

Royal Harrison
and Herb "Bo" Bolton
Depart on Eternal Patrol
(Please See Pages 5 & 26)

Marlene Mahan
Sadly Passes
(Please See Page 8)

THE PERISCOPE

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



Volume 20, Number 2 • February 2024



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

Wow—busy issue, lots of stuff!
Hope you enjoy! Also, my salute to those departed on Eternal Patrol; we'll miss you all.—Jeff

Los Angeles Class: The U.S. Attack Submarine the Russian Navy Hated

(Reproduced from the National Interest website - Published November 24, 2023.)

by Harrison Kass



Los Angeles-class attack submarine. (U.S. Navy photo.)

The *Los Angeles* class is a vaunted nuclear-powered fast attack submarine also known as the 688 class. The original 688 class was constructed from 1972 until 1996 before an improved 688i version was designed.

Today, twenty-six *Los Angeles*-class submarines remain in service—meaning there are more active *Los Angeles*-class subs than any other class of submarine anywhere in the world. And the U.S. Navy, which hosts the world's most impressive nuclear submarine fleet, now has fifty total fast attack submarines—meaning the *Los Angeles* class comprises over fifty percent of the U.S. Navy's fast attack fleet. Needless to say, the *Los Angeles* boats are an absolute staple.

(concluded on page 15)



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publication of the
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From the Wardroom...



Dave Vanderveen,
Base Commander

Shipmates and Ladies,

Wait a minute! How the heck did February get here so quickly? My wife tells me I've reached the point in life that for every day I age, two days disappear from the calendar. I'm beginning to think she's right. We should all enjoy every day we get! (*Amen to that!—ed.*)

We are starting the preparations for our annual Memorial Day ceremony at the World War II Submarine Memorial – West. This year Darin Detwiler and I will handle some of the steps to avoid overloading Dennis Bott, our Memorial Director. Our monthly meeting for May will occur on the 18th. Field Days will be on Saturday the 11th and Saturday the 25th. We will not have restroom facilities at the Memorial until the 24th, so during the February meeting we will decide where else to hold our May meeting.

Memorial Day this year will be especially poignant for many of us because we have lost Associate Marlene Mahan and four of our shipmates; Steve Rowe, Royal Harrison, Bob Conboy, and Bo Bolton have all departed on Eternal Patrol over the past two months. The impact of losing people we know is tough and especially so when it happens so often in such a short span of time.

On a positive note, a Life Scout in Huntington Beach Troop 568 wants to replace the broken trellises behind the *Thresher* and *Scorpion* monuments at the Memorial as her Eagle Project. Capt. O'Brien and her staff are on board, and we are wading through the paperwork so she can start the job. Additionally, Pete Juhos, Western Region Director, swore-in the newly elected board members of Bremerton Base, including Base Commander Ileene Davis, the first woman to hold that position in USSVI. She is a retired CSSC(SS) who had been a skimmer, then qualified aboard USS *Michigan* (SSGN-727) in 2017. She joined USSVI that same year while still on active duty, retiring in 2022. (*Wow, how cool is this?—ed.*)

As a reminder, the Western Region Roundup will be held in Kitsap, WA, hosted by the Bremerton Base, on April 10-13. There's still time to sign up and arrange your trip. Last year's Roundup in Sacramento was good for the "submariner business" with worthwhile training, and it was a great venue for renewing old acquaintances and meeting new shipmates. Give it a try!

As always, please give some thought to protecting your health with easy, common-sense measures we are all used to now. Some immunities deteriorated during the lockdown isolation, and now even a simple cold can kick your hindquarters. There's also news floating around that a new COVID variant is out and about. We don't want to lose any more of you!

Dave

Dave Vanderveen, Commander
Los Angeles-Pasadena Base



Minutes of January 20, 2024 General Meeting

Base Vice Commander Ray Teare called the General Meeting of the L.A.-Pasadena Base to order at Marni's Restaurant in Seal Beach, CA at 1107 hours. Ray then facilitated the Flag Salute and asked those in attendance to join in a pause to reflect on lost shipmates.

Treasurer's Report:

The Treasurer's Report as of January 19, 2024 was read by Base Treasurer Mike Swanson: *(It appears in the E-Board Meeting Minutes elsewhere in this issue as usual.—ed.)* Mike happily mentioned how we are \$250 ahead of where we were at this point last year.

Memorial Update:

Dennis Bott reported having received a \$1600 quote from a company to trim two trees on the Memorial grounds. Further discussion included the desire to acquire a few more quotes, to also gain information regarding NWS Seal Beach leadership on this, and also to see if we can use USSVCF Memorial Fund money for the effort.

Darin Detwiler is asking for volunteers to put flowers at the Memorial in April, June through October, and December. Ken Dorn volunteered for February, Ron Jones volunteered for March, Dennis Bott will take care of May, and Ray Teare will place flowers in November.

Membership Update:

Marilyn Senior summarized our membership specifics as of as of 1/20/2024:

- Shipmates on File: 92 • Shipmates with email: 84 • Holland Club members: 67
- USSVI Life Members: 62 • Base Life Members: 58 • Associate Members: 10

She also noted that as of this meeting, L.A.-Pasadena Base is the only USSVI base with all dues completely paid up! Marilyn also said she's prepared to distribute membership information and applications for base members to have onhand should they run into any interested subvets representing potential new members.

The recent departure on Eternal Patrol of four of our longtime base members was also noted:

- Herbert J. "Bo" Bolton • Royal Grace Harrison Jr. • Robert Edmun Conboy
- Stephen D. Rowe

Base Commander David Vanderveen spoke at the memorial service for Robert Edmun Conboy *(see page 27—ed.)*. He also spoke at the memorial service for Stephen D. Rowe, while he and fellow attendees Darin Detwiler, Chuck Senior, Paul Riggs, and Ron Wagner further participated in a flag ceremony conducted there for our departed shipmate Steve.

An inquiry was made as to the need to replace a Board of Directors seat. This question will be raised again at the February meeting.

2023 Christmas Luncheon

Mike Swanson reported that all went "great." Our 2024 Christmas luncheon will now be held at the same location, on the 3rd Saturday of December, but at a higher cost.

(concluded on next page)



Jan. General Meeting Sailing List

Ed Barwick
 Dennis Bott
 Darin Detwiler
 Ken Dorn
 Jack Mahan
 Bill Moak
 Chuck Senior
 Marilyn Senior
 Mike Swanson
 Ray Teare
 Ron Wagner
 Dennis Walsh





**Ad Still Here by
Popular Demand!**



Just the Place for Killer MidRats!

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



General Meeting Minutes...

(concluded from previous page)

Western Region Roundup, 2024

It was noted that the event takes place April 11-13 in Silverdale, WA. Information can be found at www.wrroundup.com. *(See also ad on page 18.—ed.)*

Bill Moak moved to pay \$50.00 for sponsorship of the event with our logo (as a means to help promote our own hosting of the 2025 event). Chuck Senior seconded and the motion was passed unanimously.

Western Region Roundup, 2025

A discussion of forming a local committee related to our base's hosting of the 2025 event included questions regarding duties involved with the effort. Ray Teare, Bill Moak, Darin Detwiler, Chuck Senior, and Dennis Bott all noted interest in serving on such a committee.

New Business

A discussion was held on the question of shortening the *Periscope* newsletter. Some changes have already made, more are to come. *(Welcome to—I believe—my heftiest issue yet. A new personal best! ;-) —ed.)*

Regarding potential base charitable contributions: Members may submit recommendations only for charities specifically supporting veterans. These must be 510.3 (c) registered. Please email Mike Swanson with information regarding charity suggestions.

The Good of the Order:

L.A.-Pasadena Base meetings for February, March, and April will all be held at the VFW Hall in Anaheim.

Our 50-50 drawing raised \$49—\$24 of which would go to the winner. Marilyn Senior drew the ticket of Bill Moak, who donated his winnings back to the Flower Fund. *(The tradition continues!—ed.)*

Ken Dorn discussed having shared some submarine artwork at a previous meeting and his desire to see it go to an appreciative home since he is downsizing and doesn't want to pay large shipping costs. Ken asked about holding some sort of raffle for this art at an upcoming meeting.

Kent then also asked about cremation benefits for veterans.

There being no further business, Ed Barwick motioned for adjournment; this was seconded by Chuck Senior and approved by all present, adjourning the meeting at 1130 hours.

Respectfully submitted,

Darin Detwiler

Secretary, L.A.-Pasadena Base, USSVI

Feb. Meeting

Date: Feb. 17, 2024

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

Parking's behind the building.

