

**"Eddy's World"
SubVet Documentary**
on PBS This Month — See Page 24

**John Savela
Departs on Eternal Patrol**
(Please See Page 20)

THE PERISCOPE

A monthly publication of the Los Angeles/Pasadena Base • United States Submarine Veterans



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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

Here's hoping all *Periscope* readers enjoy a wonderful holiday season. May the coming year be a safe, productive and enjoyable one for all of us. Green board!—Jeff

How U.S. Sailors Pulled Off a Daring High-Seas Mission to Save a Sinking Nazi Submarine and Capture Its Secrets

In June, 1944, Allied militaries were preparing to cross the English Channel and invade France. Hundreds of miles south, U.S. Navy crews were preparing to land another kind of blow to the Nazis. Capturing U-505 was an intelligence coup, yielding vital insight into German submarine operations.

(Reproduced from the Insider website - originally published June 23, 2022.)

by Benjamin Brimelow

(Editor's note: although perhaps a familiar story to most readers of this publication, it's nonetheless a fascinating operation always deserving of retelling.—Jeff)



U.S. Navy sailors work to save German submarine U-505 shortly after it was abandoned by its crew, June 4, 1944. (U.S. Navy photo.)

In early June 1944, more than 100,000 Allied soldiers and thousands of ships and aircraft massed on the English coast, preparing for one of the most important battles in history: the invasion of Normandy.

Several hundred miles to the south, the six ships of U.S. Navy Task Group 22.3 were on a rather routine U-boat hunter-killer patrol—a mundane mission in comparison.

After a few weeks at sea, the task force was heading to Casablanca to refuel. On the way, they pulled off one of the most impressive naval feats of the war: capturing the German U-boat *U-505* completely intact—including its valuable Enigma machines and the codebooks needed to use them.

(continued on page 17)



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From the Wardroom...



Dave Vanderveen,
Base Commander

Shipmates and Ladies,

The end-of-year holiday season is upon us with all its joy, social fun, and even chaos. I hope you can enjoy the good parts of it, especially time with family and friends, the mountains of food, and the memories from our younger years.

This year's Holiday Party will be held on Saturday, December 9th at the Navy Golf Course in Cypress beginning at 11:00. We have invited our three World War II submarine veterans, Bill Dillon, Harold Staggs, and Pat Zilliaccus to be there and we will discuss some of their experiences and their boats' exploits during the war. That is not meant to be entertainment, but the rest of us and our guests should hear about the reality of combat and wartime submarine life. It will be fitting to do that while we have Bill, Harold, and Pat with us. Elsewhere in this issue, you will find the sign-up sheet for that day's luncheon. Please return it quickly to Mike Swanson so he can meet our commitment to the restaurant.

In January, the VFW Post in Anaheim is hosting a huge group on our usual meeting day, so we plan to hold our meeting on January 20th at Marni's in Seal Beach. That was formerly the Glory Days Beachside Grill, and it is between 1st and 5th Streets on Pacific Coast Highway. We will have to delay our Hobo Stew lunch to February or March. More to come.

The Western Region Roundup is coming up April 11-13 in Silverdale, Washington. Among the outings are a tour of an *Ohio*-class SSBN (the 35 available spaces are already booked, unfortunately), a tour of the Fleet Submarine Training Facility, and a tour of the submarine museum. The venue is not far from the Puget Sound Navy Yard at Bremerton, where many of our boats met their end in the salvage process. The business parts of the Roundup are worthwhile to all the bases, but my favorite part is the social time getting to know other submariners and swapping sea stories. I hope you can be there.

By the time you read this, we will have passed the deadline for submitting dues to Marilyn Senior. Surely you remember the hollow feeling of being "dink" on quals, and it is probably the same feeling to be "dink" with dues, so please help Marilyn meet our commitment to the National organization by getting your dues to her soon.

I'm optimistic by nature and tend to look forward most of the time, so I am anticipating the coming new year. Over the years, I have made myself learn to "enjoy the moment" too, so I do try to make the most of every day as it comes. I hope you can do that as well, and as always, please protect your health so you too can enjoy the days to come.

Dave

Dave Vanderveen, Commander
Los Angeles-Pasadena Base



Minutes of November 18, 2023 General Meeting

Base Commander Dave Vanderveen called the General Meeting of the L.A.-Pasadena Base to order at the Anaheim, CA VFW Hall at 1140 hours. Dave then facilitated the Flag Salute, recited the USSVI Mission and Purpose, and followed that with a request for a moment of silence to reflect upon our departed shipmates.

Dave reported the Minutes from the October meeting were accepted as amended during the Executive Board Mtg.

Treasurer's Report:

The Treasurer's Report as of November 17, 2023 was read by Base Treasurer Mike Swanson: *(It appears in the E-Board Meeting Minutes elsewhere in this issue as usual.—ed.)* Mike then discussed how the monthly payments of \$240.00 to the Bolsa Chica storage unit have now stopped. Next, the Treasurer's Report was reported as accepted during the Executive Board Meeting.

Items Previously Stored at Bolsa Chica Storage Facility

Darin summarized the activities of himself, Ken Dorn, Jeff Porteous, Dennis Bott, and David Vanderveen in relocating our gear and artifacts from the Bolsa Chica storage facility to the garage and attic at Greg Paulson's house about an hour away. *(Photo coverage appeared in the previous Periscope—ed.)* The items most needed for our Memorial Day ceremony are available on the ground level, whereas other items have been stored in the attic. Those retrieving these items for Memorial Day use should consider doing this earlier next time and completing an inventory and inspection of the materials. Once again, a great big thank you is due to Greg and Vanessa Paulson for making space available in their garage for our memorabilia!

Special Presentation

Dave discussed the 10 April 1963 loss of the USS *Thresher* (SSN-593) with the deaths of 129 crew and shipyard personnel aboard. While questions still remain, this loss is directly responsible for remediation and advances, specifically the SubSafe program. Noting the unique nature of the USS *Scorpion* (SSN-589) loss with all hands on 22 May 1968, Dave stated how "Our submarines run safer to this day."

Dave also discussed the local 10 April 2013 Memorial event for the USS *Thresher* which had many in attendance. USSVI L.A.-Pasadena Base Associate member Claudia Ritchie was eight years old when her brother Edward Christensen was lost aboard *Thresher*. The flag flown at the 50th anniversary of the boat's loss was preserved professionally in a triangle frame with a small descriptive plaque. Ken Dorn donated the flag to our base with the intention of presenting it to Claudia Ritchie during today's meeting. Before an emotional audience, Claudia stated, "Thank you to everybody at the Subvets. I am so glad I found you guys and have been involved with you for many years. I appreciate you all so much. Thank you, thank you, thank you."

Multiple base members then further shared their own experiences and reflections on the era of USS *Thresher's* loss and beyond.

Memorial Update:

Dennis Bott reported visiting the site on Nov. 14 and finding trash and signs of activity by unhoused people. He reported that Sunflowers and Baby's-Breath are among flowers that seem to last the longest at the site.

Dave then discussed a proposal by Eagle Scouts for a project involving replacement of the trellis behind the USS *Scorpion* and USS *Thresher* monuments.

The group discussed the idea of providing water bottles with our own labels for the Memorial Day event. The labels would include URLs and even QR Codes for a website featuring information about the submarines lost in WWII, the USSVI L.A.-Pasadena Base, the Memorial itself, and membership in our base.

Darin noted he's also looking for members to volunteer as Memorial Flower Caretakers for each month in 2024.

Membership Update:

Marilyn Senior summarized our membership category numbers as of 11/16/2023: • Shipmates on file: 98 • Shipmates with e-addresses: 90 • Holland Club Members: 68 • USSVI Life Members: 64 • L.A.-Pasadena Base Life Members: 58 • L.A.-Pasadena Base Associate Members: 11. She also noted that two members have reported they're not renewing their memberships, including the family of Hal Silverman, who departed on Eternal Patrol some years ago. His wife Karen Silverman and daughter Deborah Miller had continued to support our base and make donations long after his passing.

(concluded on next page)



Nov. General Meeting Sailing List

- Dennis Bott
- Darin Detwiler
- Ken Dorn
- Ron Jones
- Joe Koch
- Jack Mahan
- Bill Moak
- Claudia Ritchie
- Chuck Senior
- Marilyn Senior
- Mike Swanson
- Ray Teare
- Dave Vanderveen
- Ron Wagner
- Pat Zilliacus
- Mercedes Zilliacus





**Ad Still Here by
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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)

Patrick Zilliacus (97 years old!) has joined as a Life Member. He joined the Navy in 1943 and served aboard the USS *Spot* (SS-413), a *Balao*-class submarine. Later transferred to the USN Reserves, he became an officer, ending his Naval career in 1961. Pat shared how the USS *Spot* was later sold to the Chilean Navy, appeared in movies, and sank on her way to being scrapped. He also shared *Spot's* interesting motto from her time in Chilean service: "To Sail is to Live. To Sail on a Submarine is to Live Twice."

