the base's business. It was encouraging to learn that we have new members interested in standing for election, and I regret to say a communication snag resulted in Craig Ignatowitz not being added to the ballot. He will be in leadership role in the future, and we will work him like a rented mess cook! Thank you for stepping up, Craig.

More shipmates have joined the VFW Post which hosts us at their Anaheim Hall. As we've discussed, submarine veterans who served on FBMs (part of the Nuclear Deterrent Triad) or have received an Expeditionary Award on Fast Attack or DBF patrols qualify for VFW membership. Their leaders are working to modify qualification to include more Fast Attack sailors, because many of them have trailed foreign "boomers." I've requested assistance from Submarine Squadron Eleven staff to help the Navy present Fast Attack roles in a way that helps VFW's effort to expand membership qualification without running afoul of mission confidentiality. We've received an enthusiastic response, and now the hard work can start.

As you will see in the July meeting minutes, we've committed to the Eagles' Nest at the Navy Golf Course for our Christmas Season Luncheon. Our deposit has been paid, and we are on the calendar for December 9th, the *SECOND* Saturday of that month. A much larger group reserved all three rooms in the banquet center, so we have again been bumped out of our usual third Saturday. Regrettably, the annual Army-Navy Game is held the same day as our luncheon, so several shipmates and guests will be watching that rather than joining us. Consequently, we will review another possible venue in October to see if it would meet our needs for the 2024 Christmas Season Luncheon. More to come.

Our shipmate Darin Detwiler has become a rather renowned food safety expert and teaches that curriculum at the college level. He has also published three books on the subject and consults with many groups and agencies on the topic. He recently participated in a documentary video program about food safety which will be presented on Netflix on August 2nd. He may not be pretty (pardon my submariner sarcasm), but he is easy to listen to, so please pull up the Netflix program and give it a watch.

I hope you will all remain in good health and can enjoy all the good things summer still has to offer!

Dave

Dave Vanderveen, Commander
Los Angeles-Pasadena Base



Minutes of July 15, 2023 General Meeting



July General Meeting Sailing List

Ed Barwick
 Bonnie Barwick
 David Barwick
 Herb "Bo" Bolton
 Dennis Bott
 Kathleen Carder
 Darin Detwiler
 Craig Ignatowitz & Anna
 Joe Koch
 Bill Moak
 Bruce Neighbors
 Greg Paulson
 Mike Swanson
 Ray Teare
 Cindy Teare
 Dave Vanderveen



Base Commander Dave Vanderveen called the General Meeting of the L.A.-Pasadena Base to order at the VFW Hall in Anaheim, CA at 1215 hours, then began with the recitation of the Pledge of Allegiance, led by Ed Barwick. Dave added a summary of the USSVI purpose, followed by a moment of silence for our departed shipmates.

Treasurer's Report, Prior Meeting's Minutes:

Dave indicated that both June meetings' Minutes and the latest Treasurer's Report had been approved by the E-Board earlier in the day. Mike Swanson then read the report's details (as of 7/14/23) to the group. (*The Treasurer's Report appears in the E-Board Meeting Minutes elsewhere in this issue as usual.—ed.*)

Memorial and Brick Program Update:

Dennis Bott reported the four shrubs planted by Eagle Scout candidate are thriving in their location at the center of the horseshoe. He noted he had had cleaned up debris left behind by the Memorial ceremony. Dave then covered his discussion with the new JAG officer regarding installation of bricks—it looks promising! The timetable for installation will be based on the JAG's contact with Bangor and Point Loma submarine bases regarding specific requirements the subvets there had to meet, and by final approval of the Navy. A question was raised as to whether additional bricks can be ordered; the answer is postponed until the previous vendor can be confirmed.

4th of July Parade Recap:

Dave's evaluation: very good! He stated he would have liked to have seen more L.A.-Pasadena Base members participate, since we were outnumbered by Bonefish Base participants. For next year's parade, a first aid kit will be made available. Parade officials made comments more than once concerning the Bonefish Base's trailer and their members falling behind. Dave will advise Bonefish Base concerning this, and insist they keep pace.

VFW Membership Qualification Update:

Though not required, our members are encouraged to join the VFW. Boomer sailors and those with Expeditionary Awards qualify. A request is being made to the Navy to publicly present Fast Attack submarine roles in a way that the VFW can consider as qualifying. Of course, confidentiality about their missions will make that tricky.

Moving Out from Commercial Storage:

Ray and Cindy Teare will accept transfer of our stored items to their residence upon Cindy's okay after reviewing photos of the material in question.

Membership Update:

(concluded on next page)



**Ad Still Here by
Popular Demand!**



Just the Place for Killer MidRats!

Hey, know anyone on boats out of New London? Or, planning a visit to Groton yourself? Drop anchor at this local dive: **Wings'n'Pies** at 924 Route 12, just down the road from the Base's Main Gate. Your editor enjoys firsthand knowledge that the pizzas here are some of the tastiest and sloppiest around. Forget those extra napkins—just wipe your greasy fingers on your shirt and they'll think you've been hanging out with the A-Gang!



General Meeting Minutes...

(concluded from previous page)

Dave explained our membership is down to 100 after a couple of prospects have balked. Darin had registered his father as an Associate member as a gift, and suggested adding more, as we are well below the maximum allowed in our bylaws.

Base Election Update:

Ed Barwick gave a description of this year's ballot structure, and the changes taking place since the last election. Members are encouraged to submit ballots. Let's get more of us involved! Submit your ballot!

The Good of the Order:

Mike suggested paying the Anaheim VFW for use of their facility. Dave assured us that discussions with a VFW chapter member had assured this was not necessary. It was decided we would gain more experience with the VFW, then reconsider.

Darin mentioned his attendance at the Film Fest in New York. He had graced the Red Carpet and schmoozed with celebs as the cable documentary he worked on was presented. He let us know that on August 2nd, on Netflix, his film *Poison, the Dirty Truth About Your Food* will air. Anyone can Google to see the trailer.

Bill then recognized Darin as being such a beneficial addition to our base with all he has delved into so deeply, plus his liaison work between L.A.-Pasadena Base and the Seal Beach Lions Club.

Dennis queried as to the condition of our Memorial bricks, and where they're currently stored. Dave explained that the bricks remain in Building 6. The NWSSB is aware of their presence there, and assures Dave we will be able to remove the bricks prior to the building's demolition. The timetable for the latter is still in limbo; the building is primarily used for Security Forces' storage at present.

Bo Bolton mentioned he had been the originator of the Huntington Beach Parade authorizations, and was disappointed that the information provided this year was not used by the parade announcers. Harold Staggs was to be featured, and had it not been for our members updating ABC and the announcers in real time along the way, he would not have been.

Cindy Teare indicated Harold said he was uncomfortable riding on the Bonefish Base trailer. In the future, we'll endeavor to find a way to make our special members more comfortable and better recognized.

There being no further business, Bill Moak motioned for adjournment; this was seconded by Joe Koch and approved by all present, adjourning the meeting at 1258 hours. Following adjournment, our traditional summer White Elephant Auction took place, this year under the gavel of new auctioneer Darin Detwiler. \$255 was raised for our base coffers (this info. provided by Mike Swanson post-meeting).

Respectfully submitted,

Bill Moak

Secretary, L.A.-Pasadena Base, USSVI

**August Meeting
at the Anaheim VFW Hall**

August Meeting

Date: Aug. 19, 2023

This month we're back at Anaheim's VFW Hall with our standard potluck arrangement. So please bring your own plates and utensils, plus your own drinks and a dish to share (see below). Parking's behind the building.

Location:

VFW Post 3173, Anaheim
805 East Sycamore Street
Anaheim, CA 92805

Times:

- E-Board Meets: 10:00-11:00
- General Mtg.: 11:00-Noon
- Lunch: Noon
(must vacate premises at 1:00)

Lunch: Potluck. Assignments by last name as follows. Remember to bring needed serving utensil(s).