Location:

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

Times:

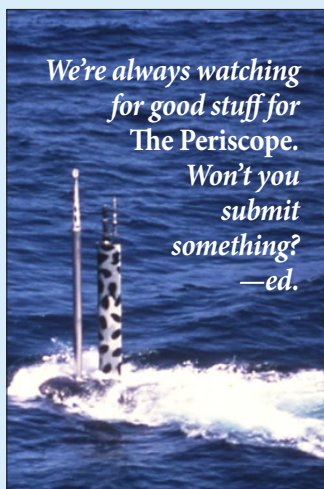
- E-Board Meets: 10:00-11:00
 - General Mtg.: 11:00-Noon
 - Lunch: Noon
- (must vacate premises at 1:00)

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

A-H — Dessert

I-R — Main Dish

S-Z — Salad or Vegetable



Feb. 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

Dave Whittlesey..... 2/26

Eternal Patrol Notice



Royal G. Harrison, Jr.
1/11/2024

We've learned that our shipmate Royal Harrison departed on Eternal Patrol peacefully in his sleep on January 11th. He was a Life Member of United States Submarine Veterans, Inc. and Los Angeles-Pasadena Base since September of 2000. He was also a member of the WWII Submarine Veterans group and a proud Holland Club member for 79 years. Royal will be Buried at Sea with Full Military Honors to honor his wish to be reunited with his old shipmates.

Royal served from 1942-1945, qualifying aboard USS *Saury* (SS-189—LeRoy Stone's old boat) in 1945. He also served on Relief Crew and on USS *Squalus/Sailfish* (SS-192), USS *Finback* (SS-230), USS *Lapon* (SS-260), and USS *Sperry* (AS-12).

Condolences may be sent to Royal's daughter and live-in caretaker, Susan James, and her family at this address:

4534 Hillard Avenue
La Canada, CA 91011-2001
Phone: 818-790-7156
email: SeaRex@earthlink.net

(Memorial service will be a private ceremony for family only.)

Sailor, Rest Your Oar

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

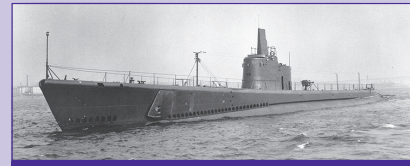
FEBRUARY TOLLING OF THE BOATS



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)

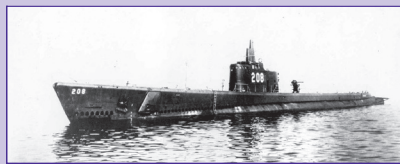
Lost on February 16, 1943 somewhere off Rabaul on her third war patrol, where she was attacked by a Japanese patrol plane, a torpedo boat, and finally depth charged by a subchaser. Seventy-two officers and men perished, one additional man having been killed due to other action earlier in the patrol.

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)

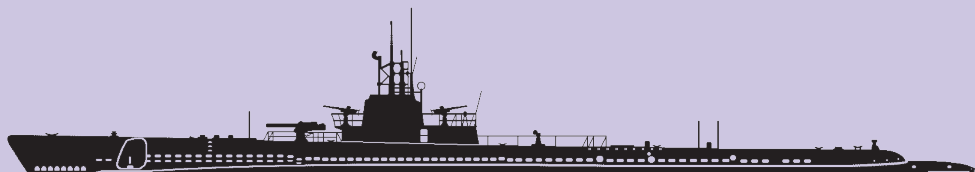
Lost on February 29, 1944 in the middle of the Philippines Basin during her eleventh war patrol. She was sunk by escorts after attacking a convoy and destroying a passenger-cargoman and damaging another ship. *Trout* had carried out several notable missions earlier in her career, including hauling over 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

Decision Approaches on *Walrus*-Class Sub Replacement

The major talking point at the recent NEDS 2023 exhibition in Rotterdam was the Netherlands' pending decision on the Walrus-class submarine replacement program.

(Reproduced from the Naval News website - published December 12, 2023.)

by Richard Scott



Decommissioning ceremony for first-in-class submarine Walrus in October, 2023. (Dutch Ministry of Defence photo.)

Naval Group, Saab and ThyssenKrupp Marine Systems were in December 2019 shortlisted to compete to supply four boats to replace the Royal Netherlands Navy (RNLN)'s four aging *Walrus*-class submarines. Naval Group is offering a conventional variant of its *Barracuda* design; Saab's business area Kockums, teamed with Damen, is proposing an enlarged expeditionary derivative of the A26 submarine being built for the Royal Swedish Navy; and ThyssenKrupp Marine Systems has bid an evolved 'Expeditionary' variant of the Class 212CD design already ordered by Germany and Norway.

The Netherlands Ministry of Defence initially commenced a competitive negotiation procedure with the three companies, with the intention that this would lead to a contract signing with a single bidder before the end of 2022. Planning at this stage assumed that at least two new submarines would be fully operational by the end of 2031.

However, the protracted nature of the dialogue process, and the amount of resource needed to evaluate deliverables sought from industry, saw the program schedule

slip. In early 2022, the Ministry of Defence took the decision to abandon the competitive dialogue, split the procurement and maintenance elements of the requirement, and adopt a new procurement model based on a competitive request for quotation (RFQ).

The Ministry of Defence issued RFQs to the three bidders on November 16, 2022. Responses were received at the end of July 2023. Since then, a detailed evaluation has been underway to assess the bid proposals at both a technical and commercial level: external bodies, notably MARIN and TNO, have provided expert support to validate performance claims.

The Ministry of Economic Affairs and Climate has conducted separate discussions with the candidate yards on the establishment of an industrial cooperation agreement (ICA). The evaluation of the draft ICAs will be presented to the Ministerial Committee on Submarine Replacement concurrent with the presentation of the Ministry of De-

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Decision Approaches on *Walrus*-Class Sub Replacement

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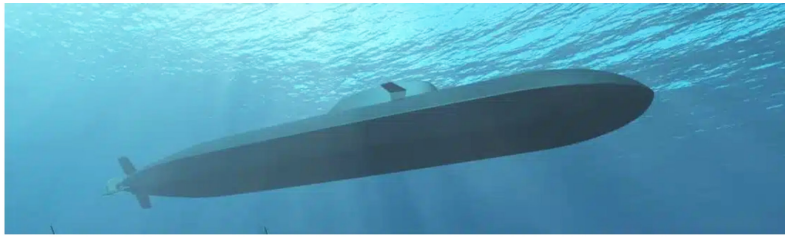


Image shows the three competing designs: From top to bottom: TKMS, Naval Group and Saab Damen.

fence's draft provisional award decision.

Industry expects a decision on a preferred contractor to become public before the end of Q1 2024.

Delays to the procurement program mean the first two replacement submarines are not now expected to enter service until the 2034–37 timeframe. In order to maintain a viable submarine capability until the introduction of the new class, the RNLN will have to continue operating *Walrus*-class submarines into the mid-2030s. To achieve this, a decision has been taken to halve the legacy fleet, and use parts from the two decommissioned boats to keep the other two in service. HNLMS *Walrus*, the first boat to be taken out of service, was officially decommissioned on October 12, 2023.

While the rival industry groups are not at liberty to release deep technical and performance characteristics of the respective proposals for the *Walrus*-class replacement program, all three have offered *Naval News* top-level insights on where they see their key strengths and differences.

Our Friend and Sunshine Gal **Marlene A. Mahan**



2/17/44—1/23/2024

Marlene's funeral will take place on Saturday, February 3, at 1:30 p.m. Saints Simon & Jude Catholic Church on the corner of Indianapolis Ave. and Magnolia Ave. in Huntington Beach

We've learned of the passing of Jack Mahan's beloved wife Marlene.

Marlene joined the L.A.-Pasadena Base in 2015. She was an Associate member for nine years. If she wasn't at the foyer of Bldg. 6 selling 50/50 tickets, she was busily sending out birthday, get well and sympathy cards to our members. You could also find her placing monthly flowers at the WWII Memorial West's markers denoting the boats lost that month. When Judy Arnold retired from making centerpieces for our Christmas luncheons, she also took on that task, volunteering along with Kathleen Carder, who's now graciously taken over many of these duties from Marlene.

Marlene's passion was quilting, and she'd attend a quilting convention in Missouri with a friend every year.

Marlene and Jack were blessed with two sets of twins.

You can send your condolences to husband Jack at:

Jack Mahan
20032 Mural Circle
Huntington Beach, CA 92646-4647
Phone: 714-349-5878
email: JackMahan40@gmail.com

We'll Miss You, Sunshine Gal

General Dynamics to Develop Fire Control Systems for *Columbia*- and *Dreadnought*-Class SSBNs

General Dynamics Mission Systems Receives \$43.2M Contract Modification for *Columbia*/*Dreadnought*-Class Ballistic Missile Submarine Fire Control Systems.