Marilyn then reminded all in attendance about the need to pay dues. She also offered new membership paperwork for members to keep in their cars should they meet any submarine veterans who might be interested in joining.

Western Regional Roundup, 2024

It will take place April 11-13 in Silverdale, WA. (Sign-up and other information available at www.wrroundup.com.) Dave shared related Roundup information about a limited-capacity submarine tour to be held there, also a tour of the U.S. Naval Undersea Museum at Keyport, WA, and about learning more on how the USSVI base there was able to gain approval for their use of a charitable sponsored-brick program.

Western Regional Roundup, 2025

Dave then discussed a proposed plan for our base to hold the Tolling the Boats ceremony on the fantail of the USS *Iowa*, capped off by a 5" 38-caliber gun salute—and having this event be professionally filmed by BB61's cinematographer. A discussion was further held about having new patches or challenge coins created for the event, noting the need to acquire original artwork for the effort. A potential collaboration with B.C. Patches was mentioned, which may include a trade for some of our older plaques.

50/50 Raffle

\$60 raised—\$30 of which for winnings. Claudia Ritchie drew Dennis Bott's ticket, who then donated his take back to the Flower Fund.

2023 Christmas Luncheon

This year's luncheon will take place Saturday, December 9, at the Navy Golf Course located at 5660 Orange-wood Ave., Cypress, CA 90630. See elsewhere in this *Periscope* or contact Mike Swanson for more info. It was affirmed that we'll seek a different venue for our 2024 Christmas Luncheon.

January 20, 2024 Meeting

Our January 20, 2024 USSVI L.A.-Pasadena Base meeting will be held at Marni's Restaurant (formerly "Glory Days"), located at 620 Pacific Coast Hwy., Seal Beach, CA 90740. Darin will coordinate with the restaurant manager to confirm things for us for January.

The Good of the Order:

Ron Wagner shared how he had viewed a video on how new nuclear submarines are now being built.

Dave brought up the new L.A.-Pasadena Base Sign at the VFW Hall in Anaheim. He thanked Ron Jones for arranging this and Daniel Jennings (VFW Regional Commander) for funding and installing it. Dave also invited Daniel to our 2023 Christmas Luncheon.

Darin Detwiler shared how he was interviewed on film about food and Thanksgiving, and asked if or how they celebrate Thanksgiving (and Christmas) on submarines.

Ken Dorn discussed the possibility of donating a 1939 Christmas card from a sailor aboard the battleship USS *Arizona* to the pre-commissioning CO of the new submarine USS *Arizona*, now under construction.

Patrick Zilliacus shared a story about his submarine experiences.

Ron Jones shared information about the Wreaths Across America program and invited attendees to participate in wreath laying at the Los Angeles National Cemetery on December 16 at 0900. In answer to a question, Ron noted that wreath laying will be done at *all* national cemeteries that day, so those members who live outside the Los Angeles basin and across the country will still be able to participate if desired. For more information, Ron has shared his email address: bik4lif@ca.rr.com and phone number: (213) 709-6198.

There being no further business, Joe Koch motioned for adjournment; this was seconded by Jack Mahan and approved by all present, adjourning the meeting at 1259 hours.

Respectfully submitted,

Darin Detwiler

Secretary, L.A.-Pasadena Base, USSVI

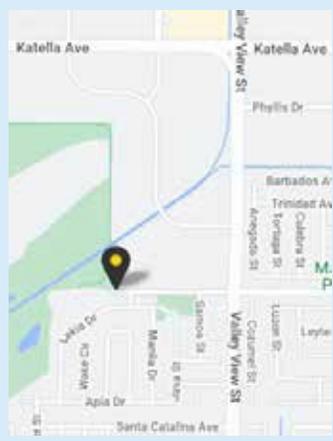
Annual Christmas Luncheon - December 9!

Dec. Meeting

Date: Dec. 9, 2023

Note date change! A prior commitment by the golf course puts our annual Christmas soirée on the second Saturday of the month instead of the usual third. See you there!

**On the Greens Conference Ctr.
U.S. Navy Golf Course
5660 Orangewood Ave.,
Cypress, CA 90630
Phone: (714) 889-1576
Starts at 11:30 a.m.**



Don't miss our annual Christmas Luncheon at the Navy Golf Course on Saturday, Dec. 9. See sign-up sheet on page 27. Hurry! Send it off to Mike Swanson now so you won't miss the deadline!

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 • Harold Staggs**



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.

Dec. Birthdays

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

- Armen Bagdasarian..... 12/3
- Keith Salazar..... 12/4
- Louis Myerson 12/9
- Joe Dow..... 12/10
- Marilyn Senior 12/10
- Charles Hinman 12/19
- Bo Bolton..... 12/20
- Dave Vanderveen..... 12/29



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

DECEMBER TOLLING OF THE BOATS



USS CAPELIN (SS-289)



USS SEALION (SS-195)



USS F-1/CARP (SS-20)

USS CAPELIN (SS-289)

Presumed lost on December 2, 1943 during her first war patrol—but *Capelin*'s exact location and cause of death remain a mystery. She may have succumbed either to mines or an operational casualty. Seventy-six men were lost.

USS SEALION (SS-195)

Lost on December 10, 1941 when she was scuttled in Manila Bay to prevent her from falling into enemy hands after receiving severe damage from the initial Japanese airstrike on Cavite. Six *Sealion* crewmen were lost: four from the harbor bombing, and two from ill treatment in Japanese POW camps after being captured during the fall of the Philippines. A third sailor was also caught and imprisoned, but survived and was released at the end of the war.

USS F-1/CARP (SS-20)

Lost on December 17, 1917 while maneuvering at sea in exercises off San Clemente, California. *F-1 (Carp)* and *F-3 (Pickarel—SS-22)* tragically collided, the former sinking in just ten seconds, her port side torn open forward of the engine room. Three crew members were rescued by other submarines also operating in the area, but nineteen officers and men were lost.

USS S-4 (SS-109)

Lost on December 17, 1927 when she sank after being accidentally rammed by USCG *Paulding*. Tragically, forty officers and men rode her to the bottom. *S-4* was eventually salvaged and recommissioned in 1928.



USS F-4 (SS-109)



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

General Dynamics Electric Boat Delivers USS *Hyman G. Rickover* SSN

The latest Hyman G. Rickover is one of two Virginia fast-attack submarines to be delivered in FY2023, and part of the Block IV multi-year procurement.

(Reproduced from the Naval Technology website - published October 13, 2023.)

by John Hill



USS *Hyman G. Rickover* (SSN-795) departs Groton, Connecticut for her final sea trials, 10/1/23. (General Dynamics Electric Boat photo.)

General Dynamics Electric Boat (GDEB) delivered the *Virginia*-class attack submarine (SSN), USS *Hyman G. Rickover* (SSN-795), to the U.S. Navy on Oct. 11, 2023.

Hyman G. Rickover is the 22nd submarine of the stealthy *Virginia* class, measuring 377-ft. long with a beam of 34 ft. and the displacement of 7,300 tons dived, which is smaller than its more expensive predecessor, the *Seawolf* SSN, with a displacement of 9,137 tons dived.

The U.S. Navy equips its *Virginia*-class fleet with twelve vertical missile launch tubes and four 533mm torpedo tubes. The vertical launching system has the capacity to launch sixteen Tomahawk submarine-launched cruise missiles in a single salvo.

The submarine can hold up to twenty-six Mk48 ADCAP Mod 6 heavyweight torpedoes and sub harpoon anti-ship missiles to fire from her torpedo tubes.

Christened *Hyman G. Rickover* in January of 2015; SSN-795 is the fourth vessel of the Block IV program, which comprises ten boats as part of a multi-year procurement program. These ships embody a Navy and industry commitment to deliver new submarines to the fleet with advantageous stealth and strike capacity.

“The shipbuilders of Electric Boat are proud to deliver *Hyman*

G. Rickover, the second submarine to be named for the father of the United States Nuclear Navy,” said Kevin Graney, President of GDEB. “Admiral Rickover set excellence as the standard for the United States’ nuclear fleet, and we wish the *Hyman G. Rickover* and her crew a long and distinguished career that honors Admiral Rickover’s legacy.”

According to the Selected Acquisition Report, published on May 9th this year, two new construction deliveries are planned in 2023: *Hyman G. Rickover* (SSN-795) and *New Jersey* (SSN-796) in September of 2023. Additionally, *Vermont* (SSN-792) and *Montana* (SSN-794) are projected to complete their post-shakedown availabilities and re-deliver to the fleet this year.

