



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

As Dave mentions in his regular column, it's been a busy time around the ol' chapter these days! I had fun going through all our stored Building 6 stuff with Chuck and Darin and Dave. Meanwhile, my recently completed 1:72 scale USS *Harder* (SS-257) r/c model submarine has gone out for painting by a friend extremely talented at such things. Pix to come! Till then, you'll find me typing away in the Yeoman's shack as usual.—Jeff

Yes, We Have Something to Say About Russia's Titanium Submarines: the U.S. Navy Doesn't Have One...

(From the 1945 website - published September 11, 2022.)

by Alex Betley



Modern Russian Navy submarine. (Image Credit: Creative Commons.)

The U.S. Navy clearly builds the most powerful, silent, and sophisticated submarines on the planet today. However, during the days of the Cold War, Russia had submarines that were made of titanium that could dive quite deep and made Washington quite nervous.

Innovations in military technology are often the byproducts of strategic interactions between world powers and their economies. The Project 705 "*Lira*" nuclear submarine (NATO reporting name "*Alfa*") is a great illustration of that dynamic. Indeed, the *Lira* is both the product and the cause of such an interaction.

In the decades after World War II, the United States leapt out in front of the Soviet Union in submarine technology. The USSR had acquired many of the most advanced German submarine types by the end of the war, but the U.S. had gained invaluable submarine and anti-submarine experience during the Pacific War and the Battle of the Atlantic. This experience,

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From the Wardroom...



Dave Vanderveen,
Base Commander

Shipmates and Ladies,

January saw us accomplish a lot in just two events. The first was inspection and cataloguing of the tools, equipment and memorabilia we removed last year from Building 6 and placed in commercial storage. We know each piece in there and its value to L.A.-Pasadena and can use that information in future to determine what will be done with it. The second event was our monthly Board meeting, at which we decided to petition USSVI Charitable Foundation's Memorial Fund for assistance with the cost of temporarily storing our gear; committed to an Eagle Scout candidate project to replace the central trellis on the WWII Submarine Memorial; and committed to hold our Annual Leroy Stone Memorial Picnic and fundraiser in a public park in July. We also decided to hold some monthly meetings in other parts of the Los Angeles Basin to make it easier for more members to attend.

Although we recently lost Ben Vandevender to Eternal Patrol (see page 13), we have gained new members and now have 101 shipmates in our base. We continue to be strong in membership, financial health, and civic activity.

Western Region Roundup will be held in Sacramento between April 27th and 29th, and the National Convention will be held in Oro Valley, AZ, near Tucson, between August 28th and September 3rd. These will be important to USSVI's continuing strength, and will offer good opportunities to grow the organization as well as see new sights. I am looking forward to meeting new shipmates and renewing acquaintances with long time shipmates. I encourage you to sign up with the easy-to-use online routes.

The Base's Charitable Contributions Committee has been working on this year's plan and we will broadcast the results of their work soon. As a reminder, our contributions are made to non-profit organizations focused on helping veterans, active military members, or their families. This is the fourth year the Committee has performed this work for our base.

I regret we haven't succeeded in using Zoom to connect members who cannot attend our monthly meetings in person. We've tried several ways to do that, and finally found that the restaurant's steel and concrete structure dampens the WiFi signal a *lot*.

As we've discussed for nearly three years, COVID continues to be a concern, particularly for older people who have other health challenges. So, I urge you to consider your own health when you make plans to be in crowds or in environments which may expose you to sick people, and I don't mean the kind of "sick people" we found on submarines!

Dave

Dave Vanderveen, Commander
Los Angeles-Pasadena Base



January General Mtg. Sailing List

Ed Barwick
Bonnie Barwick
Herb "Bo" Bolton
Dennis Bott
Darin Detwiler
Ken Dorn
Craig Ignatowitz & Anna
Joe Koch
Bill Moak
Greg Paulson
Jeff Porteous
Art Schwartz
Chuck Senior
Mike Swanson
Ray Teare
Dave Vanderveen
Ron Wagner
Dennis Walsh



Minutes of January 21, 2022 General Meeting

Base Commander Dave Vanderveen called the General Meeting of the L.A.-Pasadena Base to order at the Glory Days Restaurant in Seal Beach, CA at 1125 hours as lunch and beverages were being served. Dave indicated a video displaying our written purpose, then asked for a moment of silence for our departed ship-mates.

Dave then mentioned the reinstatement of our 50/50 Drawing, and tickets at \$1.00 each or six for \$5.00.

Dave indicated the last meeting's Minutes and Treasurer's Report had been approved by the E-Board. (See the breakdown in the E-Board Minutes.) Mike was asked what deficit we encountered at our Christmas Luncheon. That amount was \$169.00. Better than in previous years.

Memorial Report:

Dennis Bott started by noting the successful growth of the grass he had seeded some time back. He went on to mention the needed replacement of the mid-Memorial trellis. Dave took over with information on the Scout who will assume the trellis project, and that he has procured the trellis from Rogers Gardens, one of strong and durable metal. We hope to recoup that cost through the Charitable Foundation.

Dave also mentioned our submission of a service request to the base, details of which include many items involved with the ceremony, all in the hope that last year's SNAFU can be avoided this time.

Charitable Contributions Committee Update:

The history of the Committee was explained, along with how appropriate charities are selected for donations from our base. Dave encouraged early submissions of choices in order to provide the Committee plenty of time to evaluate.

Holland Club and Boat Sponsorship:

Dave cited the E-Board-approved donations to be made by the base to: Boat Sponsorship, \$90, covering three boats; \$50 to the Western Regional Roundup; and \$100 to the Holland Club Fund.

(concluded on next page)



AmazonSmile Charity Update

Good news, shipmates—this just in from AmazonSmile: “This is your quarterly notification to inform you that...U.S. Submarine Veterans Charitable Foundation, Inc. received a new donation of \$567.72.

AmazonSmile’s impact to date: \$8,344.67 to U.S. Submarine Veterans Charitable Foundation, Inc. Thanks for continuing to generate donations by shopping at smile.amazon.com.” *(Note: Amazon has just officially announced they are ending this entire charity program as of February 1st. Not surprising, given their current economic realities. Sure was a great effort while it lasted.—ed.)*



PRIDE RUNS DEEP

General Meeting Minutes...

(concluded from previous page)

Membership Update:

At this time we have 101 members.

Tools/Memorabilia Storage Update::

Darin explained the completed inventory, and the categorizing of items as L.A.-Pasadena Base-related; USSVI-related; and a general submarine-related. (See the E-Board Minutes for more detail.)

The Good of the Order:

Ken asked what would become of Memorial once we were all gone. Suggestions as to the possibility of having the site declared a Historical Landmark brought up many thoughts. Perhaps through the National Park Service? Or a request through the government, congressperson in the area, of other official entity?

The possibility of importing the members of the dissolving Parche Base into our membership was discussed. (See E-Board Minutes.)

Our traditional July picnic was discussed as to possible park locations for holding it outside the Weapons Station. The White Elephant portion of the picnic had always been one of our biggest fundraisers. But such activity is now prohibited by the DOD if conducted on Federal property; hence the desire to move our picnic elsewhere this year.