(Reproduced from the Naval News website - published January 29, 2021.)

by Xavier Vavas seur



An artist's rendering of the future Columbia-class ballistic missile submarine. (U.S. Navy Image Release.)

The U.S. Navy recently awarded a contract modification to General Dynamics Mission Systems that includes a broad scope of work for the *Columbia* and *Dreadnought* ballistic missile submarine class to support development, production, and installation requirements. This \$43.2M award is comprised of development, production, installation, and deployed-systems support exclusively for the *Columbia*/*Dreadnought* (CLB/UKD) class of U.S. and U.K. submarine strategic weapons systems and subsystems and coincides with one of the largest manufacturing floor expansions at the Pittsfield, Massachusetts facility.

General Dynamics Mission Systems' Maritime and Strategic Systems' line of business will deliver fire control systems for the U.S. Navy's first *Columbia*-class submarine (US01) and the first U.S. *Columbia*-class training facility (Kings Bay Trident Training Facility) as well as installation support and pre-deployment planning for both U.S. and U.K. sites. This contract also includes CLB/UKD design completion scope and continuation of design activities for the first planned refresh of the CLB/UKD fire control system, as well as design support for CLB/UKD planning at the KB-TTF and procurement of the infrastructure ma-

(concluded on page 20)

Why Oklahoma Has a World War Two Fleet Submarine Parked in a Former Soybean Field

(Reproduced from We Are the Mighty - Military News website - published April 4, 2023.)

by Team Mighty



USS *Batfish* (SS-310) in Muskogee, Oklahoma.

The USS *Batfish* had a storied World War II history and battle record. Despite being active in the war for less than two years, she has the distinction of being the only submarine to sink three enemy submarines in a 76-hour period. She received the Presidential Unit Citation for that action on her sixth war patrol. Altogether, *Batfish* racked up fourteen enemy kills.

After the Japanese surrender, *Batfish* returned to San Francisco, where she was decommissioned and used as a training vessel. During the Korean War, she was reactivated, then deactivated again between 1952 and 1957. In 1969, she was finally struck from the Naval Vessel Registry. For her, it looked like life was all but over.

So how did USS *Batfish* end up just near Exit 33 off Route 165 in Muskogee, Oklahoma? This submarine, weighing 1,800 tons and longer than a football field, was moved there in 1973 after a long effort to save the her from the scrapyard. This was all accomplished by—who else?—veterans.

The national organization of U.S. Submarine Veterans wanted to establish a submarine memorial in every state in an effort to remember the 52 American submarines and their 3,505 sailors lost in combat.

As early as 1962, Oklahoma's Silent Service veterans had been considering which submarine they would choose to display in their state. These Oklahoma veterans were deeply impressed by the USS *Drum* museum in Mobile, Alabama and wanted a submarine memorial of their own as soon as possible.

There were other possible candidates for the Muskogee memorial. The USS *Piranha*, also a *Balao*-class submarine, boasted five battle stars and six combat patrols. *Piranha* was also a survivor, beating out multiple near-death attacks from the enemy. USS *Sea Dog* was the only sub ever named as such and survived five patrols. USS *Cavalla* was also an option, known for sinking the Japanese aircraft carrier *Shokaku*, which had been involved in the Pearl Harbor attack.

(concluded on page 11)

My thanks to Mike Swanson for steering me to this article.—ed.

Soybean Farmland in Oklahoma Fields USS *Batfish* WWII Sub

(concluded from page 10)



USS *Batfish* (SS-310) in 2017.

Piranha and *Sea Dog* were eventually scrapped. The *Cavalla* is now a museum ship at Seawolf Park in Galveston, Texas. None of these submarines had any direct connection to Oklahoma, but that didn't matter to the state's submarine veterans. It wasn't so much about the state itself, it was about their fallen comrades.

In the end, *Batfish* was chosen because she had an incredible combat record and, at the time, was in the best condition of the four possible submarines. Congress approved the transfer of the *Batfish* from the Navy to Oklahoma in 1971, saving it from a possible scrap-yard fate.

Getting the sub to Oklahoma—a state without direct access to the ocean—was another thing altogether. Over the course of seven weeks and 1,350 miles of tugboat effort, *Batfish* was towed from the port of New Orleans on through the Arkansas River Navigation System, constructed to give landlocked inland states access to the Gulf of Mexico.

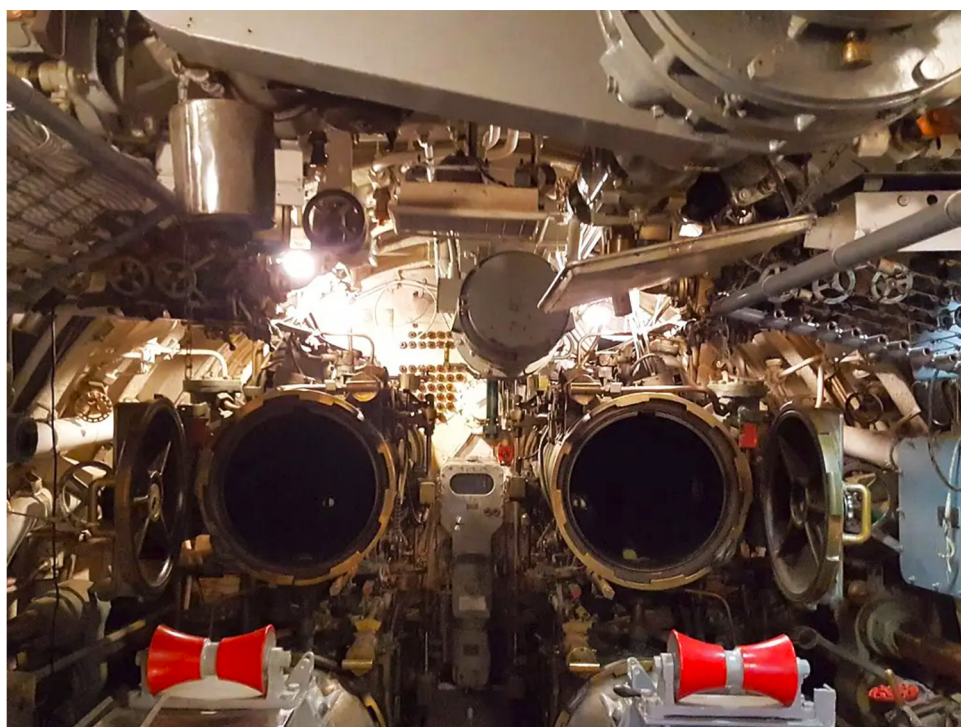
The sub also had to be carried through relatively shallow water by six barges, and still ran into financial problems.

One of the tow barges sank along the way, and the level of the river had to be lowered to get the boat through Little Rock, Arkansas.

When she finally arrived, she came to a piece of donated land—a onetime soybean field—near the convergence of three rivers: the Arkansas, Verdigris, and Grand River. It took four pulling bulldozers and a pushing tugboat to move *Batfish* into place.

On Memorial Day, 1973, the submarine veterans' dream came true. The submarine opened to the public in the city's eight-acre War Memorial Park. She was restored by sub veterans with gifts from volunteers, reinstalling everything to the last detail, right down to the pinup girl posters.

Team Mighty's experience includes intelligence, Special Operations, military history, military culture, all things tactical, aviation, gear and military life. Authors on *Team Mighty* include military spouses and active duty service members as well as veterans who have served in every branch of the military—even the CIA.



Torpedo room aboard the USS *Batfish* (SS-310).

Why the Navy and Gerard Butler Worked Together on a Recent Submarine Action Movie

(Reproduced from We Are the Mighty - Military News website - published April 29, 2020.)

by the U.S. Department of Defense



Ohio-class SSBN submarine on patrol. (U.S. Navy photo.)

Hollywood came to the Pentagon on Oct. 15, 2018, as actor Gerard Butler spoke to Pentagon reporters about his collaboration with the U.S. Navy in making *Hunter Killer*, a submarine movie released later that month.

The Pentagon press briefing studio was filled to capacity as Butler—who plays the commander of the fictional attack sub USS *Arkansas* in the movie—answered questions about the experience.

The movie posits an operation aimed at averting war with Russia. Butler said it was an opportunity to bring the submarine genre into the 21st century. *Hunter Killer* is a chance to take viewers into subs, let them see the culture, “and really see how these people think, work, their courage, their intelligence, basically their brilliance,” the actor said.

The plot alternates between the submarine, a special op-

erations team inserted in Russia, and the Pentagon.