While FY2024 will procure two additional *Virginia* SSNs, these boats will be a standalone purchase, cut off from the multi-year procurement programs of 2019-2023 and the new program due to begin in FY2025-2029.

The Navy states that treating the two boats requested for procurement in FY2024 in this manner would put the next *Virginia*-class multi-year contract—the one that is to cover boats procured in FY2025-FY2029—into better schedule alignment with contracts for procuring *Columbia*-class ballistic missile submarines, which would maximise efficiency and supplier-firm stability in those years for both the *Virginia* and *Columbia*-class programs.

USS *Arkansas* Reaches “Pressure Hull Complete” Stage

HII Newport News Shipbuilding celebrates the Arkansas’ pressure hull complete milestone amid the US Navy’s Virginia class backlog.

(Reproduced from the Naval Technology website - published September 28, 2023.)

by John Hill



Virginia-class submarine, USS Arkansas (SSN-800) is now pressure hull complete, which means all parts of the hull are joined and watertight. (Photo Credit: Ashley Cowan/ HII.)

The original equipment manufacturer (OEM) for the *Virginia*-class nuclear-powered attack submarine (SSN) program, HII’s Newport News Shipbuilding (NNS) division, has joined all the hull sections of the future USS *Arkansas* (SSN-800) to form a single, watertight unit—a milestone known as the “pressure hull complete.”

Arkansas is the 27th *Virginia*-class submarine that will join the U.S. Navy’s (USN) SSN fleet. This stage of development follows the recent christening of *Massachusetts* (SSN-798) and the keel authentication of *Oklahoma* (SSN-802) at NNS so far in 2023.

General Dynamics’ Electric Boat Division and NNS in Virginia are the only two naval manufacturers with the capacity to build nuclear-powered ships.

The *Virginia*-class fleet is a major US asset. The technical superiority of the USN’s nuclear-powered submarines is a foundation of U.S. superiority in undersea warfare, which in turn underpins the U.S.’s ability to leverage the world’s oceans as a medium of operations and maneuvering, deny that to others, and thereby generate a huge asymmetric strategic advantage for the the global superpower.

“It’s exciting to reach pressure hull complete, because it’s a visible sign that construction has progressed to the point where *Arkansas* really starts to take its final shape,” said Jason Ward, NNS vice president of *Virginia*-class submarine construction. “We absolutely understand the important mission ahead for *Arkansas* and are working with urgency to get this powerful national security asset to the [U.S.] Navy as soon as possible.”

(concluded on page 9)

Arkansas Reaches “Pressure Hull Complete” Stage

(concluded from page 8)

The Current Status of the SSN Force Structure Backlog

While a *Virginia*-class submarine is a very fast and stealthy asset, the construction of such a platform is much less so. Ward’s commitment to delivering *Arkansas* “as soon as possible” reveals the pressure on the USN in recent years. The service has been experiencing delays in its submarine industrial base for over a decade.

The number of SSNs either in maintenance or idle (awaiting maintenance) has increased from eleven boats (about 21% of the SSN force) in FY2012 to eighteen boats (about 37%) as of May 2023.

However, Admiral Lisa Franchetti, the vice chief of Naval Operations, stated in a hearing considering her nomination to be Chief of Naval Operations before a Senate Armed Services Committee that the fraction of the SSN force not in operation has now reduced to 33% as of September 14.

The USN states that industry best practice should not have more than 20% of the SSN force in depot maintenance (and for none to be idle) at any given moment.

Although, the *Virginia* fleet manufacturers are bouncing back from several problems with materials discovered in previous years. This includes substandard steel used between 1985 and 2017, hull coating and defective parts.

Entering a “Dangerous Decade”

Simultaneously, the U.S. has entered a period of intense geopolitical pressure in an emerging conflict with China, wherein both sides are currently competing for emerging technologies including artificial intelligence, semiconductor chips and hypersonics among other things.

Prompted by political anxiety, the Biden administration is committed to expanding industrial capacity for these enablers across its domestic supply chains to integrate innovative capabilities that give the Armed Forces a competitive edge.

This solution addresses capability at the expense of the USN’s force structure. With only two viable shipyards for nuclear-powered ships, the Navy hopes to expand its current force level of 38 SSNs to a minimum of 46 boats by FY2030, and around 63 units by FY2053.



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SUBMARINES IN NEED OF ADDITIONAL SPONSORS

USS <i>Columbia</i> (SSN-771)	USS <i>Montana</i> (SSN-794)
USS <i>Connecticut</i> (SSN-22)	USS <i>North Dakota</i> (SSN-784)
USS <i>Delaware</i> (SSN-791)	USS <i>Kentucky Blue</i> (SSBN-737)
USS <i>Greeneville</i> (SSN-772)	USS <i>Kentucky Gold</i> (SSBN-737)
USS <i>Helena</i> (SSN-725)	USS <i>Maine Blue</i> (SSBN-741)
USS <i>Hyman G. Rickover</i> (SSN-795)	

Questions?

Jack Messersmith
(928) 227-7753
or e-mail
MesserJ109@gmail.com

- ✓ Reach potential new members by sending three annual subscriptions of *American Submariner* to the boat or organization of your choice
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- ✓ All sponsors entered into the quarterly Boat Model Giveaway drawing (one entry per sponsorship) — a \$500 value

France Offers New “Scorpène Evolved” Li-Ion Submarine to Indonesia

In its latest proposal to the Indonesian Navy, France’s Naval Group is offering a new variant of its Scorpene submarine featuring Lithium-Ion battery technology.

(Reproduced from Naval News website - published October 13, 2023.)

by Fauzan Malufti



A rendering of a Scorpène-class submarine sailing in Philippine waters. (Rendering Courtesy of Naval Group.)

French shipbuilder Naval Group has recently updated its *Scorpene* submarine proposal to Indonesia. Dubbed ‘*Scorpene Evolved*’, the submarine’s propulsion system will be installed with a full Lithium-Ion Batteries (LIBs) configuration, thus giving it the longest endurance of any other variant in the *Scorpene* family. In February 2022, the two countries already signed a Memorandum of Understanding (MoU) for two locally-made *Scorpene* submarines.

According to official sources, thanks to the full LIBs configuration, the *Scorpene Evolved* will have a total endurance of 80 days (with 78 of those submerged), an operational range of more than 8,000 nautical miles, a lower indiscretion rate, and maintain top speed longer. This can be achieved because LIBs can store and deliver more energy with shorter charging times than lead-acid batteries.

Full LIBs submarines are also selected because the Indonesian Navy (TNI AL) will find it easier and less expen-

sive to maintain and operate them compared with AIP submarines which will require it to build complex offshore facilities to resupply the system since it is not possible to resupply an AIP system at sea. Extra training for submariners and other personnel who will be involved in resupplying an AIP system will also be needed.

On top of that, TNI AL must find local supply chains and companies that have the capacity and capability to provide enough ‘AIP-grade’ pure hydrogen, liquid oxygen, and/or other chemicals that an AIP system needs on time.

Even during peacetime, this could be a substantial logistical challenge especially if we consider TNI AL’s aspiration to deploy its future submarine fleet beyond the country’s Exclusive Economic Zone (EEZ). This means that sometimes the fleet could only rely on facilities that are available at forward bases, such as the one located on Natuna Island which borders the South China Sea. Compared to lead-acid batteries, LIBs also require much less maintenance and

(concluded on page 11)

New “Scorpène Evolved” Sub Proposed for Indonesia

(concluded from page 10)

provide ~40% longer service life

Additionally, LIBs configuration is more consistent with the plan for Naval Group and the Indonesian state-owned shipbuilder, PT PAL, to, as part of the *Scorpène* deal, establish an Energy Research Lab in Indonesia with a focus on developing future submarine energy technology. If all goes well, the LIBs for the second and subsequent batches of *Scorpène* Evolved that Indonesia might purchase and build in the future will come from this lab. This lab could be used to develop other energy-related technologies for military and commercial markets.

Last but not least, *Naval News* understands that Naval Group could soon be proposing its diesel-electric submarine with LIB exclusively and stop offering them with lead-acid batteries—for all markets. That’s a direct consequence of the constant progress and the current maturity of LIB technology, an industry source familiar with the matter told us.

The *Scorpène* Evolved is offered with Black Shark and the more modern F21 heavyweight torpedo, as well as a full integration of the MBDA Exocet SM39 submarine-launched cruise missile. If TNI AL chooses to purchase the F21 and SM39 later, no additional adjustments or upgrades will be required, including in terms of combat management system software. To note, since becoming a submarine operator in 1959, the Indonesian Navy has never operated missile-capable submarines, thus limiting its attack capability.