A-H —Dessert

I-R — Main Dish

S-Z — Salad or Vegetable

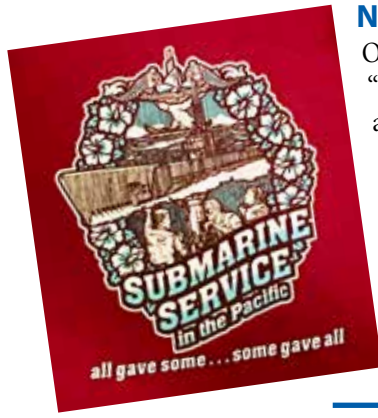


Aug. Birthdays

We hereby extend the happiest of wishes to all our L.A.-Pasadena Base birthday celebrants.

- John Von Ulmen..... 8/4
- Ramon O. Aguilar 8/9
- Jack Mahan..... 8/11
- Dennis Walsh..... 8/23
- Sam Aboulafia 8/25
- Harold Staggs 8/26
- Stan Westrick..... 8/29

Ship's Store



New Reduced Price on T-Shirts!

Our ever-popular L.A.-Pasadena Base "Submarine Service" tees are once again selling like fresh whites after a fall down the pump room hatch! Now a mere **ten bucks** apiece, there's no reason not to have a closetful. Contact Jack Mahan for yours, or just bring a few extra bucks to the next meeting, you skinflint!

2023 Calendars Still Available!

Order at ussvnationalstorekeeper.com
Or see details elsewhere in this issue. Don't miss out—they're selling fast!



Get in touch with our Storekeeper, Jack Mahan, at 714-349-5878 for more purchasing information.



USSVI Logo Patch
(9¾ x 6¾)
\$11.00 ea.



L.A.-Pasadena Base Patch
(3¾ x 5)
\$5.00 ea.



Holland Club Member Patch (3x3)
\$6.00 ea.

LOS ANGELES - PASADENA BASE

2023 FLOWER FUND and BOOSTER CLUB

A special thank you to the following folks whose generous contributions this year have helped make our base activities and charitable functions possible:

- Angus McCall • Joe Dow • Dennis Bott • Ed Barwick • Robert Cailor
Darin Detwiler (multiple donations) • Karen Silverman • Ron Jones
Sally Moran • Ken Dorn (multiple donations) • Greg Paulson
Gary Wing • Grant Chambers • Won't you help too?



Booster Club and Flower Fund donations are welcome in any amount and are often also popular with 50/50 Drawing winners at our base meetings. Contributions can be made in cash or by check payable to L.A.-Pasadena Base of USSVI. Checks may also be sent to Mike Swanson at 1149 W. Santa Cruz Street, San Pedro, CA 90731. To ensure proper credit, be sure to indicate Booster Club or Flower Fund on your check.

UNITED STATES SUBMARINE FORCE LOSSES ON ETERNAL PATROL

“I can assure you that they went down fighting and that their brothers who survived them took a grim toll of our savage enemy to avenge their deaths.”

— Vice Admiral Charles A. Lockwood, USN

AUGUST TOLLING OF THE BOATS



USS BULLHEAD (SS-332)

Lost on August 6, 1945 in the Lombok Strait during her third war patrol, *Bullhead* was sunk by a depth charge dropped from a Japanese army aircraft. She was the last U.S. submarine lost during WWII. Eighty-four officers and crew went down with her.



USS FLIER (SS-250)

Lost on August 13, 1944 during her second war patrol. *Flier* had been transiting on the surface when she was rocked by a large explosion—probably a mine—and the ocean closed over her in less than a minute. Thirteen survivors, some injured, made it into the water to swim ashore. Eight survived, and six days later, friendly natives guided them to a coastwatcher who arranged for their safe evacuation by the USS *Redfin* (SS-272). Seventy-eight of *Flier*'s total complement were lost.



USS S-39 (SS-144)

Lost on August 14, 1942 after grounding on a reef south of Rossel Island in the southwestern Pacific during her third war patrol. Her entire crew was able to get off the boat for rescue by the HMAS *Katoomba*.



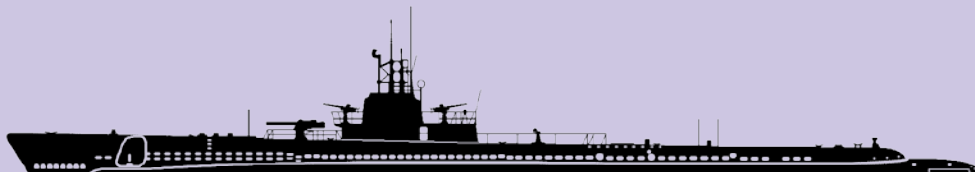
USS HARDER (SS-257)

Lost on August 24, 1944 from a minesweeper's depth charge attack near Hermana Mayor Island off the west coast of Luzon. It was her sixth and final war patrol. *Harder* had received a Presidential Unit Citation for her first five patrols, and her skipper, Commander Sam Dealey, was posthumously awarded the Congressional Medal of Honor. Known as “The Destroyer Killer” for her notable success against these capable anti-submarine vessels, *Harder* is tied for ninth among American submarines in number of enemy ships sunk. Seventy-nine brave souls rode her to the bottom on their Eternal Patrol.



USS COCHINO (SS-345)

Lost on August 26, 1949 after being jolted by a violent polar gale off Norway. Effects of the severe storm ignited an electrical fire and battery explosion, generating deadly hydrogen and chlorine gasses aboard the boat. In continued extreme weather, men of the *Cochino* and of the nearby *Tusk* (SS-426) fought for fourteen hours to save the stricken submarine. After another withering explosion, “Abandon Ship!” was called, and *Cochino* finally gave up her struggle and went down. Under the direst of emergency circumstances, *Tusk*'s crew managed to rescue *Cochino*'s entire complement except for one civilian engineer. Six *Tusk* sailors were tragically lost during the heroic rescue effort.



WE REMEMBER For those who gave their lives in defense of our country WE REMEMBER

WWII Era Submarine Discovered at Bottom of Aegean Sea

(Reproduced from the Greek Reporter website - published June 8, 2023.)

by Alexander Cole



The HMS Triumph's deck gun MkXII 4' of the submarine is still visible. Credit: Rov Services.gr

On Wednesday, HMS *Triumph*, a British Royal Navy submarine, was discovered in the Aegean Sea by a Greek research team led by Kostas Thoktaridis.

The HMS *Triumph* was a T-class submarine involved in military operations in the Aegean Sea and elsewhere in the European theatre of the Second World War until she went missing in 1942.

Sixty-four submariners were killed when the HMS *Triumph* sank 81 years ago. In the decades since her disappearance, numerous theories have sprung up as to the cause of HMS *Triumph*'s watery demise. Now that the submarine has been discovered, researchers hope they can finally begin to piece together what happened to the unlucky submarine.

Discovery of the HMS *Triumph* in the Aegean Sea

"The search for the HMS *Triumph* began in 1998. It is the most difficult and the most expensive mission I have carried out in my life," said Kostas Thoktaridis, the leader of the research team which found the Royal Navy vessel.

Teams from around the world, including Russia, the UK, and Malta have scoured the Greek waters for signs of the subma-

rine in the decades after her disappearance during the Second World War, all to no avail.

However, 81 years later, Thoktaridis' team finally discovered HMS *Triumph* at a depth of 203 meters under the sea. "The sunken HMS *Triumph* that became a wet grave for sixty-four heroes is awe-inspiring," he reflected.

What caused HMS *Triumph* to sink?

Prior to the discovery of the lost submarine at the bottom of the Aegean, several theories were proposed for her disappearance. Among them were hypotheses that she had struck a mine and sank, or that she was incapacitated in a diving accident, or even that she had run aground and went down from the damage.

The submarine had been involved in a number of covert operations in the Aegean before her disappearance. These covert operations involved the infiltration and extraction of Greek partisans and British intelligence officers during various missions across the region.