Navy Vice Adm. Fritz Roegge, now the president of the National Defense University, was the commander of the U.S. Submarine Force in the Pacific. “I was privileged to host Mr. Butler in Pearl Harbor for an orientation to the submarine force,” the admiral said.

The Navy supported the effort even as the service remained “laser-focused” on warfighting in today’s era of great power competition. “But we’re also competing for talent, and in this dynamic economy, it’s more important than ever that we find ways to inspire the next generation of warfighters to consider serving our country in the Navy,” Roegge said.

Only a small fraction of young Americans qualify to serve in the military. An even smaller number are aware of the opportunities the services offer. “Although the Navy

(concluded on page 13)

Why Navy Worked with Gerard Butler on Sub Movie

(concluded from page 12)



Actor Gerard Butler and Navy Vice Adm. Fritz Roegge, current president of the National Defense University, speak about the movie *Hunter Killer* during a Pentagon news conference, October 15, 2018. (Dept. of Defense photo by Jim Garamone.)

benefits from technology that gives us the world's most capable platforms and equipment, it is our people who are truly our greatest strength," Roegge said. "In the words of another great Scotsman—John Paul Jones—'Men mean more than guns in the rating of a ship.' So we will only remain the world's greatest Navy by attracting the best talent from across our nation."

Connecting with Young Americans

Movies are a good way to reach young Americans and they are also a good vehicle to expose all Americans to their Navy, Roegge explained. All Americans need to understand "they know their Navy: who we are, what we do, and why it matters."

Butler was immersed in the submarine culture sailing aboard the USS *Houston* from Pearl Harbor, Hawaii. Being aboard the submarine was like being in another world, he said. "I felt like I could spend a year just in sonar. But I was shipped from sonar to the bridge, to navigation to the engine room to the torpedo room because I had a very quick-minded sub commander who wanted to show me every working living part of the submarine—even how to compress trash."

Butler added, "What I really took out of it was the brilliance and the humility of the sailors I worked with. Not that I didn't have that appreciation before—I certainly did—but having spent time with them to realize how

their minds work and how agile and how creative they have to be. And they are constantly being tested to prove themselves to think logically, to think intuitively, and in all different matters."

And it was real for Butler. "You can do it in a movie, but when you are actually on a sub, you realize the dangers that are there," he said. "You are a thousand feet underwater and you go, 'Okay. What are the different ways things can go wrong?' You have a greater appreciation of what these people do every day unsung and unseen and their courage and valor."

DOD officials approved the request in Dec., 2014, and the Navy gave access and technical support to the filmmakers.

Officials stressed that support to *Hunter Killer* or any other movie is done at zero cost to the American taxpayer.

This article originally appeared on the United States Department of Defense. Follow @DeptofDefense on Twitter.



This was a fun action movie, worth watching.—ed.

Japanese Submarine Navy Tried to Destroy the Golden Gate Bridge with Torpedoes

(Reproduced from We Are the Mighty - Military News website - published February 28, 2023.)

by Team Mighty

In the wake of the Japanese attack on Pearl Harbor in December of 1941, the American people were left stunned and unsure of what the near future might hold. It left the public on the homefront worried and paranoid about spies, saboteurs, and possible future attacks on the homeland.

In the months and years to come, several incidents occurred that highlighted the fear and paranoia among Americans. In February of 1942, air defenses around Los Angeles lit up the dark skies in response to what they thought was a nighttime air raid. Later that same year Japanese fire bombs killed six in Oregon in an attempt to trigger a massive wildfire.

These events demonstrate that fears of Japanese attacks may have been overblown, but they weren't entirely unfounded. One Japanese attack on a major metropolitan area went completely unnoticed for the duration of the war, and it came just three weeks after the bombing of Pearl Harbor.

Imperial Japanese Navy submarines approached the Golden Gate Bridge in San Francisco, fired a torpedo and withdrew. No one found the torpedo until after World War II ended.

In December, 1941, immediately following its surprise attack on Hawaii, Japan launched a massive submarine campaign against the U.S. West Coast, trying to capitalize on its surprise and interfere with merchant shipping. Increased submarine attacks would also intimidate the American populace.

Japanese subs also hit shore targets, bombarding islands and fortifications with their deck guns before retreating under the waves. Japanese incendiary bombs from planes and balloons not only targeted the forests of Oregon, but the entire West Coast from Canada to Mexico. December 1941 also saw Japanese subs outside of a major American landmark, the Golden Gate Bridge.

There were nine Japanese subs dispatched to the West



I-15 during her initial sea trials.

Coast to attack merchant shipping in the weeks following the attack on Pearl Harbor. They concentrated on major cities, rivers, and military installations. One sub, *I-15*, was sent to San Francisco. It was a large vessel, complete with a catapult-launched reconnaissance seaplane.

I-15 surfaced near the Farallon Islands off the California coast to recharge batteries and air out the boat. It stayed in the area for a few more days, but failed to intercept U.S. shipping. A plan to bombard American coastal areas on Christmas was delayed and then canceled due to low fuel supplies aboard the boats.

All the subs began their return trips to Japan, but *I-15* decided to take a potshot at the Golden Gate Bridge before departing for waters closer to home. It must have been *I-15* because no other submarines were in the area.

The submarine apparently approached the bridge, fired one 6,000-pound Type-93 “Long Lance” torpedo at it and withdrew. Hitting the bridge would have been a coup for the crew; it was very new at the time and was then the longest suspension bridge in the world. If the torpedo had hit one of the towers, the entire bridge might have been compromised. The torpedo struck Marshall’s Beach, where it stayed for the duration of the war.

It wasn’t until 1946 that the torpedo was actually found by Americans. It was still live and half-buried in a sand bank close to the bridge. It was a surprise and a mystery—but one researcher knew exactly how it got there. A U.S. Navy demolitions squad quickly neutralized the warhead.

Los Angeles Class: The Sub the Russian Navy Hated

(concluded from page 1)

Introducing the *Los Angeles* class

Historically, U.S. attack submarines were named after marine animals, like the *Seawolf* or the *Shark*. But the *Los Angeles* class, which features individual subs like the *Albany*, *New York*, *Los Angeles*, and *Tucson*, are obviously named for American cities. When asked about the naming shift, Hyman Rickover, known as the “father of the nuclear Navy” quipped that “fish don’t vote.”

The development of the *Los Angeles* class was prompted in the 1960s when U.S. intelligence noticed the increasingly sophistication of Soviet submarine technology—which was beginning to threaten the U.S. Navy’s carrier battle groups. Particularly, Soviet fast-attack submarines had developed the ability to reach speeds sufficient to keep up with U.S. aircraft carriers. Meanwhile, new Soviet missile submarines were developed with the ability to overwhelm U.S. missile defenses. The U.S. response: the *Los Angeles* class, which entered development in 1967.

The *Los Angeles* was based upon the older *Sturgeon*-class submarine— although the *Los Angeles* was fifty percent larger than the *Sturgeon* and featured significant improvements in stealth technology and overall speed, which allowed *Los Angeles* boats to keep pace with U.S. carriers and Soviet fast-attack subs.

Specifications of the *Los Angeles*

The *Los Angeles* was designed to be fast and the *Los Angeles* is indeed a fast boat. While the Department of Defense has publicized the *Los Angeles*’s top speed to be over 25 knots, the submarine’s true maximum speed remains classified.

Prolific military author Tom Clancy once speculated in *Submarine: A Guided Tour Inside a Nuclear Warship* that the *Los Angeles* was actually capable of hitting speeds of 37 knots. Whatever the submarine’s true top speed, we know it’s high, and suspect it matched or exceeded the Soviet attack sub speeds which prompted the *Los Angeles*’s design in the first place.

To achieve its classified top speed, the *Los Angeles* relies upon a General Electric S6G pressurized water reactor. The reactor heats water held in steam generators, which produces enough steam to power the propulsion turbines and ship’s service turbine generators.

Like its top speed, the *Los Angeles*’s true operating depth is also murky. The U.S. Navy has stated that the submarine’s maximum operating depth is 650 feet. But Patrick Tyler

asserted in his book *Running Critical* that the *Los Angeles* can operate at depths up to 950 feet. Tyler, who cited the 688-class design committee for his depth figure (the committee has not commented on Tyler’s assertion), offers a conservative number relative to Jane’s. In the book *Jane’s Fighting Ships*, edited by Commodore Stephen Saunders of the Royal Navy, the *Los Angeles* is said to have a maximum operating depth of 1,475 feet.

For obvious and valid reasons, the U.S. government seems to have obscured the true specification of the *Los Angeles*-class submarine.