Meanwhile, since the late 1970s, TNI AL has been operating surface-launched Exocet which now become the primary anti-ship missiles in its inventory. In fact, this year, the Indonesian Navy has fired at least three Exocet MM40 Block 3 missiles in two different SINKEx in June and July.

Considering the idea among TNI AL planners to equip/integrate submarines with Unmanned Underwater Vehicles (UUV), it will be interesting to see whether the *Scorpène* Evolved discussion between Jakarta and Paris includes the possible procurement of the D19 multirole UUV. Developed from the F21 torpedo, the D19 can be launched and recovered from a submarine, surface vessel, or shore.

Even though it has higher performance than the basic *Scorpène* submarine variant, the *Scorpène* Evolved is still offered in a full local production, integration, and testing scheme for two submarines which will take place at PT PAL’s existing submarine construction facility in Surabaya. This scheme will see 30% of the total contract value returned to Indonesia in the form of technology transfer, offsets, and the opening of thousands of high-skilled jobs.

If realized, *Scorpène* Evolved will position TNI AL among the growing number of navies worldwide that have started to look for LIBs solution and make Indonesia follow Japan’s decision to choose LIBs over AIP for its newest submarines (*Sōryū* and *Taigei* classes).



D19 UUV on a F21 torpedo base. (Naval Group photo.)

USSVI Western Region Roundup

Hosted by Bremerton Base

April 11-13 in Silverdale, Washington

www.wrroundup.com

A Gathering of Submariners



The First S-80 Plus-Class Submarine Will Launch New Era for Spanish Navy

S-81 Isaac Peral is one of the largest non-nuclear submarines in the world. The long-range 2,965-ton boat will bring new capabilities to the Spanish Navy and is being offered on the export market. Uniquely for a Western non-nuclear submarine, it is equipped to launch Tomahawk missiles.

(Reproduced from the Naval News website - published April 22, 2021.)

by H.I. Sutton



Cutaway of the Spanish Navy's S-80 Plus design is a long-range non-nuclear submarine with Air Independent Power (AIP).

On a sober day, as the submarine community awaits news of the missing Indonesian sub, KRI *Nanggala*, there are submarines elsewhere with more positive stories. New submarines are being launched. The Royal Navy's fifth *Astute*-class boat, HMS *Anson*, has been rolled out in Barrow-in-Furness, UK. And in Spain, another new submarine, the first in its class, is being launched by Navantia.

The Spanish Navy's new submarine, *Isaac Peral* (S-81), is being christened today in Cartagena, Spain. It is one of the largest non-nuclear submarines in the world and promises to be a major step up for the Spanish Navy (Armada Española).

Its *S-80 Plus* design will be characterized by its use of a bioethanol fuel cell AIP (air independent power) system. Known as BEST (Bio-Ethanol Stealth Technology) by the

submarine's builder, Navantia, this offers some advantages over other AIP systems. After use the ethanol is reformed, which overcomes the need to separately store hydrogen onboard. Other AIP submarines need hydrogen tanks. Additionally, the ethanol is a relatively available fuel to source.

The submarine will be armed with three primary weapons. These are the DM2A4 heavyweight torpedo, UGM-84 Sub-Harpoon anti-ship missile and SAES seabed mines. It was also planned to equip them with the UGM-109 Tomahawk land attack cruise missile. This would place the Spanish Navy in an elite group of submarine operators with a "first night" strategic strike capability. While the Tomahawk order has passed into history, the submarine retains the capability to carry them if they are acquired in the future. This capability is unique among non-nuclear NATO submarines.

(concluded on page 13)

New S-80 Plus Sub for Spanish Navy

(concluded from page 12)

About the Name: *Isaac Peral*

The lead boat's name harkens back to a time when Spanish engineers were among the first pioneers of submarine warfare. *Isaac Peral* (1851-1895) was a naval officer and engineer who designed the first all-electric submarine. The craft was commissioned into the Spanish Navy in 1889, more than ten years before the U.S. Navy and Royal Navy commissioned their first *Holland*-class submarines.

In his honor, the name Isaac Peral has been given to three more previous submarines of the Spanish Navy. Despite Peral's pioneering work, the Spanish postwar submarine fleet has partly been built from acquired types. Local production of French designs started at Cartagena in the late 1960s with the *Daphné*-class. Four of these were built, followed by four *Agosta*-class boats in the 1980s.

In the 1990s Navantia (Spain) and DCNS (Now Naval Group, France) started the joint development of the *Scorpène*-class submarine. This was aimed at the export market and has been successful with sales to Chile, Malaysia, India and Brazil.

However, the design was too small for Spanish requirements and the S-80 submarine program was launched. At this point Navantia and Naval Group parted ways and the S-80 is seen as a Spanish design. Naturally there are some general characteristics of the *Scorpène* in the design. This is most visible in the sail, where the resemblance is quite clear.

Compared to the *Scorpène* Class

Compared to the *Scorpène* the S-80 has a wider hull. The pressure hull diameter is 7.3 meters (24 ft.) compared to 6.2 meters (20 ft.). This seemingly small difference is enough to allow for an extra deck level. It also means that the same number of torpedoes can be carried but with the torpedo room not taking up the entire height of the forward part of the submarine. Length is also greater at 80.8 meters (232 ft.) compared to 61.7 meters (202 ft.).

Another major difference is that the S-80 has been designed from the start as an AIP submarine. Currently no *Scorpène*-class boats have AIP, although there are plans for them to catch up. French submarine builder Naval Group, who now markets the *Scorpène* exclusively, offers a system. And in India, a local AIP system will be retrofitted to the *Kalvari*-class variant.

The development of the S-80 has not been without complications and delays. The first two boats, *Issac Peral* (S-81) and *Narciso Monturiol* (S-82) will enter service without the AIP. Instead, it will be added during a later overhaul. The third hull, *Cosme García* (S-83), should have the AIP installed this year. The last boat, *Mateo García de los Reyes* (S-84) will also receive it during construction.

The new class promises to bring the Spanish Navy's submarine fleet thoroughly up to date. Most recently, the launch of the first boat has been delayed due to the COVID-19 pandemic. The AIP has endurance of about three weeks and can be operated throughout the entire depth-range of the submarine. Combined with the low crewing requirements, just 32 sailors, this may make it attractive on the international market. So it may also have some export potential, although it faces tough competition. It is reportedly in the running for India's next non-nuclear submarine program, the P-75I.



New Spanish AIP submarine, *Isaac Peral*, rolls out. (Navantia photo.)

H I Sutton writes about the secretive and under-reported submarines, seeking out unusual and interesting vessels and technologies involved in fighting beneath the waves. Submarines, capabilities, naval special forces underwater vehicles, and the changing world of underwater warfare and seabed warfare. To do this, he combines the latest Open Source Intelligence (OSINT) with the traditional art and science of defense analysis. He occasionally writes non-fiction books on these topics and draws analysis-based illustrations to bring the subject to life. In addition, H I Sutton is a naval history buff and data geek. His personal website about these topics is Covert Shores (www.hisutton.com)

Navy Launches Unarmed Trident II D5 Sub-Fired Nuclear Missile in Massive Live Fire

Trident II D5 Life Extension missile is quite significant as well, given that the 1990s-era missile has been upgraded.

(Reproduced from the Warrior Maven website - published October 6, 2023.)

by Kris Osborn, President, Center for Military Modernization



A weapon capable of massive destructive power... fired out from beneath the surface of the ocean off the coast of California, when the Navy's USS *Louisiana* ballistic missile submarine launched an unarmed, nuclear-capable Trident II D5LE.

While the weapon was of course unarmed, the firing was the latest readiness test of the Pentagon's undersea leg of the nuclear triad in support of strategic nuclear deterrence. The concept is as simple as it is paradoxical in a way, ensuring massive retaliatory destruction for any nation-state which launches a nuclear attack on the United States.

Peace through power and the promise of complete annihi-

lation may seem contradictory, yet the idea is the conceptual foundation of nuclear-deterrence in the modern age. Therefore, U.S. Navy Strategic System Program makes a regular point to ensure readiness and operational effectiveness of its undersea nuclear weapons capability...to remind potential adversaries that any nuclear attack upon the U.S. will result in their complete destruction.

Nuclear armed submarines quietly and secretly patrol the deep, dark corners of the ocean from strategic leverage points in position to attack and destroy major targets with nuclear weapons if necessary. The USS *Louisiana* fired its "test missile" at the Western Test Range off the coast of San Diego, California on September 27.

(concluded on page 15)

Trident Missile Test Firing

(concluded from page 14)

“The sea-based leg makes up the majority—approximately 70 percent—of the U.S.’s deployed strategic nuclear deterrent Triad. The SLBM is the most survivable leg of the triad, provides a persistent presence, and allows for flexible concepts of operations,” a Navy essay on the test-firing writes.