The last time HMS *Triumph* was spotted was at 12:00 noon on January 9, 1942, by an Italian aircraft. She had been sighted about four nautical miles southeast of Sounio.

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Tomahawk Cruise Missile-Carrying Block V-Class *Virginia* Subs Costing More Than \$20 Billion Delayed by Two Years

(Reproduced from the gagadget.com website - published June 9, 2023.)

By Maksim Panasovskyi



Virginia-class submarine. (U.S. Navy photo.)

We recently wrote about delays in deliveries of Sentinel intercontinental ballistic missiles, F-15EX fighters, KC-46A air tankers and Air Force One aircraft. Another project facing delays concerns new submarines.

Here's What We Know

The U.S. Navy ordered nine Block V and Block IV *Virginia*-class submarines. The cost of construction was \$24 billion. According to the Government Accountability Office (GAO), implementation has been delayed by two years.

Independent government auditors found that the U.S. Navy's *Virginia*-class fast-moving submarine project continues to "degrade." A key problem is a shortage of manpower.

The U.S. defense industry is experiencing a shortage of qualified personnel, which makes it impossible to ensure that the work is done in a timely manner. Moreover, the shortage of highly qualified personnel reaches 25%.

One of the reasons is the high level of workload associated with the construction of strategic missile submarines of the *Columbia* class. They will be the carriers of Trident II (D5) intercontinental ballistic missiles with nuclear warheads and will replace the *Ohio*-class submarines.

The major innovation in Block V *Virginias* will be the Virginia Payload Module (VPM). It increases the number of Tomahawk cruise missiles and other weapons. At the same time, the length of the submarine will increase by 25 meters to 140 meters.

“Minor” Leak at UK Nuclear Submarine Dock

(Reproduced from the BBC News website - published June 8, 2023.)

By Jonathan Morris

There has been a “minor” seawater leak at a naval base in Plymouth where thirteen decommissioned nuclear subs are stored.

A £3m contract has been awarded to repair the leak.

The contract for 3 Basin at Devonport dockyard is to “restore 3 Basin access and egress point capability for vessels to its original leak free intent.”

The Ministry of Defence (MoD) said there was no environmental risk from the leak.

HMS *Valiant*, a nuclear-powered attack submarine that was decommissioned in 1994, is set to be the first submarine in Devonport to undergo dismantling.

An MoD spokesperson said: “Work is planned at 3 Basin at HMNB Devonport to address minor seawater leakage from the basin and weathered stone edgings.

“The leak does not present an environmental risk and both the basin and entrance gate remain structurally sound.”

The MoD was criticised in 2019 over its failure to dispose of



Submarines are laid up at Devonport, UK. (Google Image.)

obsolete nuclear submarines.

It said it would dispose of them “as soon as practically possible.”

There are twenty decommissioned submarines in storage at Devonport and Rosyth.

The estimated cost of fully disposing of a submarine is £96m, the National Audit Office has said.

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✓ Reach potential new members by sending three annual subscriptions of *American Submariner* to the boat or organization of your choice

✓ First-time sponsors receive a Boat Sponsorship Patch

✓ All sponsors entered into the quarterly Boat Model Giveaway drawing (one entry per sponsorship) — a \$500 value

SUBMARINES IN NEED OF ADDITIONAL SPONSORS

USS *Columbia* (SSN-771)

USS *Connecticut* (SSN-22)

USS *Delaware* (SSN-791)

USS *Greenville* (SSN-772)

USS *Helena* (SSN-725)

USS *Hyman G. Rickover* (SSN-795)

USS *Montana* (SSN-794)

USS *North Dakota* (SSN-784)

USS *Kentucky Blue* (SSBN-737)

USS *Kentucky Gold* (SSBN-737)

USS *Maine Blue* (SSBN-741)

Questions?

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Questions Raised by Expansion of Chinese Submarine Fleet

OSINT Analyst H I Sutton gave a speech at Navy Leaders, discussing China's submarine fleet as it grows and evolves, showing the international community it's imperative to monitor sub developments closely.

(Reproduced from the Naval Technology website - published June 5, 2023.)

By Harry McNeill



The weapons of China's TYPE-09V are likely to be similar to Russia's Severodvinsk class submarine, but a generation behind in terms of stealth. (Source: Ministry of Defence of the Russian Federation.)

As China intensifies its efforts to bolster its naval capabilities, its submarine shipbuilding capacity is definitely expanding.

With the Huludao shipyard leading the charge, China is pushing to increase sub production, including the anticipated TYPE-09V.

China's mysterious submarine fleet

China's naval ambitions have taken a covert turn as the nation embarks on an ambitious plan to expand its submarine fleet, challenging the status quo in the South China Sea.

While the specifics remain largely undisclosed, rumours of hypersonic missiles and Russian technology intrigue the international community. As China's fleet evolves, it becomes

clear that the nation's endeavours in submarine development are shrouded in secrecy, setting them apart from the recent AUKUS announcement.

According to GlobalData's "The Global Submarine Market 2022-2033" report, Chinese policymakers are investing significant funds into expanding their submarine fleet.

With rumours of torpedoes being armed on uncrewed underwater vehicles, China's growing capabilities raise concerns and prompt a reassessment of strategic interests in the South China Sea.

When asking H I Sutton how convinced he is of the plans to use torpedoes on its UUVs, he claimed, "It is unconfirmed. We haven't seen the prototype vehicles that closely; obviously, China

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Chinese Submarine Fleet Expansion

(concluded from page 10)

isn't saying. However, based on the indications, it's likely."

Shouting about AUKUS, whispers of Huludao

While the recent AUKUS announcement drew international attention, China's discreet submarine development has steadily gained momentum, leaving experts and geopolitical analysts pondering the country's true capabilities.

Leading the charge in China's shipbuilding capacity is the Huludao shipyard, where new versions of Chinese submarines are being constructed. The crown jewel of this endeavour is the highly anticipated TYPE-09V, which promises a host of features.

Equipped with a pump jet and a 4×3 or 6×3 configuration, the vessel hints at incorporating hypersonic missiles like those found on the Type-055 destroyer. Such modularity and the potential use of Russian technology make the TYPE-09V a formidable addition to China's naval arsenal.

The Type 09-V submarine is anticipated to have a substantially reduced acoustic signature within an improved hull type. It is also speculated that the Type 09-V may act as a potential undersea escort for any future PLAN aircraft carrier task forces, according to GlobalData's "China's Defence Market 2022-2027" report.

James Marques, aerospace, defense, & security analyst at

GlobalData, said: "Not a lot is known about these submarines yet, but they are expected to be competitors to the U.S.'s *Virginia*-class, which plans to mount hyper onics by 2028."

China's silence is deafening

The Chinese submarine fleet already boasts the presence of the Jin-09IV(4), a submarine class reportedly patrolling contested waters. However, China's ambitions stretch far beyond what is known publicly.

While the AUKUS nuclear-submarine project between the United States, United Kingdom, and Australia made headlines globally, China's secretive nature allows them to pursue submarine development without revealing their true intentions. This veil of secrecy has created a mystery around the hardware and software sophistication China has achieved.

Combined with the stealthy nature of China's submarine advancements, these developments have prompted some to view the AUKUS alliance as a response rather than the sole impetus for China's aggressive pursuit of submarine capabilities.

While the true extent of their submarine prowess remains undisclosed, the nation's silent strides in naval expansion demand attention and a proactive approach to ensure regional stability in the face of growing uncertainties.



Chinese Yuan-class missile submarine.

USS *Grayback* Mystery Unraveled

(continued from page 1)

because we just found eighty men.” And, of course, there were others for whom this discovery held great meaning. They were the relatives of the submariners who had lost their lives aboard the *Grayback*. These families had been waiting a lifetime for answers.