50/50 Raffle Results:

Conducted at this meeting with \$90 collected. Bonnie Barwick selected the winning ticket—won by Ed Barwick! Of course, he donated his winnings back to the Base Memorial Fund.

With no further business to conduct, a motion was made to adjourn. It was seconded and approved by all present, ending the meeting at 1230 hours.

Respectfully submitted,

Bill Moak

Secretary, L.A.-Pasadena Base, USSVI

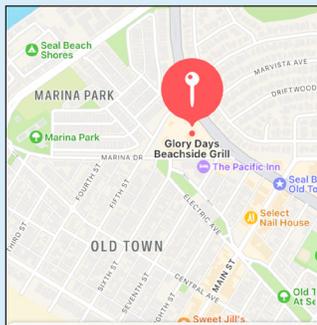
Feb. Meeting at Glory Days Restaurant

Feb. Meeting

Date: Feb. 18, 2023

Glory Days Grill in Seal Beach will once again be the site of our monthly gathering: Board Meeting at 10:00 a.m. and the General Mtg. at 11:00 a.m. Hope to see you there!

Glory Days Beachside Grill
620 Pacific Coast Hwy.
Seal Beach, CA 90740
562-594-3800



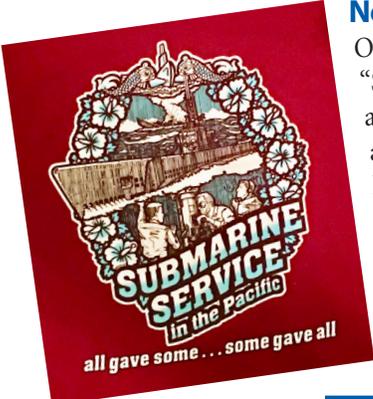
Glory Days Beachside Grill



February Birthdays

- We hereby extend the happiest of wishes to all our L.A.-Pasadena Base birthday celebrants!
- David Semrau.....2/10
 - Joe Koch.....2/17
 - Marlene Mahan.....2/17
 - Karen Silverman.....2/23
 - Berry Yolken.2/24
 - Dave Whittlesey.....2/26

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 Now 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.

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
Darin Detwiler • Ed Barwick



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.



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



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



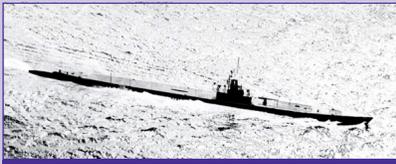
Holland Club Member Patch (3x3)
\$6.00 ea.

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

FEBRUARY TOLLING OF THE BOATS



USS BARBEL (SS-316)



USS SHARK I (SS-174)



USS AMBERJACK (SS-219)

USS BARBEL (SS-316)

Lost on February 4, 1945 during her fourth war patrol. According to Japanese records, *Barbel* was bombed near the southern entrance to the Palawan Passage. Just the day before, she had reported having survived three depth charge attacks. Eighty-one officers and men went down with the boat.

USS SHARK I (SS-174)

Lost on February 11, 1942 during her first war patrol. *Shark* was the first American submarine sunk by enemy surface craft in the Pacific—most likely falling prey to depth charges. Fifty-nine officers and men were lost.

USS AMBERJACK (SS-219)

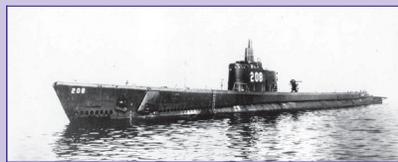
Lost on February 16, 1943 somewhere off Rabaul on her third war patrol, where she was attacked by a Japanese patrol plane, a torpedo boat, and finally depth charged by a subchaser. Seventy-two officers and men perished, one additional man having been killed due to other action earlier in the patrol.

USS GRAYBACK (SS-208)

Lost on February 26, 1944 during her tenth war patrol. It appears she was caught on the surface in the East China Sea, the sad recipient of a bullseye by a Japanese carrier bomber. Earlier in the patrol, *Grayback* had sunk four ships for a total of 21,594 tons—tying her for eleventh among American submarines for number of ships sunk. Eighty officers and men were lost on the boat.

USS TROUT (SS-202)

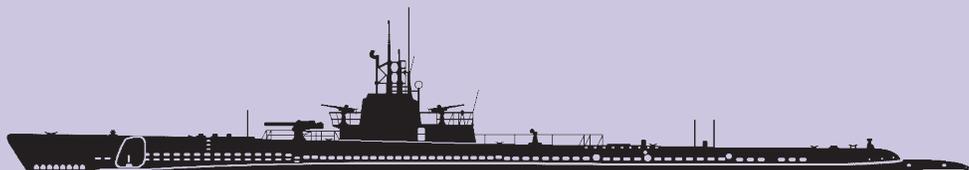
Lost on February 29, 1944 in the middle of the Philippines Basin during her eleventh war patrol. She was sunk by escorts after attacking a convoy and destroying a passenger-cargoman and damaging another ship. *Trout* had carried out several notable missions earlier in her career, including hauling over two tons of gold bullion out of Corregidor in February of 1942. Eighty-one officers and men went down with her.



USS GRAYBACK (SS-208)



USS TROUT (SS-202)



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

American and British Ballistic Missile Submarines Join for Highly Unusual Show of Force

Vanguard-class and Ohio-class submarines were seen together in the latest peculiar announcement highlighting America's seagoing nuclear deterrent.

(Reproduced from The War Zone website - published December 13, 2022.)

by Joseph Trevithick



American and British ballistic missile submarines train together in the Atlantic. (U.S. Navy photo.)

The U.S. Navy has released an exceptionally rare picture showing the *Ohio*-class ballistic missile submarine USS *Tennessee*, sailing on the surface alongside an unnamed British *Vanguard*-class ballistic missile submarine somewhere in the Atlantic Ocean. Both types are part of their countries' respective nuclear deterrent arsenals.

This is just the latest example this year of a highly unusual disclosure related to the Navy's fourteen *Ohio*-class ballistic missile submarines, or SSBNs, as well as the four other *Ohi*os that have been converted into guided missile submarines, or SSGNs. Just since October, the Navy has publicly announced USS *West Virginia*'s presence in the Arabian Sea and subsequent arrival at the British island territory of Diego Garcia in the Indian Ocean, which hosts a significant American military presence, as well as a port visit by USS *Rhode Island* to the British naval base in Gibraltar.

Typically, the U.S. Navy offers few, if any details about what its SSBNs, also referred to as boomers, are doing at sea or their whereabouts. When on patrol, these boats are intended to effectively disappear as part of their mission to provide a credible second-strike deterrent capability.

For the same general reasons, the British government is even tighter-lipped about its *Vanguard*-class submarines, of which the Royal Navy has four.

The newly released picture of USS *Tennessee* and the unknown *Vanguard*-class submarines sailing together also shows an E-6B Mercury aircraft from Fleet Air Reconnaissance Squadron Four (VQ-4) and an MH-60R Seahawk helicopter from Helicopter Maritime Strike Squadron 72 (HSM-72) flying overhead. The E-6B is a so-called "doomsday plane" that is specifically designed to securely communicate with *Ohio* SSBNs, including when they are submerged, as well as with other elements of America's nuclear triad, and, if called upon, to issue orders to launch a strike.