The Weapons of the *Los Angeles*

The *Los Angeles* is a weapon after all. And fittingly, the submarine can carry about twenty-five torpedo tube-launched weapons in addition to the Mark 67 and Mark 60 CAPTOR mines it carries. From its torpedo tubes, the *Los Angeles* can of course launch torpedoes and a variety of cruise missiles, including Tomahawks and Harpoons.

As a result, the *Los Angeles* poses not just a threat to enemy submarines and surface vessels, but also to land-based targets.

To detect enemy weapons systems, the *Los Angeles* is equipped with a variety of sensors and sonars. The AN-BQQ-5 sensor suite, for example, gives the *Los Angeles* advanced sonar capability. This system was based upon the preceding AN-BQQ-2 sonar system. Feeding the sonar system are between 104 and 156 hydrophones and two towed arrays.

The 688i improved variant was outfitted with the AN-BSY-1 SUBACS submarine advanced combat apparatus, which uses an AN-BQQ-5E sensor system. Unfortunately, the AN-BSY-1 SUBACS was a problematic program resulting in cost overruns and schedule delays.

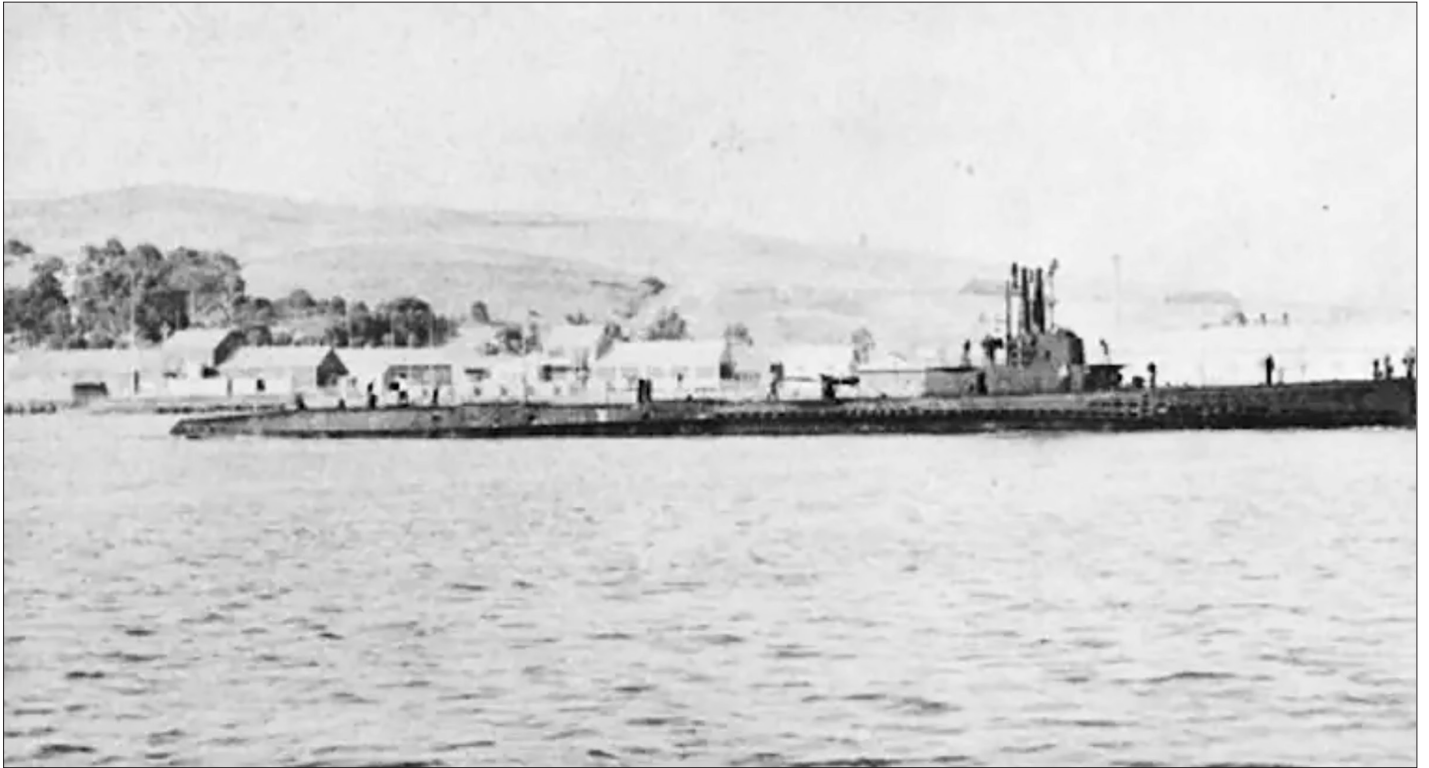
Problems aside, the *Los Angeles* class has been a widely successful platform for the U.S. Navy. And while much of the submarines’ participation in U.S. foreign policy is done surreptitiously, we can fully assume the *Los Angeles* class has indeed played an active role in U.S. conflicts (and conflict avoidance) for the last half century.

Harrison Kass is a prolific defense writer with over 1,000 articles published. An attorney, pilot, guitarist, and minor pro hockey player, Harrison joined the U.S. Air Force as a Pilot Trainee but was medically discharged. Harrison holds a BA from Lake Forest College, a JD from the University of Oregon, and an MA from New York University.

The Insane Survival of the USS *Salmon*

(Reproduced from We Are the Mighty - Military News website - published July 26, 2023.)

by Logan Nye (and Jeff Porteous)



USS *Salmon* (SS-182). Photo taken on August 10, 1944 at Navy Yard, Mare Island.

In October of 1944, a U.S. submarine picked a fight with a tanker and four anti-submarine ships. The Japanese lobbed thirty depth charges at the daring sub, deforming her hull, causing severe flooding, and jamming her stern planes. The submarine sank past her rated crush depth, then managed to blow herself to the surface, make emergency repairs, and fight off her attackers like a wounded lion. This is the insane story of USS *Salmon*'s survival.

Salmon's Prey

Salmon's legendary patrol started in Tanapag Harbor, Saipan, on October 4. The boat had new engines and a large number of recent upgrades as she started her 11th war patrol. She departed with two other submarines, *Silversides* and *Trigger*. The three-boat wolfpack headed for the southern approaches to the Japanese home islands.

The subs found no suitable targets until October 30, when *Salmon* located a large Japanese tanker, the *Takane Maru*, escorted by four frigates. *Salmon* radioed the ship's position to her peers and then chased the tanker through rain squalls for most of the day. Luckily, twelve hours after *Salmon* started her chase, *Trigger* managed to hit the ship with a torpedo. The massive explosion immobilized

Takane Maru.

The American submarines waited an hour as the escorts looked for them, then *Salmon* began her own attack run. Despite three of the escorts drawing near, *Salmon* fired four torpedoes from her bow tubes at the disabled tanker, and then swung around in case needing to fire more from her stern to finish the job.

Unfortunately, three of her torpedoes broached the surface, clearly revealing *Salmon*'s firing position. As two of her weapons ultimately struck home, *Salmon* began a crash dive to 310 feet to attempt an escape from the escorts.

Salmon is Stricken

The Japanese frigates now dropped four patterns of depth charges upon the sub. The first two inflicted major damage. A Navy report said: "The Commanding Officer reported that severe flexural vibrations of the ship as a whole occurred during close detonations, stating that 'The conning tower vibrated up and down so violently that I thought the ship was going to shake herself apart. I remember bending my knees to ease the shock.' Damage to the ship was severe

(continued on page 17)

Somehow, *Salmon* Survived

(continued from page 16)

and widespread. Unattached gear and many inadequately secured small fixtures were hurled about during close detonations, presenting an appreciable missile hazard to personnel in some areas.

In addition to the sub's shaking and bending, pipes and fittings broke, with seawater rushing in through leaks in the fittings. And the stern planes were now stuck in the full-dive position. Also, air leaks took away the crew's power steering.

The crew didn't know it until later, but a number of hatches had broken open and the boat was barely saved by her secondary hatches. Many of the fittings that were their salvation had just been installed during the recent overhaul.

Further, a number of pressure gauges were ruined or lost their calibration. This made the crew's job much harder and more terrifying just moments later.

As seawater rushed into *Salmon's* oil tanks and compartments, the combination of increased weight and jammed stern planes forced her deeper. The captain ordered emergency speed and re-trimmed the boat to attempt to reduce depth. But each time they tried to level out, the sub would immediately descend further.