As far as they knew, *Grayback* had embarked on a combat patrol from Pearl Harbor on January 28, 1944. The sub then sent a message back to base on February 24. It reported that she’d sunk the Japanese freighters *Toshin Maru* and *Taikei Maru* and hit two others. Its final message came a day later.

On February 25, her crew related the submarine had done serious damage to the liner *Asama Maru* and sunk the tanker *Nanpo Maru*. And since these attacks over two days had left the *Grayback* with just two torpedoes, she had to set sail to Midway Atoll in the North Pacific for resupply. Then... nothing.

Navy commanders had anticipated that the submarine would dock at Midway Atoll on around March 7, 1944. But there was no sign of her on that date. Even more alarmingly, *Grayback* still hadn’t appeared three weeks later. So the authorities had no choice but to declare her and her crew of 80 as lost at sea.

Dozens of men had seemingly perished, leaving their devastated loved ones looking for answers. And there was also no trace of *Grayback*, a submarine that had proved to be a huge asset to the U.S. Navy. The craft had been the work of the Electric Boat Company—and had almost immediately made an impact.

Grayback was a *Tambor*-class vessel, of which only twelve were built. Seven of these were destroyed during the war, and *Tambor* submarines were ultimately taken out of combat service in 1945. *Grayback*, of course, was one of those subs which never made it to the end of the conflict. But that doesn’t mean she wasn’t a force to be reckoned with.

She was a little over 300 feet from stem to stern and displaced 2,410 tons when submerged. At her widest point, she measured

just over 27 feet, while her maximum surface speed was around 20 knots. At a lower speed, the sub could stay submerged for up to forty-eight hours, and her range was almost 12,500 miles. She had real firepower, too.

Grayback was equipped with ten 21-inch torpedo tubes—six at the bow and four at the stern. There was also a 50-caliber machine gun and Bofors 40mm and Oerlikon 20mm cannons on the deck. And her official crew strength was fifty-four enlisted men and six officers. Although, as we’ve already found out, she had eighty men aboard when she disappeared in 1944.

Yet *Grayback* was launched on January 31, 1941, by Rear Admiral Wilson Brown’s wife. The submarine was then commissioned into the U.S. Navy on June 30—only five months before America became embroiled in WWII. So she was thrown almost straight into the action.

After her shakedown cruise, *Grayback* went on patrol to Chesapeake Bay and the Caribbean in September 1941. Then, following maintenance at Portsmouth Naval Shipyard on the Maine coast, *Grayback* headed for Pearl Harbor in February 1942—as the U.S. was decidedly now a part of the conflict.

And things were about to get serious for the boat and her crew. On February 15, the submarine set off on her first wartime patrol. She sailed into the Pacific and cruised along the coasts of the island of Guam, which Japan had attacked in December 1941. The sub saw her first action shortly afterward.

The boat spent four days in a cat-and-mouse game with a Japanese submarine close to the coast of Saipan. The skirmish saw the enemy unleash two torpedoes at the *Grayback*, and while she emerged unscathed from this assault, she was unable to maneuver into position to return fire. But it wouldn’t take long for her to record a direct hit.

Yes, the first ship *Grayback* sank was a cargo vessel of 3,291



USS *Grayback* (SS-208) at war. (U.S. Navy photo.)

(continued on page 13)

USS *Grayback* Mystery Unraveled

(continued from page 12)

tons. But her second patrol was a relatively uneventful affair that ended when she docked at Fremantle. This Western Australian port would be her base for most of the rest of her time in service. And she certainly didn't waste any of that time.

Grayback's next two patrols in the South China Sea were blighted by Axis patrol boats, moonlit nights, and seas that were difficult to navigate. Yet she managed to hit an enemy sub and some merchant ships during these spells in the ocean. Her fifth tour of duty began on December 7, 1942—and was a great success.

On Christmas Day, 1942, *Grayback* surfaced, catching four landing barges unawares and proceeding to sink them all. Four days later, an enemy sub fired torpedoes at the American craft, but *Grayback's* crew took successful evasive action. The start of 1943 was similarly eventful, as the U.S. sub attacked the Imperial Japanese Navy vessel *I-18*. Then she carried out a daring rescue operation.

Six Americans who had been aboard a wrecked Martin B-26 Marauder bomber were stranded at Munda Bay on the Solomon Islands. So two of the submarine's men went ashore after dark and found the airmen. Then, the following night, the two submariners successfully ferried the six survivors back to the *Grayback*.

The boat's captain, Commander Edward C. Stephan, won the Navy Cross for this action along with a U.S. Army Silver Star. Continuing on her mission, though, the submarine later torpedoed several Japanese craft. But she was ultimately damaged herself by depth charges dropped from an enemy destroyer.

The weapons had damaged a hatch on the *Grayback's* hull, and the resulting leakage forced her to return to port in Brisbane, Australia. And, unfortunately, the submarine's next patrol in February, 1943 saw no successful attacks. But that all changed during her seventh tour, which began from Brisbane on April 25, 1943.

On this patrol, *Grayback* came across a Japanese convoy and sank the merchant ship *Yodogawa Maru* with two torpedoes. Then, a few days later, the U.S. vessel torpedoed an enemy destroyer, causing extensive damage. The following day, *Grayback* also sank another cargo ship, the *England Maru*, and hit two more. Then it was time to sail back to Pearl Harbor for a new mission.

Grayback then joined forces with USS *Shad* and USS *Cero*, with the three vessels becoming a "wolfpack." This approach of combining submarines as joint attack forces had proved highly successful when used by German U-boats, although it was the first time that the U.S. Navy had tried the tactic. And the new stratagem indeed proved to be effective.

Between them, the three subs accounted for the sinking of

38,000 tons of Japanese shipping and damage to a further 3,300 tons. Having used up all their torpedoes, the trio then turned back to Midway Atoll, arriving there on November 10, 1943. After the success of this mission, John Anderson Moore became the second of *Grayback's* skippers to win a Navy Cross.

Then, on December 2, 1943, *Grayback* set off again from Pearl Harbor for the East China Sea. During this ninth patrol, the submarine fired the entirety of her torpedo supply in five days of attacks, sinking four Japanese ships in the process before returning once again to Pearl Harbor. Commander Moore's exploits on that tour earned him another Navy Cross.

Finally, after stopping off in Pearl Harbor for just over three weeks, *Grayback* set sail for her tenth—and final—active service mission on January 28, 1944. And as we learned earlier, her last radio contact with home base came on February 25. After that, nothing more was ever heard from the submarine, leading the Navy to duly declare her lost on March 30.

On that final mission, *Grayback* had singlehandedly sunk a staggering 21,594 tons of Japanese shipping. It had been the third such trip she'd sailed on with Moore at her helm, and the commander was posthumously handed a third Navy Cross for his achievements at sea. *Grayback* herself was also ultimately awarded eight battle stars for her WWII service.

It would be many decades, though, before anyone found out exactly what had happened to the *Grayback* and her eighty-strong crew. Initially, the U.S. Navy believed that she had disappeared beneath the waves at around 100 miles to the southeast of the Japanese island of Okinawa. Yet, as it was later discovered, this assumption was based on data that included a crucial error.

The information that the Navy had relied upon came from records that had been kept by the Japanese. As it turned out, though, a single digit in a map reference had been wrongly transcribed. That's why *Grayback* was actually far from the location that had been assumed over the years.

And it wasn't until 2018, when American Tim Taylor decided to re-examine the case of the *Grayback's* disappearance, that the mystery was untangled. Taylor is the founder of the Lost 52 Project—a private enterprise working to find the remains of the 52 submarines which disappeared without trace during the Second World War.

The Lost 52 Project started after a successful search for the U.S. submarine *R-12*, which had been lost in 1943 along with forty-two of her crew. Also known as the *SS-89*, the vessel sank during a training exercise off the coast of Florida.