It's unclear where the picture of the submarines and aircraft was taken beyond that it was shot somewhere in the Atlantic Ocean on November 22. However, it is worth noting that the Navy's Submarine Force Atlantic, which is headquartered at Naval Support Activity Hampton Roads in Virginia and primarily oversees Navy submarine operations in the northwestern Atlantic, released the photo. In addition, Helicopter Maritime Strike Squadron 72 is based at Naval Air Station Jacksonville in Florida, though the MH-60R could have been assigned to a Navy warship at sea. British *Vanguard* submarines do regularly travel to the U.S. Navy's ranges in the Atlantic off Florida for training and other purposes, including to conduct routine test launches of Trident D5 missiles.

The newly revealed "bi-lateral at sea training" involving USS

(concluded on page 8)

Big Yank and Brit Boats in Show of Force

(concluded from page 7)



A Vanguard-class submarine. (Crown Copyright Image.)

Tennessee and the Vanguard-class boat was “designed to validate tactics, techniques, and procedures which strengthens the relationship between uniquely close Allies in support of deterrence and collective security,” according to a caption accompanying the picture. “The United States and the United Kingdom have a long-standing agreement of cooperation in the development and deployment of strategic weapons and supporting system[s].”

Both U.S. Navy *Ohio* SSBNs and Royal Navy *Vanguards* are armed with U.S.-designed Trident D5 submarine-launched ballistic missiles, also known as Trident IIs. An *Ohio* SSBN can carry up to twenty of these missiles, while the *Vanguard* can be loaded with up to sixteen of them. It’s understood that American boomers typically carry a reduced load of D5s due to arms control treaties between the United States and Russia.

The Trident D5 has a so-called multiple independently-targetable reentry vehicle (MIRV) configuration, as well, meaning that each missile carries multiple nuclear warheads. In the case of U.S. Navy missiles, they can be loaded with differing numbers of W76-1 or W88 warheads. British missiles are reportedly fitted with domestically-designed warheads, but which are widely believed to be very close to the U.S. W76-series design.

The U.S. Navy now also deploys *Ohio* SSBNs with Trident D5 missiles loaded with just one or two lower-yield W76-2 warheads, which are intended to help provide a more flexible deterrent. In 2020, USS *Tennessee* reportedly became the first of these submarines to head out on patrol with missiles fitted with W76-2s.

Tennessee was also the first *Ohio* to fire a Trident D5 missile in 1989 and this new picture of the boat alongside one of its British counterparts was released today, which happens to be the anniversary of its commissioning in 1986. This particular submarine is also one of the *Ohios* known to have received an advanced flank sonar array, improving its ability to spot and

track potential threats, which was installed as part of a refit that was completed last year.

It’s also worth noting that both the U.S. Navy and the Royal Navy are expecting to receive entirely new classes of SSBNs—the *Columbia* and *Dreadnaught* classes, respectively—in the early 2030s. The two types of boomers have been designed with significant degrees of commonality both in aspects of their construction and certain mission systems, and will continue to be armed with Trident D5s.

Despite describing the photo of the two boomers sailing alongside one another in the Atlantic simply as showing them training together, it’s difficult not to view their stance as a show of force aimed at potential adversaries and as a demonstration of both countries’ commitments to each other, as well as their respective allies and partners. It’s also a very pointed display of the powerful second-strike nuclear deterrents the two nations possess.

Though the actual event occurred in November, the disclosure comes just days after Russian President Vladimir Putin alluded to the possibility of formally dropping his country’s “no first use” policy regarding the employment of nuclear weapons. This is just the latest nuclear saber-rattling from Putin and others in his country since the Russian military launched an all-out invasion of Ukraine in February, though experts continue to see the actual risks of nuclear escalation as relatively low.

The governments in the United States and the United Kingdom have also identified China as a top national security challenge. American and British authorities have both expressed concerns about the increasingly worrying prospect of a conflict over Taiwan or various territorial disputes, such as in the hotly contested South China Sea, among other things. U.S. military officials have been expressing fears that China’s expanding nuclear arsenal, as well as its development of novel strategic capabilities, such as a fractional orbital bombardment-like system that utilizes a hypersonic glide vehicle, could undermine America’s nuclear deterrent.

The closeness in ties between the United States and the United Kingdom means that the two countries could well find each other operating side by side militarily in other potential flash-points around the world, too.

No matter what, the picture of the USS *Tennessee* and the Vanguard-class submarine sailing together is a highly unusual public showing of the two countries’ nuclear deterrent capabilities and their ability to work together should they ever be called upon to do so.

Contact the author: joe@thedrive.com

Kronos Armoured Submarine Claims Underwater Top Speed of 50km/Hour

(Reproduced from the Inceptive Mind website - published August 20, 2022.)

by Amit Malewar



Kronos Armoured Submarine features an innovative hull design which significantly reduces fuel consumption and increases maximum speed.
(Photo Credit: Highland Systems.)

A UAE-based startup Highland Systems has unveiled a new submarine design it calls the Kronos Armoured Submarine. With a futuristic hydrodynamic design, Kronos Submarine delivers high performance and outstanding efficiency and significantly reduces energy costs when submerged.

The Kronos features a futuristic hydrodynamic design, with folding wings for easier transport while on land. It is supposed to be armored, although what materials are to be used to make it so are not detailed.

The hybrid vessel can comfortably accommodate ten passengers and is suitable for commercial, rescue, and combat operations. An innovative hull design significantly reduces fuel consumption, increases maximum speed, and provides superior stability. This brings a whole new concept into the production of submarines across the world.

The hybrid diesel-electric beast is capable of developing 1,200 hp (2,400 Nm). In its battery-only mode, the submarine can remain operational for thirty-six hours, the same amount of

time it can maintain its air supply. You can fire up its diesel generator to further achieve up to an impressive fifty-four hours of autonomy. The battery needs to be charged for a period of 1.5 hours, which is also the amount of time needed for air refueling. Designed for a mix of commercial, military, and allegedly rescue operations, Kronos is a little over nine meters (29.6 ft) long and weighs around 10,000 kg (22,000 lb). The vessel can carry up to 3,000 kg (6,600 pounds) of cargo, be taken on underwater sight-seeing tours, or handle commando missions by a single pilot.

The Kronos can reach 80 km/h (50 mph) speeds when cruising above the waves or just 50 km/h (31 mph) while underwater. It can dive to a working depth of 100 meters (328 feet) and has a critical depth of more than double that 250 meters (820 feet).

Passengers can enjoy both an adaptive lighting and an air conditioning system while onboard. The life support system can kick in an automated fashion when required. The interior looks spacious for the passengers.

The Kronos is not yet in production, but if or when it does so, will probably become a heavy-hitter in the submersible market.

Titanium Russian Subs? Yep. U.S.? Nope.

(concluded from page 1)

alongside existing technological advantages, gave the U.S. a strategic advantage in underwater warfare.

More specifically, the Soviet Union's early nuclear submarines were known to be less stealthy and reliable than Western submarines. Aware of their strategic disadvantage in submarine warfare, and unable to compete in the areas of stealth and reliability, the Soviets sought to innovate.