Trident II D5 Life-Extension

Firing the Trident II D5 Life Extension missile is quite significant as well, given that the 1990s-era missile has been upgraded into a new “life-extension” variant designed to preserve the weapons functionality decades into the future.

An interesting Navy essay on the firing of the missile explained that the Trident II D5 is the “deployed system” for the remaining service life of the *Ohio*-class submarines and UK *Vanguard*-class SSBNs. The Trident II D5LE will also arm the first of the emerging *Columbia*-class next-generation nuclear-armed submarines and the UK *Dreadnought*-class submarines. The Navy essay referred to the test launch as a “Demonstration and Shakedown Operation,” designated DASO-32.

“The primary objective of a DASO is to evaluate and demonstrate the readiness of the SSBN’s strategic weapon system and crew before operational deployment following the submarine’s midlife refueling overhaul or as part of new construction,” the Navy essay writes.

While the Navy may ultimately engineer a replacement for its 1980s era Trident II D5, the missile is being modernized with improved electronics, firing circuitry and targeting technology to arm the emerging *Columbia*-class ballistic missile submarines.

The new, life-extended variant of the weapon, called the Trident II D5LE, was first installed in 2017, arming the fleet with an upgraded weapon slated to serve well into the 2040s and beyond.

Within the last several years, the Navy has acquired more than 100 Trident II D5 missiles in order to strengthen the inventory for testing and further technological development. The 130,000-pound Trident II D5 missile can travel 20,000-feet per second, according to Navy figures.

The “Bulletin of the Atomic Scientists” further describes the weapon: “The Trident D5s carry three types of warheads: the W76/Mk-4, the 100-kiloton W76-1/Mk-4A, and the W88/Mk-5 warhead, the highest-yield ballistic missile

warhead in the U.S. arsenal.”

The three-stage ballistic missile can travel a nominal range of 4,000 nautical miles and carry multiple independently targeted reentry bodies, according to Navy and Lockheed information.

Kris Osborn is President of Warrior Maven – Center for Military Modernization. Osborn previously served at the Pentagon as a Highly Qualified Expert with the Office of the Assistant Secretary of the Army—Acquisition, Logistics & Technology. Osborn has also worked as an anchor and on-air military specialist at national TV networks. He has appeared as a guest military expert on MSNBC, The Military Channel, and The History Channel. He also has a Masters Degree in Comparative Literature from Columbia University.

SUBMARINER’S PRAYER

(Submitted from the internet by Bill Moak—ed.)



Almighty Everlasting God, Protector of all those who put our trust in Thee, hear our prayers on behalf of us who sail our vessels beneath the sea.

We ask Thee to keep in Thy sustaining care our brothers in submarines, that we may be delivered from the dangers of the deep.

Grant us courage and a devotion to fulfill our duties, that they may better serve Thee and our country. Though acquainted with the depths of the ocean, deliver us from the depths of despair and the dark hours of the absence of friendliness and a good ship’s spirit.

Bless all our kindred and loved ones from whom we are separated. When we surface our ships, may we praise Thee, for Thou are with us here, as well as in the deep.

Fill us with Thy Spirit, that we may be sure in our reckonings, unwavering in duty, high in purpose, and upholding the honor of the United States of America.

Amen

Nuclear-Powered Submarine *USS Alabama*, Armed with Trident II Intercontinental Ballistic Missiles, Now Has a New Commander

(Reproduced from gadget.com website - published in September 27, 2023.)

by Maksim Panasovskyi



USS Alabama SSBN near port. (U.S. Navy photo.)

The nuclear-powered submarine *USS Alabama*, with Trident II intercontinental ballistic missiles featuring nuclear warheads a range of over 12,000 kilometres, has a new commander.

The U.S. Navy has appointed a new commander of the nuclear submarine *USS Alabama* (SSBN-731). The replacement was Rear Admiral Nicholas Tilbrook.

Here's What We Know

The military service decided to remove Michael Lyle from the position of commander because of uncertainty about his ability to lead the submarine. A U.S. Navy spokesman said that the main reason was performance issues rather

than misconduct.

At this point, the service has not specified where Michael Lyle will be transferred. He previously served on the *Los Angeles*-class submarines *USS Buffalo* (SSN-715) and *USS Houston* (SSN-713), as well as aboard the *Ohio*-class nuclear-powered ballistic missile submarine, *USS Louisiana* (SSBN-743).

USS Alabama (SSBN-731) was the sixth *Ohio*-class nuclear-powered submarine and the seventh U.S. Navy ship named after the state in the southeastern United States. She carries of Trident II (D5) intercontinental ballistic missiles, which can deliver nuclear warheads to a maximum range of more than 12,000 kilometers. (Source: *USNI News*.)

WWII Capture of the U-505

(continued from page 1)

Roughly 250 feet long and displacing about 1,200 tons submerged, *U-505* was a Type IXC U-boat with a crew of 60. It had six torpedo tubes to fire its 22 torpedoes, one 4-inch deck gun (which had been removed by 1944), and two anti-aircraft guns.

U-505 quickly earned a reputation for being unlucky. Its first deployment was repeatedly delayed by mechanical problems—a constant issue that cut many of its patrols short. Its first commanding officer had his tenure ended by appendicitis, and its second commanding officer had a mental breakdown during a depth-charge attack and killed himself. Over twelve wartime patrols, *U-505* had sunk only eight ships, including the accidental sinking of a Colombian diplomat's schooner, which contributed to that country declaring war on Germany in November, 1943.

In the summer of 1944, *U-505* was commanded by Oberleutnant zur See Harald Lange and operating in its usual hunting grounds off the West African coast. Unfortunately for him, the German U-boat fleet's "happy times" were now over. The Allies had cracked Germany's codes and were using intercepted messages to determine the general area and timing of U-boat operations. They sent hunter-killer groups with escort carriers and sonar on the offensive, but they still didn't know precisely where German subs would be because the subs' coordinates were encrypted using a newer version of the Enigma that the Allies hadn't gotten their hands on.

The Capture

Task Group 22.3 sailed from Norfolk, Virginia, on May 15. It was commanded by Capt. Daniel Gallery, an anti-submarine-warfare pioneer, with the Casablanca-class escort carrier USS *Guadalcanal* in the lead and five destroyer escorts: USS *Pillsbury*, USS *Pope*, USS *Flaherty*, USS *Chatelain*, and USS *Jenks*. On a previous anti-submarine patrol, Gallery had sunk *U-515* and *U-68* within twelve hours of one another, but he knew that capturing a German sub could be more valuable. He ordered the crews of Task Group 22.3 to train to capture a U-boat rather than sink it when they next had the chance.

Gallery was able to get the approximate location of *U-505* from decrypted German transmissions, but after weeks of searching for the sub off of West Africa, the task group was running low on fuel and headed north for Casablanca. Coincidentally, *U-505* was also running low on fuel and had set a course for France.

At 11:09 a.m. on June 4, USS *Chatelain* reported possible



USS *Guadalcanal* tows *U-505* on June 4, 1944. (U.S. Navy photo.)

sound contacts 150 miles off of what is now part of Western Sahara. Two F4F Wildcat fighter planes launched from *Guadalcanal* to investigate, while the destroyers *Chatelain*, *Jenks*, and *Pope* moved in. *U-505* was only about sixty feet deep, and *Chatelain* and the Wildcats discovered it almost simultaneously. The destroyers fired Hedgehog anti-submarine mortars and dropped over sixty depth charges, while the Wildcats fired their machine guns into the sea to mark *U-505*'s course. *U-505* began taking on water, leading its crew to believe the hull was cracked and that they would soon sink. Lange ordered them to surface less than 800 yards from *Chatelain* and abandon ship.

Gallery then put his plan into action. All five destroyer escorts took position around the sub as it surfaced and sprayed it with small-caliber machine-gun fire, which wounded Lange, killed his chief officer, and panicked the crew.



Members of the salvage party from USS *Guadalcanal* use a hand-billy pump aboard the partially scuttled *U-505*. (U.S. Navy photo.)

A Herculean Effort

The destroyers ceased fire after two minutes, and the Germans hurriedly jumped into the water. They had opened scuttling valves to flood the submarine but, in their haste to abandon ship, hadn't set the scuttling charges properly.

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WWII Capture of the U-505

(concluded from page 17)



A boarding party from USS Pillsbury secures a tow line to the bow of U-505, June 4, 1944. (U.S. Navy photo.)

An eight-man boarding party from *Pillsbury* soon boarded *U-505*. As the F4F Wildcats fired into the water to keep the Germans from returning, the boarding party grabbed as many codebooks, documents, and maps as they could, along with the Enigma machine.