The USS *R-12* was something of a veteran, as she had actually been decommissioned from the U.S. Navy in 1932 and assigned

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USS *Grayback* Mystery Unraveled

(continued from page 13)

to the reserve fleet. With war threatening, however, the Navy brought her back into service in July 1940. She spent time cruising the Panama Canal—until disaster struck in 1943.

In April, 1943, she was sailing on an exercise when a forward section of the vessel began to take on water. And in mere seconds, the submarine was overwhelmed, leading her to sink to a depth of 600 feet. There were only five survivors of the catastrophic sinking.

As the R-12 began her plunge below the waves, five of her crew who had been above deck on the conning tower—including skipper Lieutenant Commander E. E. Shelby—were thrown overboard into the sea. The remaining forty-two crew members all lost their lives. The cause of the accident was never fully explained, and the wreck remained undiscovered for nearly seven decades.

But in the fall of 2010, Taylor and his crew aboard research vessel *Tiburon* discovered the remains of the R-12 using a high-tech remotely controlled robot. The team also went on to revisit the area on further expeditions, mapping the site and taking images of the wreck. In addition, they made every effort to contact surviving relatives of the submariners who had died in the accident.

And it was that successful hunt for the wreck of the R-12 that prompted Taylor to found the Lost 52 Project. The fifty-two submarines which had sunk during World War II brought an extremely high human cost, too. In total, 3,505 submariners perished on these vessels.

All in all, then, the aim of the Lost 52 Project is a tall order indeed. But over the past decade, Taylor and his crews have come across five submarines whose precise whereabouts were previously unknown. But their mission goes much further than that. Taylor wants both to uncover the fates of these sunken subs for posterity and, crucially, to offer family members of the lost seamen some closure. And along with locating the lost boats, Lost 52 works to create comprehensive surveys of the wreckage found, collects artifacts, and makes material available for educational purposes.

The Lost 52 Project has also discovered two other WWII submarines along with R-12 and the *Grayback*. USS *Grunion* was found off the coast of Alaska, while USS S-28 has been located in Hawaiian waters. A Cold War-era vessel, USS *Stickleback*, was similarly found off Hawaii. Altogether, then, Taylor and his team's efforts have been rewarded with notable success.

While on the search for the *Grayback*, the ocean explorer got in



USS *Grayback* commissioning nameplate on the wreck. (Ocean Outreach photo.)

touch with Japanese researcher Yutaka Iwasaki and asked him to comb through the files of the Sasebo base that had been used by the Japanese Imperial Navy during WWII. The records there included daily radio updates from Naha on Okinawa Island, which had been the site of a Japanese naval air facility.

So, Iwasaki duly got to work, upon which he spotted the crucial single-digit error. This mistake had been made in the transcribed version of a report that had been radioed into Sasebo from Naha on February 27, 1944—just a couple of days after *Grayback* had reported back to base for the last time. And the relevant Japanese message detailed an attack by a Nakajima B5N bomber that had taken off from an aircraft carrier.

“In that radio record, there [are] a longitude and a latitude of the attack, very clearly,” Iwasaki explained to *The New York Times* in November, 2019. Astonishingly, though, these coordinates marked a location that was more than 100 miles distant from the one the U.S. Navy had assumed to be correct since 1949.

One of the people greatly affected by the news that *Grayback*'s remains had been discovered was Gloria Hurney, whose uncle Raymond Parks had served aboard the submarine as an electrician's mate, first class. In November of 2019 she told ABC News, “There's a book I read, and it says these ships are known only to God. But now we know where the *Grayback* is.”

Kathy Taylor is another relative of one of those who lost their lives aboard *Grayback*, as John Patrick King—who served as an electrician's mate, third class—had been both her uncle and godfather. And while speaking to ABC News, she paid touching tribute to the late veteran, saying, “I committed from the very beginning, from a little girl, that I was gonna find him or follow him or keep his memory alive—whatever I could do.”

(concluded on page 15)

USS *Grayback* Mystery Unraveled

(concluded from page 14)

A New *Grayback*

But the loss of the *Grayback* didn't spell the end of her legacy. That's because a second *Grayback* submarine with the Navy designation of SSG-574 went into service in July of 1957—fourteen years after the first craft had sunk. And, fittingly, she was launched by Mrs. Virginia S. Moore, the widow of the original *Grayback*'s final skipper, Commander John A. Moore.

The new *Grayback* had been built at California's Mare Island Naval Shipyard, and her cutting-edge technology made her a step up from her illustrious predecessor. For instance, the weaponry on the '50s sub included guided missiles—an innovation not available when the first *Grayback* was launched in 1941.

In fact, the newer craft was the very first vessel to deploy a Regulus II sea-to-surface missile. Since the weapons program was canceled not long after the new *Grayback*'s launch, though, in practice she actually carried four Regulus I missiles with the ability to hit targets on land. And in February, 1959, the submarine was based at Pearl Harbor in Hawaii.

This *Grayback* started out at a length of 273 feet—although she was later extended to 317 feet—and a little over 27 feet across her beam. And as well as being equipped to launch Regulus I missiles capable of carrying nuclear warheads, she possessed eight conventional torpedo tubes. Two of these were positioned toward the stern, while the other six were at the bow.

Sailing from her base at Pearl Harbor, *Grayback* made a series of cruises as a deterrent, including through the waters off Alaska and Japan. And in the years up to 1963, the submarine was on almost constant patrol, spending much of that time cruising underwater. Eventually, though, that tough schedule had a nega-

tive impact on *Grayback*'s systems.

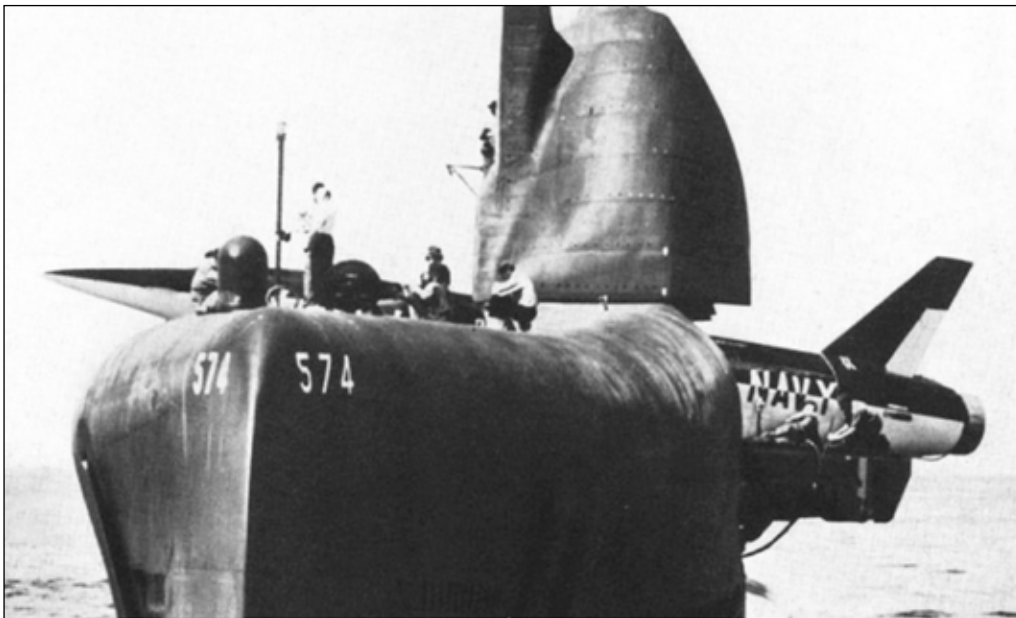
Then in August of 1963, those years of service caught up with the submarine. In that month, as she cruised near the surface to recharge her batteries, she was caught in heavy seas. The sheer force of those strong waves caused a main battery fault, which resulted in a fire breaking out in the crew's sleeping quarters. One submariner lost his life in the incident, and five others were injured. However, after a couple of weeks in repair, *Grayback* was back in active service.