Lira-Class with a Titanium Will

What Moscow needed was a submarine that could move faster and dive deeper than Western submarines. In order to do this, the Soviets would design the *Lira*-class. By building a submarine with a titanium hull and unique reactor—both innovations at the time—the *Lira* would become the fastest, deepest-diving submarine in the ocean, so fast that it could evade Western torpedoes.

Titanium creates surfaces as strong as steel with half the weight, meaning a titanium hull can withstand greater pressure and allow for deeper dives. However, titanium is also three to five times more expensive than steel, and it is an extremely difficult material to work with. Manipulating large titanium panels for hull sections is especially hard. Failures in the welding process, for example, can lead to the titanium becoming embrittled, lowering its strength. Moreover, as was demonstrated in the building of the *Lira*-class submarines, titanium requires welders to work in hermetically sealed warehouses full of argon gas, adding further expense. Despite these costs and risks, the titanium hull was a necessary component of the Soviet Union's innovation strategy.

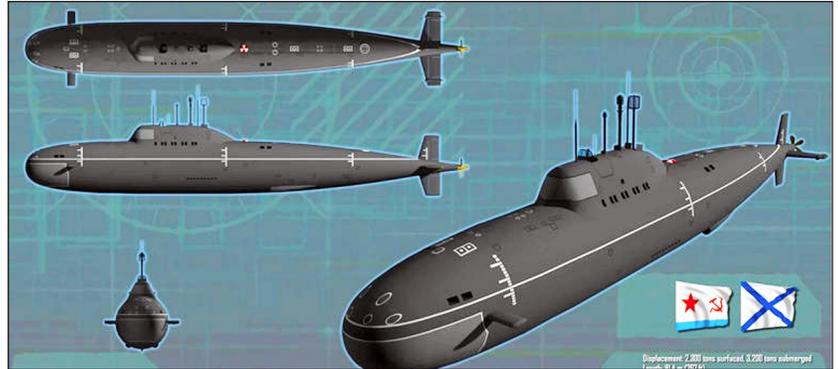
A Cozy Space for a Reactor

Reactors take up space in a submarine. The *Lira*'s designers sought to minimize this space, thereby reducing the size of the submarine and allowing for higher speeds. The solution in the *Lira*'s case was to utilize a liquified lead-bismuth mixture to cool the reactors, reducing submarine reactor size, and therefore increasing the submarine's speed. Such a reactor—as the Soviets later found out—has its difficulties. It requires much automation to work properly, and the engine must be constantly heated so the liquified metal coolant won't solidify.

But again, as in the case of the titanium hull, the reactor was absolutely necessary to fulfilling Soviet needs. Both were necessary components in the Soviet Union's attempt to gain either strategic parity or strategic advantage, through innovation, in submarine warfare.

Lira-Class – She Can Dive, Run, and Loiter

The *Lira* indeed turned out to be rather fast and able to dive



Russian *Lira*-class submarine. (Image Credit: 1945.)

quite deep. It was, in fact, the fastest and deepest-diving submarine ever produced, able to cruise at 41 knots when submerged and dive as deep as 1,148 feet. Its speed allowed it to outrun NATO torpedoes, and its depth kept it out of range of other anti-submarine weapons. Theoretically, the *Lira* could even loiter beneath a NATO submarine and shoot torpedoes overhead.

Needless to say, the prospect of the *Lira* prowling the seas upset the existing strategic balance between NATO forces and the USSR, to the latter's benefit. Upon learning of the *Lira*'s capabilities, the U.S. and British navies rushed to build weapons that could target the submarine. The American Mark 48 ADCAP torpedo was said to travel at 63 knots. The British developed a similar torpedo named "Spearfish." The U.S. also pursued the "Sea Lance" supersonic missile program, which would deliver a torpedo or nuclear depth charge at ranges of up to 100 miles.

What is now well known is that the Soviet Union ended up producing only seven Project 705 *Lira* submarines; that some of them did, in fact, experience cracking in the hull; and that making repairs proved difficult, as the aforementioned coolant in the reactors had to stay heated at all times to remain liquified.

The submarine also turned out to be especially noisy, so the vessel was easy to detect. Most of the *Lira* were decommissioned and scrapped in the early 1990s at the tail end of the Cold War. They were too expensive to maintain.

Yet what the *Lira* proves is that innovation in military technology is often part of an ongoing competitive process to maintain strategic advantage in discrete areas. The *Lira* was both the outcome (as a response to U.S. naval dominance) and cause (Western developments in anti-submarine weaponry) of such a process, regardless of its ultimate use or lifespan.

Alex Betley is a recent graduate of the Tufts University Fletcher School of Law and Diplomacy, where he was an International Security Studies Civil Resistance Fellow and Senior Editor with the Fletcher Security Review.

Stuff We Missed

by Bob “Dex” Armstrong

Life is a little weird when you attempt to take a fairly serious look at it.

If you went out and beat someone to death with a gahdam coal shovel, got convicted and sent to prison, they would give you a room with your own rack, a window, fresh air, regular hot showers, and access to a TV. And with the current state of American justice, you would be back in eighteen months.

If you volunteered for submarines, you didn't get any of that. Guys at Sing Sing were living a helluva lot better than you were. Hell, they probably got enough blankets and didn't have to steal them from each other to keep from freezing to death.

But, they also never missed stuff.

They stayed connected to what was going on in the world.

We didn't. Aborigines in the darkest jungle in Pango-Pango knew more about what was going on in the world than we did. Hell, for one thing, they knew what the weather in their part of the world was like. You can be naked, eating raw lizards and praying to a dead owl and still know that rain was falling on your empty head.

We lived in a world where sunrise and sunset were controlled by an electrical switch, and if you were an E-3, time became damned near meaningless. And we lost our link with the civilized world. In short, we missed what was going on in the world around us.

From 1959 to 1965, I have no idea who won the World Series, what happened to Y.A. Tittle, where Old Gold cigarettes went, what happened to those latex rubber girdles that were damned near impossible to get past in high school, and where all the Edsel cars went. I know that somewhere Kennedy got shot, men went into space, and somehow, Indo-China became Vietnam. How, why and when is still fuzzy as hell.

You would come in and find yourself parked in some rat hole bar dining on salted peanuts and beer and doing your damndest to wind down. Some guy would say something like: “Hey sailor, whatcha think of John Glenn?”

“Who's John Glenn?”

“The guy they shot into space.”

“What did he do that got him shot into space?”

“He's one of them astronaut fellas. Them NASA spacemen.”

“I'll take your word for it, sir. Honestly, I haven't got any

idea what you're talking about.”

“Jeezus, son, where in the hell you been?”

“Out in the ocean, sir. Ask me anything about dirty laundry, freezing your butt, or seagull crap, and I'm your expert.”

Some guy would drop down the after battery hatch and yell: “Man, you won't believe this you dumb bastards, but Major League ball clubs are movin' all around.”

“No shit?”

“No shit, Horsefly.”

“Hey—they still makin' Krispy Kreme doughnuts?”

“Yeah....”

“Well, screw everything else, when does the truck come rolling down the pier?”