The U.S. sailors then mounted a herculean effort to save *U-505*. With its rudder damaged and engine running, the sub sailed in a continuous right turn. They had closed the scuttling valves, but when the engine was disabled the sub sank faster, so they turned it back on. *Pillsbury* tried to tow the sub but gave up because *U-505* kept running into it, tearing a hole in the destroyer's hull. At one point over 90% of *U-505* was underwater, with just its bow and conning tower above the surface.

Fortunately for the Americans, a half-Polish member of the German crew named Ewald Felix agreed to help. Felix showed them how the bilge pumps worked, allowing them



Navy fleet ocean tug USS Abnaki tows U-505. (U.S. Navy photo.)

to pump water out of the sub. The engine was disconnected, halting the sub's continuous right turn, and *Guadalcanal* took it under tow. Though the engine was off, the towing made the propellers spin, which charged the sub's battery and allowed the pumps to keep working.

Flying a large American flag, *U-505* was now fully secured. It was the first time U.S. Navy personnel boarded and captured an enemy warship since 1815, and one of only six German U-boats captured during the war.

Not everyone was happy—Adm. Ernest J. King, the chief of U.S. Naval Operations, was initially furious, fearing the Germans would figure out what happened and change their codes—but the value of the sub soon became clear.

To keep news of *U-505*'s capture from spreading, the sub was towed some 1,700 miles to Port Royal Bay in Bermuda, which, because it saw little military traffic, U.S. officials believed likely had few if any German spies. The sub was also painted in U.S. colors and renamed “USS *Nemo*.” The German crew, all but one of whom survived, was sent to Camp Ruston in Louisiana and held in isolation—a violation of the Geneva Conventions on the treatment of POWs.

U-505 yielded extremely valuable intelligence. Ten sacks full of codebooks, documents, and maps weighing over 900 pounds were recovered, as were two up-to-date Enigma machines and multiple acoustic torpedoes.

The sub's capture was kept secret until the war in Europe was over. It was then used as a prop to encourage war bond sales. *U-505* was to be used for gunnery and torpedo practice after the war, but it was instead donated to the Museum of Science and Industry in Chicago in 1954, where it remains today in an impressive exhibit hall custom-built for its public display.



U-505 at the Chicago Museum of Science and Industry. (J.B. Spector.)

Radiomen

by Bob "Dex" Armstrong

In the old gravel-gut boat service, your only link with the civilized world was via the radio shack. A cubby hole on *Requin* aft of the 'scope wells in the control room. It was the home of the spark shufflers.

If you were in tight with a radioman, you could get ball scores. Sewer pipe sailors lost touch with the teams they followed—a hazard common to submarine sailors and people who take a moon walk and miss the ride home. Actually, we lost touch with just about everything. In the war movies when they come across some guy who claims to be an American, they ask him questions only an American could answer. If they had picked me up and asked me anything but (A) The names of Roy's and Gene's horses (B) Who won World War II and (C) Blaze Starr's bust size, I would have been one "up the creek" sonuvabitch. Hell, we didn't know Jack Kennedy was the president until we snorkeled a day later.

Only a complete idiot would make a bet with a radioman. Chances were, the radioman had the final score before you tossed your wampum on the mess table.

I remember one great night brought to us by the spark pushers in the radio shack.

We had finished whatever nonsense they sent us out to do and were making turns for home. The Old Man opened the showers. Guys were bumming razor blades and rooting around inside lockers for something that would pass for a towel. Next thing you know, the foo-foo juice came out. Now there's a myth that all smoke boat sailors eventually bought into, sooner or later—but Aqua Velva was really never meant to disguise poor personal hygiene. No matter how much of the stuff you poured on a dungaree shirt you had been inside of for two weeks, you were still one disgustingly foul-smelling sonuvabitch. You could spray French perfume on an engineman with a fire hose, and buzzards would still circle around the bastard when he went topside. But I digress....

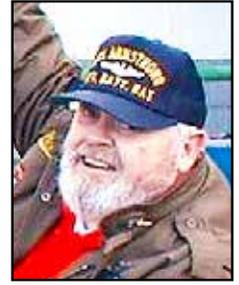
A group of us were sitting around in the crew's mess drinking coffee and ragging guys heading fore and aft. A radioman came in and told us we were in for one helluva good laugh. He monkeyed around with the RBO and patched it into something in the radio shack.

For those of you who never had the pleasure of riding diesel boats or other seagoing steel-hulled garbage scows, I must explain something here.

You could make phone calls from a ship at sea. Here is how it worked: The radioman would raise someone ashore called a "marine operator." Then the radioman

Keep a zero bubble...

Dex.



would give the marine operator the name and phone number of whoever the bluejacket aboard ship wanted to call. The marine operator would then place a collect call and when the party answered and accepted the charges, the marine operator would form a radio link with the ship and "Bill the Bluejacket" could talk to his sweetie.

From sweetie to the marine operator was private and confidential. From the marine operator to Barnicle Bill was up for grabs. A great evening's entertainment!

"Poopsie, is that you?"

"Yes ducky doo, it's me."

"You miss me, peach blossom?"

"Oh yes... yes, darling!"

"Miss me a lot?"

"Oh, I miss you soooo much I can't wait to hold you and..."

"Okay darling... Are you going to meet the ship?"

"No sweetheart, I parked the car in the pier head lot. Keys are under the mat."

"Why aren't you meeting the boat, sweetheart?"

"Oh, it was supposed to be a surprise. If you must know, the kids are spending the night with the Webbers. I bought a new nightie and I figured we'd break it in tonight."

The animals would then cheer:

"LET'S HEAR IT FOR MAMMA AND HER NEW NIGHTIE!!"

And so it went. Bluejackets phoning in after six months in the Med.... Great entertainment.

"Darlin', can't wait. Just you and me and a can of Crisco!"

We heard it all. It was great. Laugh after laugh. A very memorable evening. Best and cheapest fun we ever had on *Requin*.

There were times, moments that we took for granted and that passed with little notice. It's funny how they come back late in life when you have the time to reshuffle your memories...the collected moments that constitute your life.

Radiomen linked us with the world. Another thing we just took for granted and that was so damned important looking back. Never thanked them. Should have.

Great guys, all of them.

New Members

We proudly welcome aboard:

Patrick Zilliacus

(TM2-SS E5) Life Member, USSVI
Spouse: Mercedes
8180 Manitoba, Unit #323
Playa Del Rey, CA 90293-8668
cell: 310-592-7047
home: 310-305-2884
pwzilli@aol.com
(Qualified in 1944 on USS *Spot*,
SS-413; also aboard *Toro*, SS-422)

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)

Eternal Patrol Notice



John E. Savela, Jr.
12/7/1933 — 5/23/2023

22-year L.A.-Pasadena Base (and USSVI Life) member
John E. Savela departed on Eternal Patrol on May 23 at age 89.
He had been one of the original members of our base.

John joined the Navy in 1951 and qualified on the USS *Sabalo* (SS-302) in 1953, making one six-week-long war patrol aboard her. He later also served aboard the USS *Sea Devil* (SS-400). John's final rank achieved was Seaman (SS) E3; he was awarded the Korean Medal, the United Nations Service Medal and the National Defense Medal, and was honorably discharged in 1953.

John was a proud Holland Club Member for seventy years.

After leaving the Navy, John continued to test and repair critical hardware on naval vessels as a Test Quality Inspector, working over fifty-five years at North American Aviation, Rockwell International and Boeing.

He had been married to Maria Savela, the love of his life, for more than 48 years. They had three daughters, four grandchildren and one great grandson.

Please send your condolences to Maria at the address below—she would love to hear from you. Though advised that because John had been a submarine veteran she could have had him interred in a national cemetery free of charge, she chose instead local Loma Vista Cemetery in Fullerton, deeming Riverside National Cemetery too far away because she wanted to visit often.

Maria Savela

422 N. Woodland Ave., Brea, CA 92821-4213
jsavela1122@yahoo.com • cell: 714-222-0244

(We wish to thank John and Maria's daughter,
Nydia Savela Edmonds, for the above information.)

Sailor, Rest Your Oar





Claudia Ritchie is presented with the flag which had flown over the 50th Anniversary ceremony of the loss of the Thresher at our Memorial site in 2013.

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

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



Welcome home! Long absent from our ranks due to recovery from a number of challenging health issues, base Membership Chairwoman Marilyn Senior here makes a delightful and overdue surprise reappearance. Believe that’s hubby Chuck seated beside her, back to us.