The blighted sub had a life long after that, too, although at first it seemed as though she was surplus to requirements. By 1964, you see, a new generation of Polaris missiles and submarines had come online, and so ultimately *Grayback* was decommissioned in May of that year. But she came back into service in August of 1968 after having been deployed in the role of amphibious transport submarine—and with the new designation of LPSS-574. Now, her adapted missile silos were able to carry up to sixty-seven troops on board.

In June, 1972, then, *Grayback* transported a unit of Navy SEALs to the coast of Vietnam. They had been deployed as part of Operation Thunderhead—an attempt to liberate two American airmen who were believed to have fled a Viet Cong prisoner-of-war camp. However, unbeknown to the Navy, that dash to freedom had been aborted. And in the attempt to locate the men, one SEAL, Lieutenant Melvin Spence Dry, lost his life parachuting from a helicopter.

More tragedy befell *Grayback* in 1982, when she was involved in an accident that ultimately cost the lives of five Navy divers. After the men involved had been on a training dive, they subsequently returned to the sub, which had been cruising in Subic Bay near the Philippine island of Luzon. When a crucial ventilation valve failed to operate properly, however, the five perished inside a decompression chamber.

Not long after this sad event, the Navy finally decommissioned the second *Grayback* in January of 1984. But she still had one last role to play. Strangely, this required the submarine to be decorated in a glaring shade of orange. Sporting her new color scheme, the sub was then towed out to Subic Bay on April 13, 1986, before being scuttled and used for target practice. And that, finally, was the end of the *Grayback*'s story.



The new USS *Grayback* (SSG-574). (U.S. Navy photo.)

SubVets Wants You, Horsefly

by Bob “Dex” Armstrong

For years I had my old Silver Dolphins tucked away in my cufflink box. Every now and then when I was looking for a tie clip or a shirt stud, I would come across my old Dolphins and for a moment, a smile would be triggered by raw pride.

I had no one to share those memories with. No one would understand, much less care. It was all so long ago, and geography and years had separated me from both my boat and shipmates. I thought I had lost my grip on the magic that you feel when you are a part of the U.S. Submarine community.

The United States Submarine Veterans, Inc., and the dedicated men who stoke the fires that keep it going strong, have given the magic back to us. They have done something that force leadership failed to do: they’ve provided a platform where lads who rode piston-powered boats could drain beer glasses with lads who rode proton-powered boats, share the comradeship we should have shared a long time ago, and trade bullshit by the forklift load.

Submarine sailors are notorious for failing to say thank you. We were so damn close that “Thank you’s” were simply understood. The unsaid stuff was a large part of the brotherhood of the undersea service.

But as you grow older, your sense of appreciation matures and you recognize that the road has an end and that you had better toss your “Thank you’s” on the messdeck table for your mates to sift through because your I.O.U.s will expire when the bastards nail the lid on your box.

Subvets has given us all a late-in-life “After the ball is over” rerun. Whoever thought it up and those who are

Keep a zero bubble...

Dex.



devoting time to keep it “Full on four,” deserve our sincere thanks. A sort of mass invisible handshake from all of us who have benefited from the restoration of our wonderful boatservice memories. SubVets lets an old coot run barefoot over the bare titties of the Goddess of the Main Induction, to tap dance with the devil and howl at the moon. That is no small gift.

If you rode the boats, Qualified, and remember how damned special it all was, and you still haven’t linked up with SubVets, dig into your mattress money and mail in for your membership. We were an elite service. That’s not bogus bragging, it’s a damned fact. When you take the totality of American service veterans, there aren’t a helluva lot of us. Having said that, it’s important for those of us our country pinned Dolphins on to support the guys who are keeping us together. Look on it as a kind of alumni obligation. Hell, all of us blow more than SubVets dues on a lot of stuff we don’t really need.

Hey, it’s the right thing to do if you ever stowed your entire inventory of earthy belongings inside the pressure hull of a U.S. submarine. No one suggested this, promoted it or even knew I was doing it. It is just an old E-3 long overdue “Thank you” to the great guys who run the “All-Comers Clubhouse” for guys who made a living poking invisible holes in saltwater.

If you’re reading this, most likely you’ve already joined—or at least know how to.

If not, what are you waiting for, horsefly? Tell ‘em Dex sent you, and promised you an alley rack.

Lost HMS *Triumph* Found in Aegean Sea

(concluded from page 7)

The researchers who discovered the HMS *Triumph*’s final resting place are already busy trying to uncover what sent the sub to her ocean grave.

As noted by the researchers, the submarine is positioned at the bottom of the sea, tilted 8 degrees to starboard. She’s located several tens of kilometers away from the coastline.

The fact that the periscopes are lowered and the hatches closed indicates that HMS *Triumph* was in a deep dive during her final moments. The depth and direction controls are aligned, suggesting a constant depth had been maintained.

The ultimate reason for the sinking seems to have been a signifi-

cant explosion at the front of the submarine, which subsequently propelled HMS *Triumph* to a depth of 203 meters (666 feet). However, the researchers cannot yet determine the cause of the explosion.

The investigation continues, mainly at a historical level as new evidence and facts come to light, which, combined with new information obtained from the wreck and the assistance of Navy experts specializing in submarines and torpedoes, will eventually “reveal the secrets of HMS *Triumph*,” observed Thoktaridis.

See the latest news from Greece & the world at Greekreporter.com.

New Members

We proudly welcome aboard:

Scott Hultner

(MM1-SS E6; Petty Officer, 1st)
Spouse: Geri
5341 Vanguard Avenue
Garden Grove, CA 92845-1512
cell: 714-325-7321
shultner@yahoo.com
(Qualified in 1974 on *John Adams*, SSBN-620; aboard till '78)

Larry T. Lovett

(Associate; Retired Pharmacist)
Wife: Robin
6632 Beachview Drive
Huntington Beach, CA
92648-2666
cell: 714-856-3508
rx4art@gmail.com
(Uncle lost on *Tullibee*, SS-284.)

Arthur B. Schwartz, Jr.

(HM2-SS E5; Petty Officer 2nd.)
Wife: Reta L.
13812 Reva Street
Cerritos, CA 90703-9062
cell: 562-972-7865
abschwartzjr@gmail.com
Qualified in 1975 on the
USS George Bancroft (SSBN-643)

David Detwiler

(Associate Member)
Wife: Mary Ellen
738 Madrid Street
San Francisco, CA 94112-3547
phone: 415-672-2294
dmdetwiler@att.net
Qualified in Life and
now enjoying retirement ;-)

Craig Ignatowitz

(IC2-SS E5; P.O.2c; '86-'92)
Partner: Anna Marie Lesh
6323 Capetown Street
Lakewood, CA 90713-1703
cell: 562-965-7710
Texasiggy@gmail.com
Qualified in 1988 on the
USS Henry L. Stimson (SSBN-655)

Charles R. Hinman

(Associate Member)
Wife: Keiko
2015 Lime Street, Apt. #904
Honolulu, Hawaii 96826-3930
cell: 808-561-2869
charles.hinman@gmail.com
Phone number at *Bowfin*
Museum: 808-423-1341



**“Get’cher Chapter News Here
— Read All About It!” —**

When News Breaks, We Pick Up the Pieces...



**The largest Independence Day
Celebration west of the Mississippi!**

Annual 4th of July Parade!