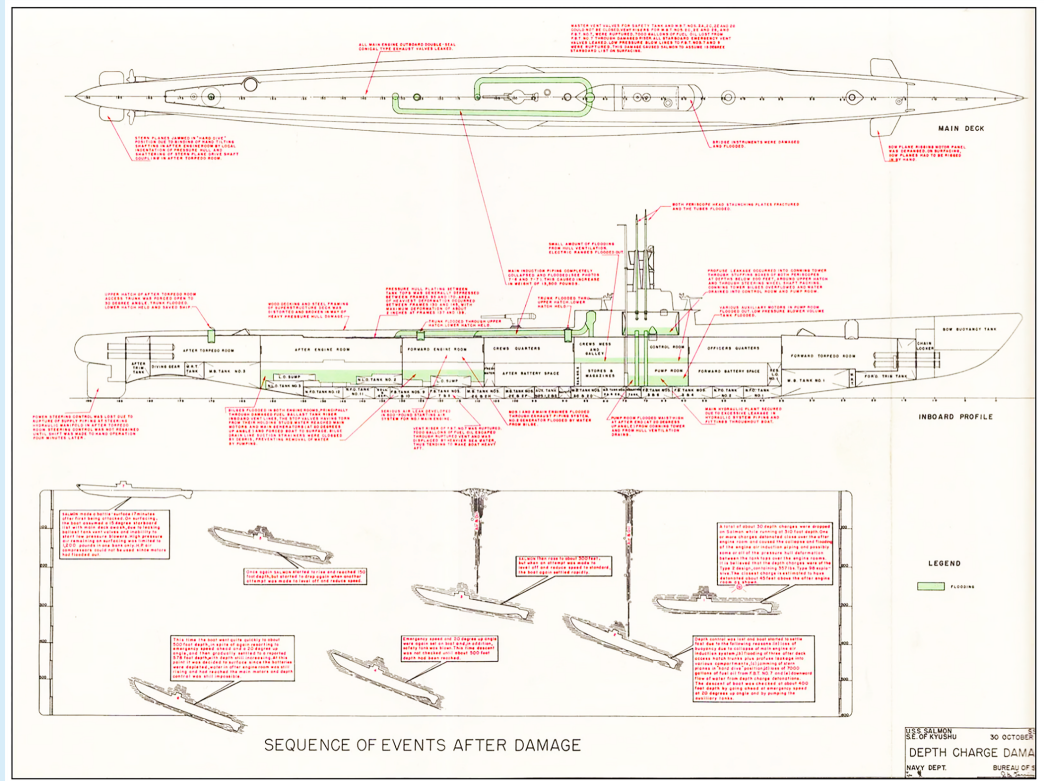
Attempts to pump out seawater to reduce weight failed as cork clogged the lines. Water also shorted out many electrical connections and nearly reached the batteries as well—which would've been catastrophic. The boat lost main power and, for a few minutes, auxiliary power too.

Salmon sank to 400 ft., then recovered to 300, then sank to 400, recovered again to 150 ft., then plunged on past 500 ft.

In a boat designed to operate at a maximum of 250 feet, pressure gauges now registered 578 feet. Combined with *Salmon's* steep tilt from the damage, this meant damaged sections of the sub were now actually submerged below 600 feet. The crew later reported sections of the hull bulged inward from the extreme pressure of this excessive depth.

Salmon Rises Again

The boat's batteries barely held any energy, her hull was misshapen, and her crew couldn't get or keep her level. All this while Japanese frigates continued to rain depth charges while patrolling overhead. Only about seventeen minutes had passed since the first horrific explosive attack.



U.S. Navy post-patrol diagram of attack on *Salmon* and her narrow escape.

Faced with a final choice of implosion at crush depth or a desperate fight on the surface, *Salmon's* captain risked the ultimate battle: ballast tanks were blown to meet her fate.

Once surfaced at 2030 (8:30 p.m.), the sub essentially had no air left to surface again, so she couldn't risk another dive for evasion. She *had* to fight it out with well-armed surface vessels; and she couldn't even correct a debilitating 15° list.

Salmon now found herself up-moon of the Japanese frigates and about four miles distant. Luckily, the enemy ships were focused on the site of their initial contact and didn't immediately notice the American sub, despite the moon. According to the Navy report: "This delay was invaluable for it enabled *Salmon* to take damage control measures, man guns, correct list, increase freeboard, obtain partial operation of the surface propulsion plant, and repair vital auxiliary machinery before the first escort closed in for an attack."

(concluded on page 18)

Somehow, *Salmon* Survived

(concluded from page 17)

The crew found the main deck gun's sights had been destroyed, but the rest of the weapon seemed to work fine. The missing sights plus the boat's list forced her crew to improvise aiming, with one member looking down the barrel and yelling orders to the others.

Salmon now got three diesel engines working and managed to use blowers to remove more seawater. But then at 2100 (9 p.m.), the closest escort spotted the American boat and began lobbing shells in her direction.

Salmon Eludes the Enemy Dragnet

After a half hour of escorts firing from distant range, *Salmon* sent out a call for help. A new radio antenna had to be improvised since all the originals had been destroyed. She told her pack mates, *Silversides* and *Trigger*, about her extensive damage and nearby attacking Japanese ships.

Silversides, *Trigger*, and four other submarines within range all responded by sending voice messages on the radio, warning the Japanese that a significant American threat existed. But with *Salmon* bleeding and vulnerable right in front of them, the frigates closed in anyway.

The first escort chased *Salmon* for almost two hours, the two vessels trading shots and *Salmon*, to conserve ammo, carefully shooting only when likely to get a hit. Then *Salmon* spotted a rain squall she could hide in and raced for it to attempt an escape. From the Navy report: "The enemy then headed to intercept and *Salmon* immediately staged a surprise offensive attack. Turning directly toward

the patrol craft, *Salmon* charged in with all available speed and passed at about [fifty] yards distance on [the] opposite course, raking the escort...end to end with 20mm, 40mm and 50 caliber machine guns...probably killing most of the enemy personnel topside." Her own new damage from light enemy fire was minor. This maneuver had knocked all the fight out of the Japanese escort and *Salmon* once again headed toward the squall.

To be clear, a submarine barely surviving a brush with crush depth, leaking oil, and with useless weapon sights had attacked and damaged a Japanese frigate so badly that the enemy had backed off. Even better, a second frigate which had also fired a few shots apparently soon concluded *Salmon* was too dangerous to risk further pursuit—and let the submarine go as, at 12:45 p.m. on October 31, she finally made good her escape into a rain squall.

The submarines *Silversides* and *Sterlet* escorted *Salmon* back to safety, with planes eventually joining to provide airborne protection starting on Nov. 2. On the evening of Nov. 3, the stricken sub pulled back into the relative safety of Tanapag Harbor—the culmination of a narrow escape.

The obvious need for extensive repairs forced *Salmon* back to California in 1945, but the war ended before those repairs could be made. On October 5, 1945, repair work ceased, and the boat was eventually scrapped in 1946.

Salmon ended her war with credit for sinking eleven ships—including partial credit for the *Takane Maru* tanker, which had been finished off days later by *Sterlet*.

USSVI Western Region Roundup

Hosted by Bremerton Base
April 11-13 in Silverdale, Washington
www.wrroundup.com

A Gathering of Submariners



Inane Conversation

by Bob “Dex” Armstrong

“The evening meal is now being served in the crew’s mess. Tonight we are serving pork chops. Savory green beans. Mashed potatoes and tossed salad. Seating in five minutes.”

“Hey Jack, what’s for dessert? You didn’t mention dessert.”

“You’ll have to settle for a brown speckled banana. Or canned peaches. Mac and Stuke did a job on the last of the strawberries and the clowns who watched last night’s flick got into the night baker’s brownies and wiped ‘em out.”

“Jeezus H. Christ! What ever happened to self control, discipline and gahdam consideration of others? This rust bucket has to be populated with the most one-way bastards in the fleet.”

“Get off it, John T.! Who sat there last week and indulged himself on a couple of dozen gahdam cookies as they came out of the oven?”

“What’s the flick tonight?”

“*Cattle Queen of Montana*, starring Barbara Stanwick... For the fifth time.”

“Barbara Stanwick is older than my granny. I’ll bet the guys on the *Cubera* aren’t watching tired-ass movies. They get Natalie Wood and Jayne Mansfield while we watch some old, over-the-hill honey and a bunch of worn-out cows.”

“Why don’t you work a swap? You could swap with any other worthless idiot on the ‘Cubby Bear’ and we’d have to get the best of *that* deal.”

“Blow it out your seabag.”

“Jack—”

“Yo, babe.”

“You ever get that worthless Ford of yours running?”

“Yeah... Replaced the battery.”

“I’ll go in on gas if I can catch a ride to Philly when we get to go over.”

“You got it. Halfers on gas and beer.”