Pat Ziliacus (age 97) and wife Mercedes. Pat, a WWII subvet (USS Spot, SS-413), only relatively recently joined L.A.-Pasadena Base, and is now a USSVI Life Member after previously being with the WWII group. We’re thrilled to have him with us! He and Bill Dillon and Harold Staggs, all WWII rock crushers, will have their war patrol exploits feted at our upcoming Christmas luncheon.

These three photos were all taken at the November 18th Los Angeles-Pasadena Base meeting at the VFW Hall in Anaheim.



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

(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 - VFW Post in Anaheim
October 21	Monthly Meeting - The Beach House, Seal Beach Annual Officer Installation Luncheon
November 18	Monthly Meeting - Anaheim VFW Post - Potluck
December 9	Annual Christmas Luncheon at the Los Alamitos Golf Course

(Holland Club Roster, concluded)

Charles H. Senior 2015
 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. Diument 2009
 David Whittlesey 2009
 Dennis A. Yure..... 2009
 Armen Bagdasarian..... 2008
 Paul A. Riggs 2008
 Rex L. Shields 2008
 Francis R. Traser 2006
 Ronald K. Thompson 2004
 Robert L. Conboy 2003
 James Rogers 2003
 James E. Carter 1999
 William F. Long..... 1999
 *Herbert J. "Bo" Bolton.... 1998
 *Kenneth E. Chunn..... 1998
 *Royal Harrison, Jr. 1995
 *Patrick Zilliacus. 1994
 *William J. Dillon 1993
 *Harold Staggs 1992



E-Board Meeting Minutes of November 18, 2023

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted on the morning of Saturday, November 18, 2023.

In attendance:

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

Base Commander Dave Vanderveen called the meeting to order in the Anaheim VFW Hall at 1002 hours with a quorum present. The minutes of the October meeting were accepted as amended via email. They'd been amended to include a note that during the October meeting, the USSVI L.A.-Pasadena Base Officers elected for 2023-2024 were sworn in via Zoom by USSVI Regional Cmdr. Pete Juhos. Mike Swanson moved to accept the Minutes; this was seconded by Bill Moak and approved by voice vote.

Treasurer's Financial Report: Mike Swanson

The Treasurer's Report as of November 17, 2023 was read into the Minutes by Base Treasurer Mike Swanson:

Checking	\$19,713.96
Cash On Hand	\$50.00
Uncleared Checks:	\$0.00
Total	\$19,763.96

All vendors have been paid up-to-date.

Income:	\$828.00
Expenses:	\$975.00

Flower/Booster Club Additions:

Ken Dorn	\$200.00
Gary Paulson	\$20.00

In kind Donations:

\$00.00

Mike Swanson discussed how the monthly payments of \$240.00 to the Bolsa Chica storage unit have now stopped. The Board also discussed the status of the Base Storekeeper and looked toward 2024 for new orders and promotions.

Ray Teare moved to accept the Treasurer's Report; this was seconded by Bill Moak and approved by voice vote.

Memorial Update:

Dennis Bott reported visiting the site on Nov. 14 and finding trash and signs of activity by unhoused people. David Vanderveen discussed a proposal by Eagle Scouts for a project involving replacement of the trellis behind the USS *Scorpion* and USS *Thresher* monuments. Darin discussed how the Seal Beach Lions Club did not end up working on the Memorial this month, but may again be a source for activity prior to Memorial Day. Darin also mentioned he is looking for members to volunteer as Memorial Flower Caretakers for each month in 2024.

Membership Update:

Darin read a statement from Marilyn Senior summarizing our membership category numbers as of 11/16/2023: • Shipmates on file: 98 • Shipmates with e-addresses: 90 • Holland Club Members: 68 • USSVI Life Members: 64 • L.A.-Pasadena Base Life Members: 58 • L.A.-Pasadena Base Associate Members: 11

(concluded on next page)

A Little Ditty for the “Diesel Boats Forever” Guys...

(An anonymous piece from the internet submitted by Bill Moak. Thanks, Bill!—ed.)



PRIDE RUNS DEEP

A long, long time ago, in a world far away, God gave the keys of these...

To a bunch of twenty-year-olds and said:

“Go out amongst ’em, and when you are done,

Go out and have some fun.”

He gave us beer and firewater and bars that never closed.

He turned his head when we were misled...

And gave us penicillin to help reduce the swellin’...

After a night at the The Ol’ San Juan.

Now those days are gone.

The diesels have shut down and their iron is cold.

The Boys that rode them are all getting old.

The Nukes have the field.

It’s their turn to be bold.

The smoke boats live on in the thoughts of a few...

Who are dwindling away like the morn’s early dew.

The smell of the smoke and the smell of the boat,

Lingers on in our seabags and still makes us choke.

I’d do it again,
I’d do it the same.

I made it my choice and had fun at their game.

---DBF---

E-Board Meeting Minutes...

(concluded from previous page)

It was noted Marilyn Senior was on hand and that she planned to share further membership details at the General Meeting afterward. Dave discussed the addition of Patrick Zilliacus as a new member, and brought up inviting him—along with Harold Staggs and Bill Dillon—as special guests at our 2023 Christmas Luncheon. Leading to...

2023 Christmas Luncheon

This year’s luncheon will take place Saturday, December 9, at the Navy Golf Course located at 5660 Orangewood Ave., Cypress, CA 90630. Dave plans to present a synopsis of the above-mentioned distinguished WWII Submarine Veterans’ wartime experiences at the event. It was affirmed that we will be seeking a different venue for our 2024 Christmas Luncheon.

Western Regional Roundup, 2024

It will take place April 11-13 in Silverdale, WA. (Sign-up and other information available at www.wroundup.com.) Dave shared related Roundup information about a limited-capacity submarine tour to be held there, also a tour of the U.S. Naval Undersea Museum at Keyport, WA, and about learning more on how the USSVI base there was able to gain approval for their use of a charitable sponsored-brick program.

Western Regional Roundup, 2025

Dave then discussed a proposed plan for our base to hold the Tolling the Boats ceremony on the fantail of the USS *Iowa*, capped off by a 5” 38-caliber gun salute—and having this event be professionally filmed by BB61’s cinematographer. A discussion was further held about having new patches or challenge coins created for the event, noting the need to acquire original artwork for the effort. A potential collaboration with B.C. Patches was mentioned, which may include a trade for some of our older plaques.

The Good of the Order:

Darin summarized the activities of himself, Ken Dorn, Jeff Porteous, Dennis Bott, and David Vanderveen in relocating our gear and artifacts from the Bolsa Chica storage facility to the garage and attic at Greg Paulson’s house about an hour away. (Photo coverage appeared in the previous *Periscope*—ed.) The items most needed for our Memorial Day ceremony are available on the ground level, whereas other items have been stored in the attic. Those retrieving these items for Memorial Day use should consider doing this earlier next time and completing an inventory and inspection of the materials. Once again, a great big thank you is due to Greg and Vanessa Paulson for making space available in their garage for our memorabilia!

Bill Moak shared that Ron Thompson of Simi Valley, CA had come across a 1993 Los Angeles WWII Subvets membership roster which included familiar names like Ken Dorn and Bo Bolton. Some 275 members were listed!

Our January 20, 2024 USSVI L.A.-Pasadena Base meeting will be held at Marni’s Restaurant (formerly “Glory Days”), located at 620 Pacific Coast Hwy., Seal Beach, CA 90740. Darin will coordinate with the restaurant manager to confirm things for us for January.

Darin reminded the Board that 2024 will be USSVI’s 50th Anniversary.

Dave shared about how the flag that had flown at the 50th anniversary of the loss of the USS *Thresher* (SSN-593; lost April 10, 1963) had been preserved professionally in a triangle frame with a small descriptive plaque. The Board had previously agreed to present this flag to Claudia Ritchie, who, when she was eight years old, lost her brother Edward Christiansen aboard the *Thresher*.

There being no further business, Ray Teare motioned the meeting be adjourned; Mike Swanson seconded and it was passed by all present, ending the meeting at 1051 hours.

Respectfully submitted,

Darin Detwiler

Secretary, L.A.-Pasadena Base, USSVI

USS San Juan Ends Final Voyage in Washington State

(Edited from the Stars and Stripes website - published Sept. 22, 2023.)

by Gary Warner

The USS *San Juan*, the first advanced version of the *Los Angeles*-class nuclear fast-attack submarine built in 1988, arrived in Washington state this week, concluding her final voyage. The 35-year-old submarine will be decommissioned and deactivated at the Puget Sound Naval Shipyard and Intermediate Maintenance Facility, near Seattle.

The *San Juan*, named for the capital of the U.S. territory of Puerto Rico, was the first of the final 23 *Los Angeles*-class submarines built with changes that included quieter operations and upgrades for laying mines, improved torpedo tubes and a redesign to launch cruise missiles. The *San Juan* also had the ability to break through ice.