*Our thanks to Darin Detwiler for
providing all these great shots of
L.A.-Pasadena Base’s participation
in yet another very successful Hun-
tington Beach July 4th Parade.*



*Darin
Detwiler
& Craig
Ignatowitz*



*Paul Riggs
& Bill Moak.*

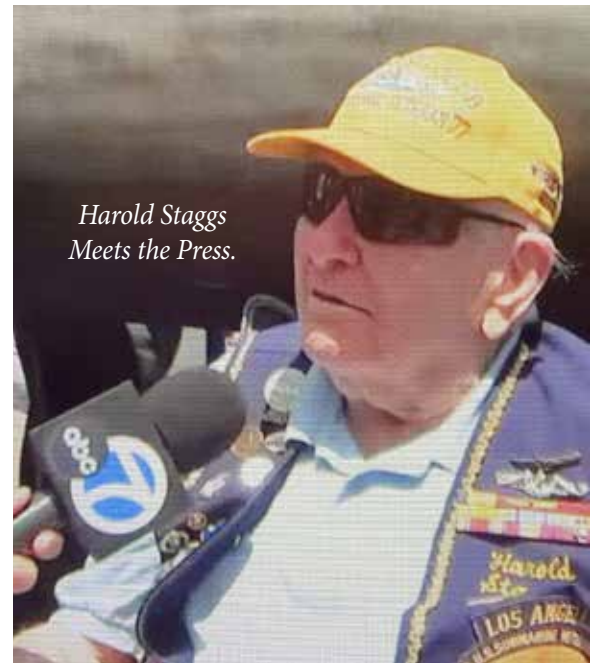


*Ever boyish
Harold Staggs.*











John P. Holland

L.A.-Pasadena Base 50-Year Holland Club

(75-year members noted with *)

Ronald R. Jones	2023
Gerard A. Krudwig.....	2022
Gregory M. Paulson	2022
Michael J. Swanson	2022
Ralph J. Hansen	2021
Robert F. Schive, Sr.	2021
Larry D. Long	2021
G. Judson "Jud" Scott, Jr....	2021
Edward E. Kushins	2020
Bruce Evan Neighbors	2020
David H. Vanderveen	2019
Philip J. Jaskoviak.....	2019
Dennis Bott	2018
Robert "Mike" Cailor	2018
Robert Miller	2018
John A. Anderson	2017
Roger C. Dunham, MD....	2017
Richard McPherson	2017
Harry "Bill" Moak	2017
Louis A. Myerson	2017
Elliot Rada	2017
Ronald G. Wagner	2017
Dennis J. Walsh.....	2017
Michael Kish.....	2016
Gary Wheaton	2016
Lawrence R. Butler	2015
Samuel T. Higa	2015
Harry P. Ross	2015
Stephen C. Rowe	2015
Charles H. Senior	2015

(concluded next page)



Los Angeles-Pasadena Base 2023 Calendar of Upcoming Events

January 21:	Monthly Meeting - Glory Days Beachside Grill
February 18:	Monthly Meeting - Glory Days Beachside Grill
March 18	Monthly Meeting - Glory Days Beachside Grill
April 15	Monthly Meeting - Anaheim VFW Hall Call for Memorial Day Prep Volunteers
May 20	Field Day at the Memorial Site - 0900 Monthly Meeting - at the Memorial Site Nominating Committee Appointed Call for participants in the Huntington Beach 4th of July Parade
May 27	Tarp Prep at the Memorial Site - 0900
May 29	Memorial Day Service - 1100 Submarine Memorial, West
June 17	Monthly Mtg. - Annual "SteakFest" at Anaheim VFW Post - Nominees for 2024 Base Officers
July 4	116th Annual... Huntington Beach 4th of July Parade
July 15	LeRoy Stone Memorial "Picnic" and Auction - VFW Post in Anaheim
August 19	Monthly Meeting - Anaheim VFW Hall 2024 Base Officer Candidates Announced
September 16	ANNUAL BUSINESS MEETING Election of Officers - Location TBA
October 21	Monthly Meeting - Location TBA Annual Officer Installation Luncheon
November 18	Monthly Meeting - Location TBA
December 9	Annual Christmas Luncheon at the Los Alamitos Golf Course

Larry E. Smith	2015
Sam Aboulafia	2014
David Palagyi.....	2014
Earl Thomas Peratt, Jr.....	2014
David D. Semrau, DDS	2014
Ray Tracy Teare.....	2014
Milton Harry Boudov	2013
Kenneth Jon Dorn.....	2013
M. Mark Hoffer	2013
Michael P. Klein.....	2013
Ronald L. Levenson.....	2013
Edward L. Arnold.....	2012
T. Michael Bircumshaw....	2012
Raymond Cheesebrough .	2012
Bobby O. Mahaffey.....	2012
John V. Mahan.....	2012
Lee Melody	2012
Clyde Matthew Turner.....	2012
George R. Walrath.....	2012
John L. Weisenberger	2012
Edward A. Barwick.....	2011
Joseph W. Koch, Jr.	2011
Stephen D. Diumentti	2009
David Whittlesey.....	2009
Dennis A. Yure.....	2009
Armen Bagdasarian.....	2008
Paul A. Riggs.....	2008
Rex L. Shields.....	2008
John L. Von Ulmen	2008
Francis R. Traser.....	2006
Ronald K. Thompson.....	2004
Robert L. Conboy.....	2003
James Rogers	2003
John E. Savela, Jr.....	2003
Berry S. Yolken	2002
James E. Carter	1999
William F. Long	1999
*Herbert J. "Bo" Bolton....	1998
*Kenneth E. Chunn.....	1998
*Royal Harrison, Jr.....	1995
*William J. Dillon.....	1993
*Harold Staggs.....	1992



E-Board Meeting Minutes of July 15, 2023

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted on the morning of Saturday, July 15, 2023.

In attendance:

- Dave Vanderveen, Base Commander
- Darin Detwiler, Base Vice Commander
- Bill Moak, Secretary
- Mike Swanson, Treasurer
- Ray Teare, COB
- Dennis Bott, Memorial Director

Base Commander Dave Vanderveen called the meeting at the VFW Hall in Anaheim to order at 1006 hours with a quorum present. Minutes of both June meetings were reviewed with no revisions requested. Ray Teare moved to accept the Minutes; this was seconded by Mike Swanson and approved by voice vote.

Treasurer’s Financial Report: Mike Swanson

The Treasurer’s Report as of July 14, 2023 was read into the Minutes by Base Treasurer Mike Swanson:

Checking	\$19,687.99
Cash On Hand	\$50.00
Uncleared Checks:	\$111.81
Total	\$19,626.18

All vendors have been paid up-to-date.

Income:	\$440.00
Expenses:	\$719.00

Flower/Booster Club Additions:

Ken Dorn	\$200.00
----------	----------

Inkind Donations:

\$00.00

Again, there were no questions or corrections. Darin Detwiler moved to accept the Treasurer’s Report; this was seconded by Bill Moak and approved by voice vote. A discussion followed exploring the possibility of investing in CDs or Money Market accounts through our new bank; Mike indicated the process may be not worth the effort.

Memorial Update:

Dennis gave us a thumbs up on the condition of the site, and that the shrubs planted at the top of the horseshoe by the Eagle Scout candidate are looking good and showing growth. He mentioned his cleaning up the site after the Memorial Day Ceremony, and that many flowers and much residue needed collection and disposal. Dennis commented on the many bare spots showing now in the grassy area, suggesting attention and perhaps more watering. Dave explained the water conservation restrictions placed on the base, and that irrigation has suffered as a consequence.

Darin mentioned a conversation with the Seal Beach City Council, wherein the idea of having the Memorial designated a historical landmark was brought up. Dave will discuss with Gregg Smith, NWSSB PAO, and then collaborate with Seal Beach City Council member Lisa Landau.

Dave also mentioned his discussion with the new JAG Officer in Ventura as to the disposition of our Memorial brick program. The JAG is considering requirements placed on the subvets’ installations at Bangor and Point Loma and how they can be applied to our installation at NWSSB.

4th of July Parade Recap:

Dave gave the parade a good overall rating, and estimated a large crowd on hand. He was concerned about the Bonefish Base members falling behind, and our being admonished by parade officials for

USS San Juan (SSN-751) Nuclear-Powered Tomahawk Cruise Missile Sub Decommissioned After 35 Years of Service

(Reproduced from the *gadget.com* website - published June 8, 2023.)

by Maksim Panasovskyi



The submarine *San Juan* (SSN-751) has completed her final mission. The sub has returned to U.S. Naval Base New London and will be decommissioned.