It's not that we were stupid or totally unconcerned; it was strictly a matter of access. If you grow up living in a mayonnaise jar, the only thing that matters is when the sonuv-abitch shows up who unscrews the lid.

“Hey! They're sendin' Army guys over to some place that sounds like Ding Bang Foo. They're helping some little Chink guys fight the Reds.”

“Never heard of it.”

Then the Chief of the Boat would light his cigar and say: “Boys, if it ain't on the Halifax to Hispanola chart, it ain't in your gahdam ballpark. Knock off the bullshit. Toss them cups in the deep sink and haul your worthless butts topside and turn to before I have to plant a size eleven brogan in your loafing hip pockets.”

Dutch was not what you would call an avid student of current events.

“Jack, didja ever hear of the Congo?”

“Yeah, I heard of it. Somewhere over in Africa. The bastards don't have a navy, so if you ain't writing for *National Geographic*, forget it.”

We were mostly around nineteen. The world expects you to be dumb and unconnected at nineteen. Hell, you could make Third Class and not understand how zippers work.

Riding submarines was a lot like watching a three-reel movie where someone had made off with reel No. Two. We had a clear picture of everything before New London, plus a clear picture of everything after we'd tossed our gear in the lucky bag and passed the Receiving Station gate. What

(concluded on page 19)

New Members

We proudly welcome aboard:

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

Dr. Darin Steven Detwiler
(E5-MM2SS; served 1986-1994)
Wife: Gennette Zimmer
205 7th Street
Seal Beach, CA 90740-6180
cell: 425-232-5743
ddetwiler680@gmail.com
Qualified in 1989 on the
USS *William H. Bates* (SSN-680)

Robert "Bob" John Frazier
EMC-SS E-7 CPO; served '78-'94)
4278 Hill Avenue
Fullerton, CA 92833-3430
cell: 714-931-8654
Uboatman@gmail.com
Qualified in 1981 on the
USS *Tautog* (SSN-639)—'80-'85
USS *Rich. B. Russell* (SSN-687) '89-'92



"Get'cher Chapter News Here — Read All About It! —"

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

Eagle Scout Connection Makes for a Remarkable Reunion

by Darin Detwiler

Those who have completed the arduous tasks required to earn the rank of Eagle Scout have in the process undeniably demonstrated the leadership, honor, devotion to duty and patriotism which places them head and shoulders above many young men and women today. Through adopting the high code of ethics necessary to attain an Eagle Scout Award, they've made the Scout Oath and Scout Law a part of their everyday life. They have set an example for other young Americans and made their parents, family, and educators proud.

So declares the citation on a certificate that the USSVI proudly presents to Eagle Scouts through its Eagle Scout Recognition Program. In December 2022, USSVI LA-Pasadena Base Vice Commander Darin Detwiler traveled to new Eagle Scout Luke Madden's family home in Pasadena to present the USSVI certificate for him to display on his Eagle Table during the region's Court of Honor event.

Luke wrote in his portfolio that he comes from a family of submariners: His great grandfather, Charles Arthur Madden, was Chief Electrician's Mate on USS *Pompano* (SS-181), a boat lost off the coast of Japan during World War II. Charles Arthur Madden, Jr. (Luke's grandfather) was also in the U.S. Navy as an Electrician's Mate based in Honolulu in the 1960s. Luke's other grandfather, Captain John C. Brandes, served as Engineering Officer and, later, Commanding Officer of USS *William H. Bates* (SSN-680).



Captain Brandes, USN, Retired (left), Eagle Scout Luke Madden (center), and USSVI LA-Pasadena Base Vice Commander Dr. Darin Detwiler (right).

(concluded on page 13)

Eagle Scout Recognition Turns into Reunion

(concluded from page 12)

Imagine Detwiler's surprise in learning of this Eagle Scout's sub commander grandfather—having himself actually served under Captain Brandes' command as an enlisted nuclear Machinist's Mate aboard USS *William H. Bates* in the late 1980s and early '90s! The two were shipmates during the boat's operations out of San Diego, through her complete overhaul at Puget Sound Naval Shipyard, and even when she relocated to Pearl Harbor as her new home port.

Darin shared this wonderful coincidence while talking with Luke's mother when making arrangements to meet and present the Eagle Scout with his USSVI certificate of recognition. Luke's mother then revealed that Captain Brandes was flying out from Florida to spend the weekend with his grandson and family. Within minutes, a brief presentation ceremony became an invitation to stay for dinner and an evening of stories and photo sharing in an impromptu reunion some thirty-five years after the two submariners had served together.

In a brief presentation of the certificate, Detwiler made comparisons between earning multiple badges along the way to becoming an Eagle Scout with the qualification process for a sailor to earn the Submarine Warfare Insignia. Not only did he show Luke the Dolphins on his vest, but Detwiler also showed-off his original (and very worn) ship's qual card and Submarine Warfare Qualification certificate—both signed by Luke's grandfather in 1989!

That evening, Detwiler and Brandes talked about past exploits, practical jokes, what they were up to now, and other shipmates they'd caught up with over the years. Also remembered were shipmates who'd passed away in the intervening time. Brandes' wife mentioned how her husband had been so looking forward to this last-minute reunion that he'd talked excitedly about the unusual coincidence with the person delivering their mail just before they left for their flight to Los Angeles.

Before serving on the *Bates*, Brandes qualified in submarines aboard USS *Sargo* (SSN-583) in 1973. During his thirty-four-year career in the Navy, he'd also served aboard USS *Richard B. Russell* (SSN-687). Other duties included CO of the Naval Submarine School in Groton, CT, and Chief of Staff at COMSUBPAC in Hawaii. Brandes later served two years as a Commander of the USSVI's South Florida Base.

Dear *Periscope* Readers,

It has just come to my attention that one of our long term Life Members has departed on Eternal Patrol. My thanks to Rex Shields for confirming his status and the date of his departure.

We have had him listed as Ben Van Devender, and it has come to light that his real name was Benjamin Franklin Vandevender. He evidently lost a long battle with cancer. He was a retired Los Angeles Police Detective Supervisor.

Ben qualified on the USS *Pomodora* (SS-486) in 1952—onboard from 1951-1953. He also served on the USS *Pomfret* (SS-391) from 1967-1967. He'd been in the military 31 years: 1950-1981. He was a CDR, with a rate of 05.

His spouse preceded him in passing, and he's listed as having deceased in March, 2005. I have no information regarding other family members.

As of now, I have no obituary and do not know where his final resting place is located.

Sailor, Rest Your Oar.

Regards,

Marilyn

Membership Chair

Los Angeles-Pasadena Base USSVI

1278 W. Sepulveda Street

San Pedro, CA 90732-2948

email: marilyn.senior@gmail.com

Cell: 310-503-3915 (call or text). If you leave a message, I'll return your call.