“Deal.”

At sea, the conversation didn’t improve.

“Who’s got the planes?”

“Armstrong and Stuke.”

“Somebody tell the idiots to pay attention. The sonuv-abitches keep cycling the head valve. Bubbles are coming out of my gahdam eyelids and they are slopping water from the deep sink all over hell and half of Georgia. Somebody give the diving officer a bullwhip to use on those guys before my colon inverts.”

“What are we runnin’ at?”

“Periscope depth or just below. Somethin’ like that. It ain’t gettin’ hot so they haven’t secured the flappers. Go below 150 and they always set Condition Baker and call for leak reports.”

“Why do they still call it ‘Condition Baker’? Why not ‘Condition Bravo’? Baker went out with World War II.”

“They built these worn out bastards in World War II. Maybe that’s why. Who knows? Better than that, who gives a damn?”

“Jack—you know what’s wrong with you? No gahdam curiosity.”

“Well lad, if you’re so gahdam concerned, why don’t you write to Arleigh Burke and ask him? ‘Dear sir, I’m a worthless sonuvabitch in SUBRON SIX and I’m losing sleep over why we are setting Baker instead of Bravo. It is adversely affecting my ability to operate wire brushes and chipping hammers. Please write me and satisfy my intellectual curiosity, since I am sure you have nothing better to do. Love, Dex... Your next rotation messcook.’”

“How did I get on a boat full of brain-dead idiots?”

“Hell, you should feel right at home, horsefly.”

“Fritz—”

“Yo.”

“You live in Wisconsin.... You get home much?”

“Not really.”

(concluded on page 20)

Inane Conversation... by Dex Armstrong

(concluded from page 19)

“Your folks raise cows?”

“Sure do.”

“What’s so damned difficult about raisin’ a buncha cows? All they do is eat grass all day. I’ve seen cows. They don’t seem to be doing anything but standing around eating grass and pooping. What the hell is so hard? Fitting the sonuvabitches in the hamburger grinder?”

“We run a dairy farm. We start milking at zero dark thirty.”

“You should switch to hamburger-type cows. Looks like those guys are working a racket.”

“Murphy, what do your folks do?”

“My old man owns a Dairy Queen.”

“A Dairy Queen?”

“Yup... Draws more teenage gals than any other place in town.”

“How does that work?”

“You’d be amazed what a summer of free Dairy Queen frozen custard can do for your love life. I could tell you stories that...”

“Set Condition Baker. Rig for deep submergence. Secure the bulkhead flappers. Watertight doors. Report all leaks. Say again, rig for deep submergence.”

“Here we go, girls. Better head to your compartments. Toss those cups in the sink when you shove off.”

“It’s going to be a long, hot night.”

Keep a zero bubble... *Dex.*



General Dynamics to Provide Fire Control Systems for *Columbia* and *Dreadnought* SSBNs

(concluded from page 9)

terial to support the new Trident Training Facility labs. The majority of the work in support of this contract will take place in Pittsfield.

“In November, we celebrated with our Navy partner, 65 years of phenomenal support to our Nation’s Strategic Deterrent Mission. We are entering the next era of development and production for the Navy’s fire control system on the newest fleet of submarines that will extend this deterrent capability for another 65 years.”

— Laura Hooks, Vice President of General Dynamics Mission Systems’ Strategic Systems

About the *Columbia*-class SSBN

The *Columbia* class will replace the existing *Ohio*-class nuclear ballistic submarine force, which entered service in the 1980s. The future submarines will be 170 m long and 13 in diameter, and should have sixteen missile launch tubes instead of the twenty-four missile launch tubes on *Ohio*-class submarines. Twelve *Columbia*-class SSBNs will help the U.S. Navy maintain a credible, survivable and modern sea-based strategic deterrent into the 2080s.

The *Columbia* class is a critical shipbuilding program and must deliver on time to meet U.S. Strategic Command nuclear deterrence requirements due to the *Ohio*-class submarines reaching maximum extended service life. The first *Columbia*-class boat is on track to begin construction of USS *Columbia* (SSBN-826) in fiscal year 2021, deliver in fiscal year 2028, and on patrol in 2031.

The life-extended missiles—Trident II (D5LE)—are now being deployed to the fleet and will serve for the remaining service life of U.S. *Ohio* class and as the initial loadout for the U.S. *Columbia*-class SSBNs.

Xavier is based in Paris, France. He holds a Bachelor’s degree in Management Information Systems and a Master of Business Administration from Florida Institute of Technology (FIT). Xavier has been covering naval defense topics for nearly a decade.



PRIDE RUNS DEEP

New Members

We proudly welcome aboard:

Michael Anthony Polis

Associate Member
12321 Gamma Street
Garden Grove, CA 92840-3548
cell: (714) 504-2042
mikeapolis@gmail.com
(Sponsored by Bo Bolton; great granddad Jack Salem Polis had been one of our WWII subvets.)

Patrick Zilliaccus

(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 Vangard 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
dmddetwiler@att.net
Qualified in Life and now enjoying retirement ;-)



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

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



Our own Darin Detwiler is an international celeb when it comes to the topic of food safety. Here he is speaking in Dubai (and taking in the sights with his wife).



WW2 subvet and famed chapter member Bill Dillon with the statue of Nimitz at the Nimitz Museum in Texas.

When near famous spots in Texas, well, you be a tourist. Here's Bill at the Alamo.



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Chapter News: The Bill Dillon Show Continues... ;-)

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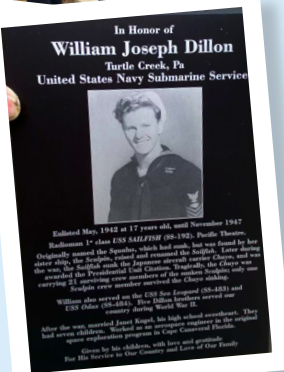
Bill Dillon visits some time back with fellow local WW2 subvet and chapter member, Royal Harrison.

United States Submarine Veterans
December 8 at 5:54 AM · 🌐

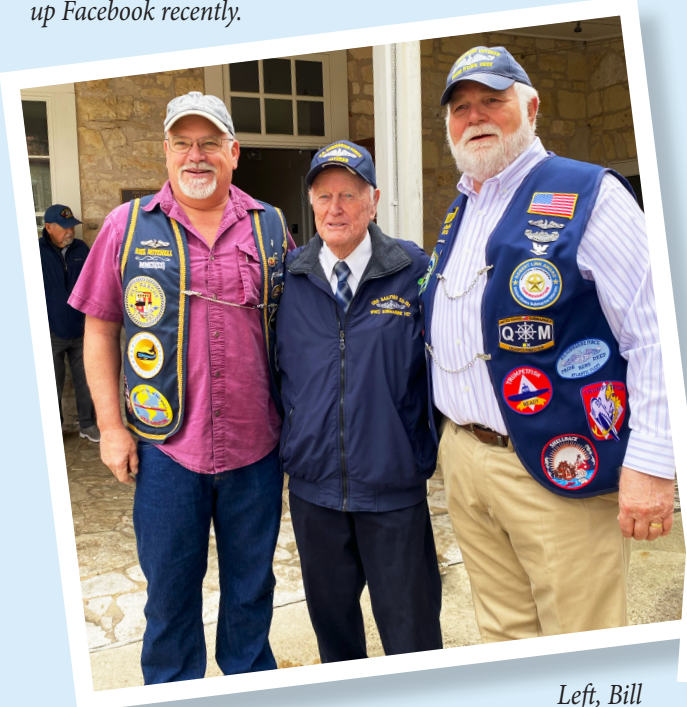
Yesterday at the [National Museum of the Pacific War](#) WWII Submarine Veteran Bill Dillon participated in the Pearl Harbor Remembrance ceremony recounting some of his stories from when he served on the USS Sailfish (SS-192), formerly the USS Squalus. Bill was the radar operator on the Sailfish when she attacked and sunk the Japanese carrier Chūyō which ironically was carrying 21 USS Sculpin (SS-191) POWs as the Sculpin is the submarine that helped find the sunken Squalus that was raised and renamed the Sailfish.