Here's What We Know

The boat's final mission, which lasted for six months, ended on June 6, 2023. The U.S. Navy nuclear-powered submarine will retire at the end of this year, after 35 years of service.

San Juan (SSN-751) is a *Los Angeles (LA)*-class submarine. Along with other submarines of this type, she is capable of performing many missions and plays an important role in the strategy of the U.S. Navy.

The nuclear submarine was commissioned on August 6, 1988. The sub is the second warship in service with the U.S. Navy named after San Juan, the capital of Puerto Rico.

San Juan is equipped with an S6G PWR nuclear reactor. The submarine is 110.3 metres long and has a displacement of 6,197 tons. In terms of armament, the submarine can use 533mm torpedoes and vertical launch Tomahawk cruise missiles.

Source: *DVIDS Weapons*

E-Board Meeting Minutes...

(concluded from previous page)

that separation during the parade. Darin suggested adding a first aid kit as part of our preparation, since he had administered a bandage to an injured Bonefish Base member.

VFW Membership Qualification Update:

While Boomers have been accepted due to deterrent actions during the Cold War, fast attack boats have not. This is being reviewed, as many shadowed our enemies during the same time.

Moving Out from Commercial Storage:

Ray Teare has volunteered to have the current material we have in public storage transferred to his residence. However, his wife Cindy has asked to see pictures of the items considered before giving her final blessing. Should Cindy okay the move, Ray and Cindy will be saving our base the considerable cost of offsite storage. BZ to Ray and Cindy.

Christmas Luncheon:

It was noted that our Christmas Luncheon costs have risen dramatically: Mike indicated the \$500 deposit has already been paid, and minimum attendance will be guaranteed at 25 people. Also, the cost for the meals themselves is rising, with a premium required for steak. Darin mentioned the Beach House in Seal Beach as a possible alternative for 2024. They have room for many more and they want our business. Perhaps holding our Installation Luncheon there as a test would be beneficial. Further investigation is on tap.

Membership Update:

Our total base membership now stands at 100. Marilyn indicates that a couple of potential members have opted out. Associate membership was discussed, and since we're well below the maximum percentage allowed, perhaps we ought to push for more Associates.

Base Election Updates:

There will be some changes in the lineup of officers on this ballot. Dave will continue as Commander for at least one more year—since he hopes to wrap up discussions with the NWSSB command before turning over to a new leader. Given changes in our bylaws instituted in the recent past, officers may serve a maximum of six years in office.

Mike then offered his congratulations to Dave for the work he has accomplished with all that has gone on in recent years. Dave was applauded by all in agreement with Mike's words. BZ, Mr. Vanderveen!

Good of the Order:

Ray mentioned that our consideration for hosting either a Regional Roundup or National Convention needs much scrutiny. He attended the recent Western Regional Roundup and witnessed firsthand the number of people required to pull it off. Participation in meetings and events from our membership is far from adequate to consider being a host. If continued to be considered, we'll likely need to include other bases near us to assist and participate.

Darin offered a proposal whereby members in better financial situations may assist other members when luncheons or events occur. Donations made to a type of slush fund (or other means) to include members in need would do much to encourage participation in base activities. The Christmas Luncheon was offered as an example. Perhaps include a checkable box for meal selection that might say "Unable to attend, but will donate a meal or amount for others."

Mike indicated the American Legion has virtual bake sales to support their fundraising efforts. Perhaps we can do something similar.

There being no further business, Bill Moak motioned the meeting be adjourned; Ray Teare seconded and it was passed by all present, ending the meeting at 1054 hours.

Respectfully submitted,

Bill Moak

Secretary, L.A.-Pasadena Base, USSVI

Construction Starts on Italian Navy's 2nd U212NFS Submarine

Italian shipbuilder Fincantieri has revealed production has started on Navy's next U212NFS submarine.

(Reproduced from the NavalToday.com website - published June 6, 2023.)

By Fatima Bahtic



Shipyard executive team celebrates the official start of the new submarine project. (Fincantieri photo.)

As informed, the construction started today at Mugliano (La Spezia) shipyard.

The program includes two vessels contracted in 2021 to be delivered in 2027 and 2029, a third submarine which has received parliamentary approval, as well as the creation of a Training Center. It is led by OCCAR (Organisation Conjointe de Coopération en matière d'Armement), the international organization for joint armament cooperation.

The U212NFS submarines will have significant design modifications which will all be developed independently by Fincantieri in accordance with the requirements of the Italian Navy.

The vessels carry out many different tasks for the benefit of the community on a daily basis, preserving national interests and collective defense within the framework of the most important

alliances in which the Italy participates: NATO and the EU.

They range from purely military missions to operations pertaining to freedom of navigation, anti-piracy, keeping the energy supply routes safe (due to the presence of seabed resources or underwater infrastructure), observance of international law, fighting terrorism, defending external borders, and safeguarding maritime infrastructure, including essential offshore and underwater infrastructure, not least preserving marine ecosystems.

Recently, Fincantieri announced it has been selected to construct the third U212NFS submarine for the Italian Navy.

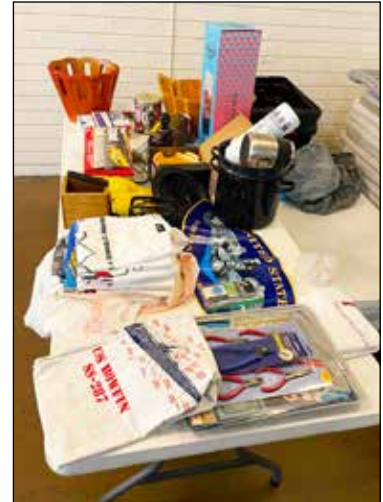
The program responds to the need to secure adequate underwater spatial surveillance and control capacity, considering the future complex scenarios of underwater operations and that the operational lifetime of the four *Sauro*-class subs currently in service.

“Going, Going, Gone!”

A new venue, and a new auctioneer in the form of Mr. Detwiler wielding the gavel!—ed.

Here are photos from the base’s July meeting and auction at the VFW Post in Anaheim. We had 28 in attendance. I served as auctioneer this time and the event raised over \$250 for the base. Check out these treasures: submarine books, DVDs, plaques, artwork, vintage submarine shirts, Jim Beam bottles, as well as handmade jewelry and a duck phone were among the trove. One particularly interesting find was a 1977 WWII submarine veterans “Torpedo News” newsletter that listed some familiar names: Ed Barwick, Bo Bolton, and Chuck and Marilyn Senior!

— Darin Detwiler





Another shot of your *Periscope*
 Editor's highly accurate
 new 1:72 scale 52"
 radio-controlled
 USS *Harder*
 (SS-257).

*In memory
 of the
 fifty-two
 submarines
 lost in
 World War II*

- | | | |
|-----------|----------|-----------|
| SEALION | CORVINA | SCAMP |
| S-36 | SCULPIN | SWORDFISH |
| S-26 | CAPELIN | BARBEL |
| SHARK I | SCORPION | KETE |
| PERCH | GRAYBACK | TRIGGER |
| S-27 | TROUT | SNOOK |
| GRUNION | TULLIBEE | LAGARTO |
| S-39 | GUDGEON | BONEFISH |
| ARGONAUT | HERRING | BULLHEAD |
| AMBERJACK | GOLET | |
| GRAMPUS | S-28 | |
| TRITON | ROBALO | |
| PICKEREL | FLIER | |
| GRENADIER | HARDER | |
| RUNNER | SEAWOLF | |
| R-12 | DARTER | |
| GRAYLING | SHARK II | |
| POMPANO | TANG | |
| CISCO | ESCOLAR | |
| S-44 | ALBACORE | |
| DORADO | GROWLER | |
| WAHOO | | |