**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
- Larry E. Smith 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 - Location TBA
- April 15 Monthly Meeting - Location TBA
Call for Memorial Day Prep Volunteers
- May 20 Field Day at the Memorial Site - 0900
Monthly Meeting - Location TBA
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 Meeting - Annual “Steakfest?”
Location TBA - Nominees for 2024 Base Officers
- July 4 116th Annual...
Huntington Beach 4th of July Parade
- July 15 LeRoy Stone Memorial Picnic
Location TBA
- August 19 Monthly Meeting - Location TBA
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

(Holland Club Roster, concluded)

Sam Aboulafia 2014
 David Palagy..... 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
 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
 *Robert Clair Koplin 1995
 *William J. Dillon..... 1993
 *Harold Staggs..... 1992



E-Board Meeting Minutes of January 21, 2022

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted on the morning of Saturday, January 21, 2022.

In attendance:

- Dave Vanderveen, Base Commander
- Darin Detwiler, Base Vice Commander
- Bill Moak, Secretary
- Mike Swanson, Treasurer
- Dennis Bott, Memorial Director
- Herb "Bo" Bolton, Director
- Chuck Senior, Director
- Ray Teare, Director
- Jeff Porteous, *Periscope* Editor
- Ken Dorn, Member

Base Commander Dave Vanderveen called the meeting at Glory Days Beachside Grill in Seal Beach to order at 1004 hours with a quorum present. Minutes of the November meeting were reviewed with no revisions requested. Dennis Bott 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 January 20, 2023 was read into the Minutes by Base Treasurer Mike Swanson:

Checking	\$20,777.69
Savings	\$0.00
Cash On Hand	\$50.00
Uncleared Checks:	\$0.00
Total	\$20,827.69

All vendors have been paid up-to-date.

Income:	\$2,325.00
Expenses:	\$1,613.00

Flower/Booster Club Additions:

Ken Dorn	\$100.00
Dennis Bott	\$50.00
Darin Detwiler	\$20.00

Inkind Donations:

\$00.00

Again, there were no questions or corrections. Chuck Senior moved to accept the Treasurer's Report; this was seconded by Ray Teare and approved by voice vote.

Dave took time to cover the results of the recent inventory and reorganization of our items in the storage unit. There are many items to be kept, such as a photo of Jim Davis, the initial CO of the SS-270. There is a perfectly preserved Momsen Lung, which he will bring to our next meeting.

Dave said a breakdown was created to differentiate the items. First, essential; Second, things specifically tied to the L.A.-Pasadena Base; and third, submarine-related, but not specific to L.A.-Pasadena. Many of the items in storage deal directly with past members, i.e. Jesse DeSilva, or are photos of other members—a majority from the WWII group. Many relate to the Oral History Project, and Bill mentioned Mark Denger's involvement in same, and to check on the status of this project.

Jeff brought up again the idea of donating the large sub model to the SBWS command for display. Dave indicated this is still under consideration.

Ken indicated he'd be willing to increase his donations specifically to aid in alleviating the storage expense. Dave thanked him and indicated that cost would be further discussed later in the meeting.

(concluded on next page)

Skilcraft Pens: A Government and Military Tradition

(From the internet: submitted by Bill Moak. Thanks as always, Bill!—ed.)

Yesterday, the corpsman the at pharmacy at the U.S. Navy Hospital in Yokosuka handed me a Skilcraft pen to sign for an RX. I thought: “OMG—they still have them!” I asked if I could have it and, of course, he said “sure.” It’s on my desk now.

This incident brought back a flood of memories. Got my first one on the USS *Trutta* (SS-421). At the time I thought: wow—a free pen! This Navy is great! I’m gonna reenlist! ;-)

About 1980, YN1(SS) Jones on the USS *Ustafish* made a plea at quarters on the pier one morning. The Navy was out of money and he was out of pens. So he created an “amnesty box” and he put it by the brow. He instructed everyone to go down below and look in their bunk pans and under their flash covers and turn in all those Navy pens. He said, “No charges will be filed.” Everyone loved his announcement and by the noon meal, the “amnesty box” was full up with Navy pens.

So, anyway, I Googled it and the following is what I found—things I never knew. Check it out. Those should have been qual questions!

What do A-Ganger’s hate to find in a flapper valve? What can you do for one mile in -40F degrees? Etcetera.

Hope this brings back some memories for you too. Ah... the good ol’ days!

(Anonymous Submariner)
Stan in Japan (cont’d. next page)

E-Board Meeting Minutes...

(concluded from previous page)

Memorial Report:

This report was broken down into three parts: 1. Physical Condition. Dennis reported the site in generally good shape. The trellis area is still to be renovated, but a Scout is planning on doing the physical labor, and our base will absorb the cost of materials. Dave is encouraging the Scout to complete the project prior to Memorial Day. The colors look good, yet some work on the halyard is needed. It seems the Weapons Station often replaces the colors, for which we’re grateful.

2. Plaques on the back of street signs: Jeff has spoken with Barry Feinman, owner of etching company, and asked for a proof, so a review can occur. Though Barry thought these had been forwarded, he will send again. It appears the actual work is subbed out to another company for the engraving. Jeff reminded Barry that our base will pay for the work, and hopes that will speed up completion. Paul Riggs is still working with Barry on the creation of the silver and gold dolphins to accompany the plaques.

3. Service Request. This is still a requirement for the Memorial Day ceremony, and expected to be submitted before January month end. Then Dennis will take responsibility for the necessary arrangements for items required by the ceremony. Dennis will also coordinate with Joe Koch to arrange for a guest speaker. A cover for the bleachers was discussed as a means to ensure the health and safety of attendees. Due to a visitor fall last year, Darin suggested that the police and fire departments be included in the conversation about safety planning.

Charitable Contribution Committee:

Consideration of a charity must be submitted to Ed Barwick or Mike Swanson. They can provide the specific criteria, but generally, charities the L.A.-Pasadena base will consider donating to must be military related, non-profit and local, i.e. in the Southern California area.

It was determined that the L.A.-Pasadena Base will make a request of USSVI’s Charitable Foundation Memorial Fund to pay for our Memorial site’s new trellis and for the engraving work Barry Feinman’s company is doing for eventual attachment to the back of our main monument sign.

Also, Darin Detwiler has drafted a separate proposal for Dave to submit to the USSVI Charitable Foundation to have them assist with L.A.-Pasadena Base’s cost of storing our important submarine historical materials. Dave will go ahead and submit that proposal ASAP. All this came about as a motion made by Ray Teare, seconded by Dennis Bott, and carried by voice vote.

Holland Club and Boat Sponsorships:

A motion was made to submit \$90 to the Boat Sponsorship Program, \$50 to the Western Regional Roundup, and \$100 to the Holland Club fund; it was seconded by Bill Moak and approved by voice vote.

Membership Update:

As of today, L.A.-Pasadena Base consists of 101 members.

Bill mentioned his membership in Parche Base, and that a vote is out to determine if the base should continue or be dissolved. If the latter occurs, Bill will investigate the possibility of L.A.-Pasadena Base absorbing those former Parche Base members inclined to become new members with us.

Good of the Order:

Darin inquired as to the status of name badges. The former vendor no longer provides, so Ed Barwick indicated he would look for another vendor.

Mike apologized for the error in attendance at the Christmas Luncheon. However, all was ultimately made right, and those in attendance expressed their pleasure with the event.