The *San Juan* was involved in at least one high-profile incident during her service. On March 19, 1998, the submerged *San Juan* collided off Long Island, N.Y., with the submarine USS *Kentucky*, which was surfaced. There were no reported injuries.

The *San Juan*'s deployments have included the Navy's first joint exercises with the South African Navy in 2019, plus six months with the European Command, steaming more than 37,500 nautical miles and making port calls in Cypress and Spain.

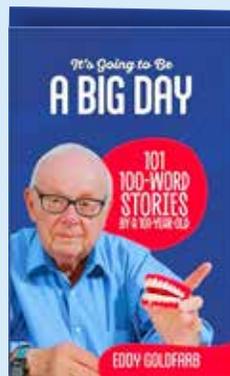
In finishing her career in Bremerton, the submarine is following the path of her namesake, the Atlanta-class World War II light cruiser USS *San Juan*.

An Update from 102-Year-Old USS Batfish Shipmate, Eddy Goldfarb

by Jeff Porteous

Back in February of 2022, *The Periscope* republished a feature story about subvet Eddy Goldfarb, written by Tom Kiskan, which had originally run in the *Ventura County Star* newspaper. In it we learned of Eddy's penchant for inventing wonderfully delightful toys and games even up to his century mark. We also learned of his 91-year-old ongoing girlfriend (because he "likes them young"). Of special further interest to our subvet audience, of course, was the fact that Eddy had served aboard USS *Batfish* (SS-310) as a radar tech during WWII. Eddy remains very proud of his wartime submarine service, and still likes to share news of that pride far and wide.

The Periscope recently heard from Eddy's daughter, Lyn, who informs us that Eddy is still going strong at 102—an inspiration for us all! In fact, he's just published his first book: *It's Going to be a Big Day: 101 100-Word Stories by a 101-Year-Old*. Many of these stories are about his *Batfish* and WWII experiences. Here's a sample:



"The Good Old Days"

During World War Two, on the *Batfish* submarine, I would climb down the hatch and not climb up to the surface for at least sixty days. No sunny days, no starry skies, and during the worst kinds of stormy weather. Planes bombed us. We were depth charged hundreds of times. They fired their cannons at us. We fought on the surface with machine guns. On our last day in Perth, Australia, my best buddy, Howard McClarry, stole my girlfriend.

Was it really the "Good Old Days?" We were scared, but it was worth it. You know why? My shipmates. I miss my shipmates.

Eddy's also to be featured in the documentary Eddy's World—which is being broadcast nationally on PBS this month. (Check your local listings.)

Way to go, Eddy! You're unstoppable! Keep making your fellow subvets look good, and keep making us laugh too. Your wind-up choppers certainly have that covered!

More info.: Lyn Goldfarb • www.eddysworld.net • www.lyngoldfarbproductions.com
(323) 669-1106 or (323) 821-8060



THE L.A.-PASADENA BASE USSVI ANNUAL CHRISTMAS LUNCHEON

On Saturday December 9, 2023 the USSVI L.A.-Pasadena Base will hold its annual Christmas Luncheon for the year 2023. The Luncheon will be held at the Los Alamitos Golf Course; On the Greens Conference Center, 5660 Orangetwood Ave., Cypress, Ca 90630

It is a time of year to visit with our submarine friends and their guests. More time will be devoted to this activity. This year rather than the Tolling of the Boats, Dave Vanderveen is preparing a special presentation.

Social Hour: 11:30AM. - Luncheon served 12:15PM



This Year's Menu is as Follows:

Tossed Garden Salad with Ranch and Italian dressings on the side

Entrée Selection:

Chicken piccata

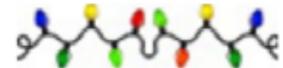
Oven-roasted Potatoes and Green Beans Almondine, Dinner Rolls and Butter

Grilled flat iron Steak

Oven-roasted Potatoes and Green Beans Almondine, Dinner Rolls and Butter

Vegetarian Option

*Mushroom Raviolis
Dinner Rolls and Butter*



Beverage: Coffee, iced tea

Dessert: Cheesecake with Raspberry Drizzle

Sparkling Cider/Champagne Toast

As always, it is very important that you get your reservations in ASAP so that we can give the Golf Course a firm headcount no later than 12 days before the luncheon.

The cost of the luncheon will be \$40.00 per person. Cocktails will be available from the main bar.

Please send your check and reservations (checks made out to L.A.-Pasadena Base USSVI) to the address shown below. Be sure to indicate your choice of entrée and how many of each.

Name: _____ Name: _____

Guest: _____ Guest: _____

Mail to: Mike Swanson
1149 W. Santa Cruz St.
San Pedro, CA 90731
Phone: 310-832-5981



Chicken piccata _____

Flat iron steak _____

Mushroom ravioli _____

Total # of dinners _____ X \$40.00 \$ _____



'Twas the Night Before Christmas

by Anonymous Bubblehead
(with apologies to Clement Clarke Moore;
provided by Paul Riggs from the internet)



Twas the night before Christmas and what no one could see,
the men with the Dolphins were under the sea.
Most of the crew lay out flat on their backs,
snoring and dreaming all snug in their racks.

Those men on the watch were making their rounds,
some manning the planes or listening for sounds.
Back in maneuvering or down in the room,
they all hoped the oncoming watch would come soon.

I'd finished some PM's whose time were now due,
and hoped for some sleep, just an hour or two.
Against better judgement I took a short stroll,
and found myself wandering into Control.

The NAV had the Conn, the COW was in place,
the COB had the Dive with a scowl on his face.
The helm and the planes were relaxed but aware,
the QM and ET were discussing a dare.

To comply with Night Orders the NAV told the Dive
to bring up the boat with a minimum rise.
The bubble came up and soon they were there,
at periscope depth with a 'scope in the air.

The QM confirmed our position with care;
the broadcast was copied, we brought in some air.
The NAV on the 'scope let out a small cry—
he shook his head twice and then rubbed his eyes.

He looked once again to find just what it was
interrupting his sweep and causing this pause.
Try as he might there was nothing to see,
so down went the 'scope and us to the deep.

I asked what it was that had caused his dismay.
He sheepishly said, "I'm embarrassed to say.
It could've been Northern Lights or a cloud,
or a meteorite, perhaps," he wondered aloud.

"But to tell you the truth I guess I must say,
whatever it was, it looked like a sleigh.
And though it passed quickly and never was clear,
I almost believe it was pulled by reindeer."

We laughed and we teased him and got up to go,
when the moment was broken by "Conn, Radio."
They told us a message was just coming in...
We looked at the depth gauge and started to grin.

"Radio, Conn, I feel safe to say,
your attempt at a joke is too far delayed.
If it had been sooner it might have been neat,
but I doubt we're receiving at four hundred feet."

"Oh Conn, Radio, you can come down and see,
we're not playing games to any degree."
I then headed aft—nothing better to do—
surprised by the fact it was still coming through.

Once ended, 'twas sent to Control to be read;
the NAV checked it slowly and then scratched his head.
Once again he began, but this time aloud,
to all those who waited, a curious crowd:

"Denizens of the deep are you men of the sea,
who risk your lives daily so others stay free...
I rarely have seen you, on this my big night,
for so many times you're all hidden from sight.

"But purely by luck I did see you tonight...
as your 'scope coaxed the plankton to glow with a light.
And lucky for me I have finally won
the chance to say thanks for all you have done.

"I know that you all miss your families back home,
and that sometimes you feel as if you're alone.
But trust what I say and I'll do what is right:
Something special will go to those families tonight.

"Along with the gifts I'll drop off with your kin,
I'll visit their dreams and leave word within.
They'll hear of your love and how sorely you miss them;
I'll tell them that soon you'll be once again with them.

"It might not be much, I know that is true,
to thank you for all the things that you do.
But I'll do what I can, while you do what is right,
Merry Christmas to all, and to all a good night!"

With Warmest Holiday Wishes from The Periscope



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

SEALION
S-36
S-26
SHARK I
PERCH
S-27
GRUNION
S-39
ARGONAUT
AMBERJACK
GRAMPUS
TRITON
PICKEREL
GRENADIER
RUNNER
R-12
GRAYLING
POMPANO
CISCO
S-44
DORADO
WAHOO

CORVINA
SCULPIN
CAPELIN
SCORPION
GRAYBACK
TROUT
TULLIBEE
GUDGEON
HERRING
GOLET
S-28
ROBALO
FLIER
HARDER
SEAWOLF
DARTER
SHARK II
TANG
ESCOLAR
ALBACORE
GROWLER

SCAMP
SWORDFISH
BARBEL
KETE
TRIGGER
SNOOK
LAGARTO
BONEFISH
BULLHEAD