Ken inquired as to the overall relationship we now have with the Weapons Station. Dave indicated our Memorandum of Understanding is still moving through channels. Dave did point out that we will do all that’s required by the SBWS in terms of DOD requirements. Besides wanting to again conduct meetings on the base, we are still seeking storage and, we hope, display area(s) for our memorabilia.

There being no further business, Ray Teare motioned the meeting be adjourned; Dennis Bott seconded and it was passed by all present, ending the meeting at 1106 hours.

Respectfully submitted,

Bill Moak

Secretary, L.A.-Pasadena Base, USSVI

Skilcraft Pens

(continued from previous page)

Skilcraft: An American Classic

In 1968, an American classic was born: the SKILCRAFT® U.S. Government Pen. For fifty years, this pen has been a workhorse for the federal government and U.S. military. This iconic product, adored by generations of government employees and their families, is more than just a pen: it's a symbol of the strength of American manufacturing and the limitless capabilities of people who are blind.

A National Treasure is Born

The story of the pen began in 1965 when the General Services Administration (GSA) wrote a sixteen-page federal specifications document for a retractable ballpoint pen with a replaceable ink cartridge. After receiving a shipment of thirteen million defective ballpoint pens from the original supplier in 1967, then-GSA Commissioner Heinz Abersfeller sought a new supplier and offered NIB the opportunity to produce the pens. On April 20, 1968, the SKILCRAFT U.S. Government Pen was added to the federal procurement list, making it available to purchasers through the AbilityOne® Program.

Pen production provided employment for 133 blind staffers working at four NIB-associated nonprofit agencies across the country: Industries of the Blind in Greensboro, NC; Alphapointe in Kansas City, MO; Industries for the Blind in Milwaukee, WI; and Arizona Industries for the Blind in Phoenix, AZ (later transferred to the Lighthouse for the Blind in St. Louis, MO).

(concluded on next page)

DSME Faces Financial Loss with Indonesian Submarine Project

DSME is reportedly expected to face 90 billion KRW (\$67 million USD) worth of financial loss. The South Korean shipbuilding company pre-ordered components for three Indonesian submarines that DSME won in 2019 while the contract has yet to take effect.

(Reproduced from the Naval News website - published August 23, 2022.)

by Daehan Lee



The Alugoro (405) is the third of the Nagapasa-class submarines. (DSME photo.)

According to the documents from the largest stakeholder of DSME, Korea Industrial Bank, and the National Assembly Member, Minkuk Kang of the People Power Party on August 18, DSME signed a contract worth 1.3 trillion KRW (\$967 million USD) to build three submarines. After three months, DSME signed a contract with German company Siemens for the supply of three sets of propulsion motors worth 58.5 million € (\$58 USD), then pre-paying ten percent of the products' price, which was around 6 million € (\$5.9 USD). The propulsion motors will be acquired in October.

Assemblyman Kang pointed out that the problem is that the submarine contract signed three years ago didn't take effect since the Indonesian government has yet to pay ten percent of the total contract amount, which is up to 100 billion KRW (\$74 million USD). He said, "Pre-ordered motors could be just useless steel. After DSME pays the rest of the remaining price to acquire three sets of motors, more expenses will follow to build a storage facility to keep them and undergo maintenance procedures until the items are used for other purposes." He even mentioned that the current DSME president, Doseon Park, was the person shepherding the deal who'd approved the pre-order when he was director of the special shipbuilding division of DSME.

After this controversy, DSME released an explanatory statement to share their view of the situation:

(concluded on page 18)

Skilcraft Pens

(concluded from previous page)

Pens are produced and tested according to specifications outlined in a document written by GSA in 1965. Among dozens of other performance requirements, the pen must be capable of writing continuously for one mile in temperatures ranging from 40 degrees below zero to 160 degrees Fahrenheit. Its original design has changed little over the decades.

The quality of the government pen shifted perceptions about the capabilities of people who are blind, as well as the NIB and its associated agencies. The project paved the way for the introduction of dozens of new SKILCRAFT products in the following decades, creating hundreds of new jobs for the blind. Today, more than 5,000 quality SKILCRAFT products are available to government customers through the AbilityOne® Program.

More than a hundred blind people manufacture nearly eight million Skilcraft Pens each year. Pen production sustains meaningful employment for individuals like Susan Kasten, who assembles pens at Industries for the Blind in Milwaukee, Wisconsin.

Lynn Larsen, a machine operator at Industries of the Blind, Greensboro, has been making the Skilcraft U.S. Government Pen for nearly forty years. For Larsen, it's more than a job: "I think about all the soldiers who use them and what they are doing in service to our country. It makes me feel honored and proud to make these pens."



Indonesian Submarine Project Faced with Financial Loss

(concluded from page 17)

"We signed a shipbuilding contract for three submarines in April 2019, and it is true that we pre-ordered some materials and that the contract is not in effect yet. However, pre-ordering happens to meet the supply deadline when companies choose to receive equipment on time. In this case, thus, it was inevitable that we had to pre-order to meet the signed delivery timeline. The Indonesian government has not informed or considered the cancellation of any shipbuilding contracts, meaning that it is not true that DSME has not prepared for the possibility of cancelling the contract. Since DSME is continuing a conversation with Indonesia in order to see the contract come into force and doing its best to win new contracts, the media should be prudent in their reporting based on assumptions."



Siemens Permasyn motor for submarines. (Siemens photo.)

Alternatives: ROK Navy or Philippines Submarine Program

DSME also proposed ways to minimize the financial loss. While the shipbuilder continues its negotiations with Indonesia to see the contract take effect, some contingencies (or "plan Bs") are being considered should the contract be cancelled: One alternative could be the sale of the German-made propulsion systems to the ROK Navy for use on its own submarines. Another option mentioned would be to use the equipment for the Philippines submarine program. However the procurement process for this program has yet to officially start and DSME is facing competition from the French shipbuilder Naval Group.

DSME already successfully won and completed the maintenance projects of Indonesian submarines in 2003 and 2009. Then South Korea became the world's fifth country that exported submarines to Indonesia in 2011 by selling three submarines, followed by the accomplishment of the third maintenance project in 2018.

Daehan Lee currently works for aerospace and defense-related projects in Seoul, also being a political and security affairs researcher writing about inter-Korean naval acquisition and development. He previously worked at the U.S. and Belgian Embassies in Seoul, the People Power Party, and election camps. Prior to his work in politics and foreign affairs, Lee served for the Republic of Korea Navy as an assistant to the Vice Admiral and a translator for Master Chief Petty Officers of the Navy, shortly working at the Joint Chiefs of Staff. Fields of interest include the Asia-Pacific security, defense acquisition, Korean politics and foreign policy.

Stuff We Missed ... by Dex Armstrong

(concluded from page 11)

had happened in between was anybody's guess.

Before Sub School, all the guys had flattop haircuts and the gals wore pop-up bras, saddle shoes and smelled like a gardenia garden. When I got out, guys had hair hanging halfway down their asses and girls were braless, wearing tie-dyed T-shirts and smelled like a bus station bathroom.

So much for progress.

I remember going to a high school football game once....

"Hey darlin', what's that hanging out the back of number 42's helmet?"

"His hair, sweetheart."

"You gotta be lyin'. Jeezus, is the sonuvabitch queer?"

"No, Dex. He's every girl's dream."

Boy, that sent a message. There wasn't a hair on my head over an eighth of an inch long.

"What do they do for sex—check into a motel and give each other home permanents and swap panties?"

"Oh, be serious. Ever hear of The Beatles?"

"Yeah: they crunch when you step on 'em."

I spent the rest of the game hoping some sonuvabitch nailed him and rung his bell.

The Beatles. What a worthless waste of manhood that was.

After riding the boats I never caught up. Never understood poor personal hygiene. Looking like bums. War protesters. Psychedelic anything. Dope. Gene McCarthy. Hubert Humphrey. Gremlin cars. A whole lot of stuff. I'm still living twenty years behind.

But the Navy gave us Dolphins and a seabagful of great memories of tough times spent with damned fine men who, in the words of John McCain, understood the concept of serving a cause greater than oneself.

The world changed. We never did.

Keep a zero bubble... *Dex.*



Take the Plunge!

Send three *American Submariner* subscriptions to your favorite boat!

- Sponsorship is only \$30 a year
- Add a USSVI Calendar for only \$7 more

Mail your check to: **USSVI Boat Sponsorship Program**
P.O. Box 3870
Silverdale, WA 98398-3870

Please indicate BSP and the name of the sponsored boat or organization in the memo field of your check

✓ 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 <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)	

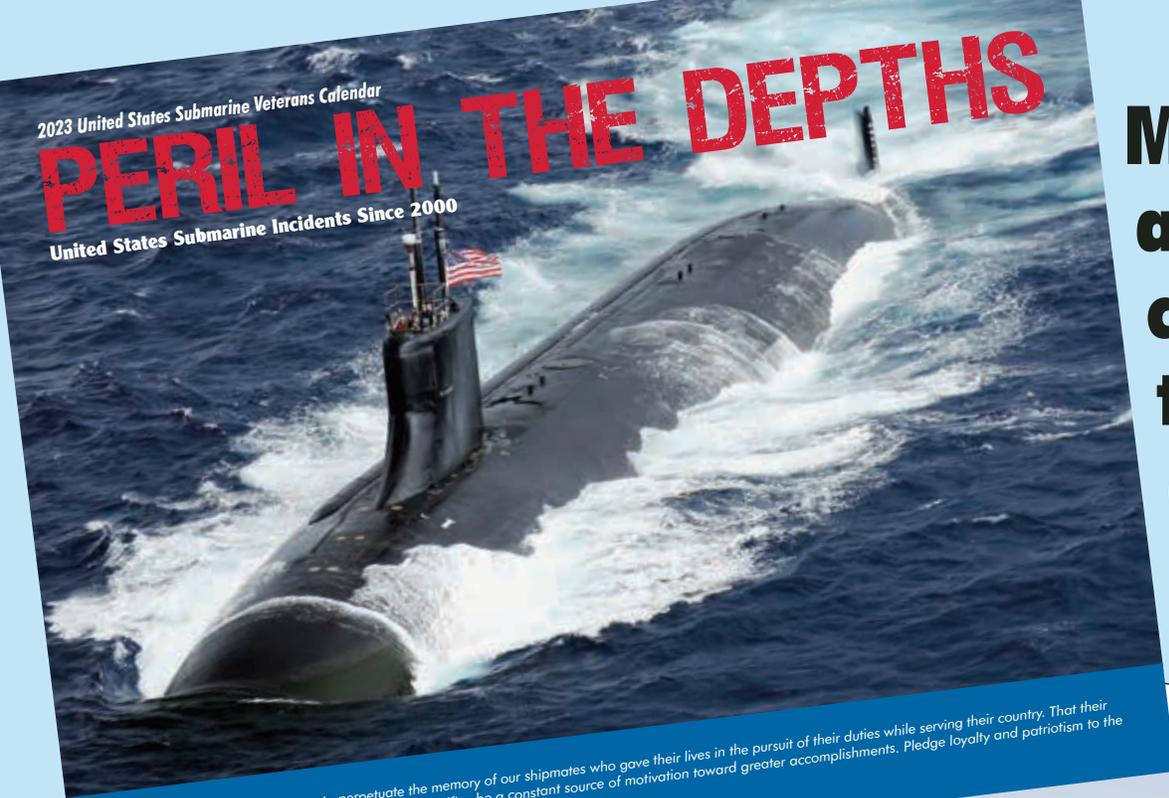
Questions?

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or e-mail
MesserJ109@gmail.com

2023 United States Submarine Veterans Calendar

PERIL IN THE DEPTHS

United States Submarine Incidents Since 2000



Mishaps at sea can take a deadly toll.



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At sea, an adversary's combatant ships are not the submarine's only enemy. Hidden seamounts, undetected friendlies, and all manner of potential mishaps and accidents not only cause crippling and expensive damage, but can easily turn deadly—as such representing every submarine skipper's ongoing and unpredictable nightmare.

This year's USSVI submarine calendar explores Peril in the Depths: a series of at-sea collisions and other accidents proving that bad decisions—or mere bad luck—can happen to the best of them, even the most capable and highly-trained sailors in the world. From all corners of the globe, these accounts show what happens when submariners have a really bad day—skirmishes with fate involving everything from the simple trading of paint between passing boats to catastrophic submerged collisions causing tragic loss of life.

Join us here month by month as we present these fascinating accounts of submarine accidents you just can't seem to look away from, much as you might like to.

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USS Hartford and USS New Orleans Collide
The USS *Hartford* (SSN 768) and the *San Antonio*-class amphibious transport dock *USS New Orleans* (LPD-18) collided on March 20, 2009. The incident occurred in the Strait of Hormuz, between Iran, the United Arab Emirates, and Musandam, an enclave of Oman. A Navy investigation into the collision found that *Hartford* was solely to blame for the accident. According to the investigation, the accident was caused by poor leadership on the submarine and a failure to adequately prepare for and conduct the crossing of the Hormuz Strait by the crew. As a result, the captain and several other officers and sailors were removed or disciplined. The collision inflicted minor injuries on fifteen sailors aboard *Hartford* and ruptured a fuel tank on *New*

Orleans, spilling 25,000 gallons of diesel fuel into the Strait. Both vessels continued under their own power. *Hartford* was submerged and at periscope depth at the time of the collision, and is believed to have rolled about eighty-five degrees and sustained extensive damage to her sail, periscope, and port bow plane. There was no damage to the nuclear reactor. On April 19, *Hartford* began a surface transit back to the U.S. for further repair, arriving two months later. The repairs included installation of a hull patch and a bridge access trunk, along with a portside retractable bow plane and the entire sail. The final cost of repairs was \$120 million by the time *Hartford* returned to duty in February 2011.

August 2023

(Five submarines and 251 men lost)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

July							August							September							October							November							December																																																																																																																														
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S																																																																																																																								
25	26	27	28	29	30	1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31



"Attack!"
—Diversion "Mines" Mission
CGO - 1970 (USS 236)

Proceeds to benefit USSVI operations and projects.



USS *Florida* (SSGN-728) launches a Tomahawk cruise missile from the waters off the Bahamas, January 14, 2003. (U.S. Navy photo.)

*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