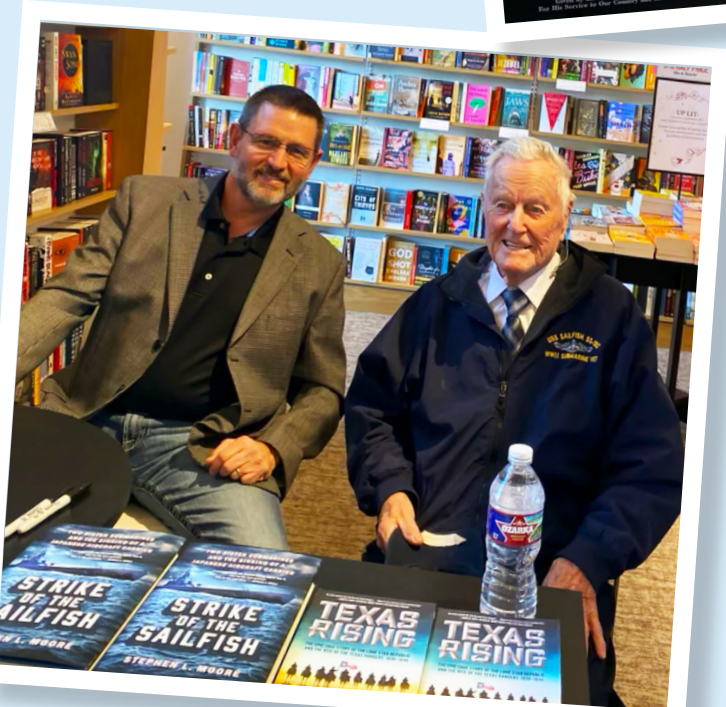
Above, author Stephen Moore with Bill on the bench honoring Dillon at the Nimitz Museum. Right, the tribute plaque to Dillon inside the museum.



Above, unstoppable Bill Dillon heating up Facebook recently.



Left, Bill with Rick Mitchell and Don Hirschenhofer, CDRs of USSVI bases in Texas; right, with author Stephen L. Moore at book signing.





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 |

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Los Angeles-Pasadena Base 2024 Calendar of Upcoming Events

| | |
|--------------|---|
| January 20 | Monthly Meeting - Marni's in Seal Beach (formerly Glory Days Beachside Grill) |
| February 17 | Monthly Meeting - VFW Hall |
| March 16 | Monthly Meeting - VFW Hall - (“Hobo Stew Day” TBD) |
| April 20 | Monthly Meeting - VFW Hall Call for Memorial Day Prep Volunteers |
| May 11 | Field Day at the Memorial Site - 0900 |
| May 18 | Monthly Meeting - Site TBD Nominating Committee Appointed Call for participants in the Huntington Beach 4th of July Parade |
| May 25 | Tarp Prep at the Memorial Site - 0900 |
| May 27 | Memorial Day Service - 1100 Submarine Memorial, West |
| June 15 | Monthly Meeting - VFW Hall - Annual “Steakfest” Call for nominations for 2025 Base Officers |
| July 4 | 115th Annual... Huntington Beach 4th of July Parade |
| July 20 | LeRoy Stone Memorial Picnic (Location TBD) |
| August 17 | Monthly Meeting - VFW Hall - “Hawaii” Theme 2025 Base Officer Candidates Announced |
| September 21 | ANNUAL BUSINESS MEETING - VFW Hall Election of Officers |
| October 19 | Monthly Meeting - VFW Hall Annual Officer Installation Luncheon |
| November 16 | Monthly Meeting - VFW Hall - Thanksgiving Theme |
| December 21 | Annual Christmas Luncheon (Location TBD) |

(Holland Club Roster, concluded)

Harry P. Ross 2015
 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
 James Rogers 2003
 *James E. Carter 1999
 *William F. Long 1999
 *Kenneth E. Chunn 1998
 *Patrick Zilliacus. 1994
 *William J. Dillon 1993
 *Harold Staggs 1992



E-Board Meeting Minutes of January 20, 2024

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted on the morning of Saturday, January 20, 2024. Base Vice Commander Ray Teare called the meeting at Marni's Restaurant in Seal Beach, CA to order at 1006 hours with a quorum present.

In attendance:

- Ray Teare, Base Vice Commander
- Darin Detwiler, Secretary
- Mike Swanson, Treasurer
- Dennis Bott, Memorial Director
- Ken Dorn, Director
- Chuck Senior, Director
- Bill Moak, COB

No minutes were read or approved since no official December meeting had been held.

Treasurer's Financial Report: Mike Swanson

The Treasurer's Report as of January 19, 2024 was read into the Minutes by Base Treasurer Mike Swanson:

| | |
|-------------------|--------------------|
| Checking | \$21,321.72 |
| Cash On Hand | \$50.00 |
| Uncleared Checks: | \$0.00 |
| Total | \$21,371.72 |

All vendors have been paid up-to-date.

| | |
|-----------|------------|
| Income: | \$1,995.00 |
| Expenses: | \$1,325.00 |

Flower/Booster Club Additions:

| | |
|-------------|----------|
| Ken Dorn | \$200.00 |
| Dennis Bott | \$20.00 |

Inkind Donations:

\$00.00

Mike happily mentioned how we are \$250 ahead of where we were at this point last year.

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

Memorial Update:

Dennis Bott reported having received a \$1600 quote from a company to trim two trees on the Memorial grounds. Further discussion included the desire to acquire a few more quotes, to also gain information regarding NWS Seal Beach leadership on this, and also to see if we can use USSVCF Memorial Fund money for the effort.

Darin Detwiler is asking for volunteers to put flowers at the Memorial in April, June through October, and December. Ken Dorn volunteered for February, Ron Jones volun-

(concluded on next page)

Royal Navy Sub's "Dive Into the Danger Zone."

(Reproduced from the Maritime Executive website - published November 20, 2023.)

A Royal Navy nuclear ballistic missile sub nearly kept diving toward its max-rated depth because of a malfunctioning gauge, according to *The Sun* newspaper.

The *Vanguard*-class sub was underway for a patrol with Trident ballistic missiles on board. Its crew intended to navigate at a set depth, and believed that they were doing so, but the submarine was actually diving deeper. A malfunctioning gauge led the bridge crew to believe (incorrectly) that they were still on a level plane.

As the sub continued to dive toward its "danger zone"-rated depth, the engineering crew noticed on their own depth gauge that the sub was descending. They raised the alarm and alerted the navigation team—and may have saved their ship.

"It's not the engineers' job to control the sub's depth, but they saw how deep they were and realized something was wrong," said a source. "Technically, the sub was still at a depth where we know it can operate, but if it ever has to go that deep, the crew is piped to Action Stations."

A spokesperson for the Royal Navy declined to confirm or deny the incident. According to *The Sun*, a safety review has been launched.

The vessel in question was a *Vanguard*-class submarine. The class is scheduled for eventual replacement by the new *Dreadnought*-class subs.

E-Board Meeting Minutes...

(concluded from previous page)

teered for March, Dennis Bott will take care of May, and Ray Teare will place flowers in November.

Membership Update:

Marilyn Senior summarized our membership specifics as of as of 1/20/2024:

- Shipmates on File: 92 • Shipmates with email: 84 • Holland Club members: 67
- USSVI Life Members: 62 • Base Life Members: 58 • Associate Members: 10

She also noted that as of this meeting, L.A.-Pasadena Base is the only USSVI base with all dues completely paid up!

Members made notice of the recent departure on Eternal Patrol of four of our longtime members, raising some concern about the need to recruit some younger members to our base.

2023 Christmas Luncheon

Mike Swanson reported that all went "great." Our 2024 Christmas luncheon will now be held at the same location, on the 3rd Saturday of December, but at a higher cost.

Western Region Roundup, 2024

It was noted that the event takes place April 11-13 in Silverdale, WA. Information can be found at www.wrroundup.com. (See also ad on page 18.—ed.)

Bill Moak moved to pay \$50.00 for sponsorship of the event with our logo (as a means to help promote our own hosting of the 2025 event). Chuck Senior seconded and the motion was passed unanimously.

Western Region Roundup, 2025

A discussion of forming a local committee related to our base's hosting of the 2025 event included questions regarding duties involved with the effort. Ray Teare, Bill Moak, Darin Detwiler, Chuck Senior, and Dennis Bott all noted interest in serving on such a committee.

New Business

A discussion was held on the question of shortening the *Periscope* newsletter. Some changes have already made, more are to come.

It was noted that base charitable donations needed to be discussed at today's general meeting.

The Good of the Order:

L.A.-Pasadena Base meetings for February, March, and April will all be held at the VFW Hall in Anaheim.

Chuck Senior inquired as to the status of the plaques and the bricks for the memorial.

There being no further business, Mike Swanson motioned for adjournment; this was seconded by Chuck Senior and approved by all present, adjourning the meeting at 1047 hours.

Respectfully submitted,

Darin Detwiler

Secretary, L.A.-Pasadena Base, USSVI

Gen'l Dynamics Electric Boat Sourcing Long-Lead Materials for New Virginia Boats

(Reproduced from the Naval
Technology website - published
October 17, 2023.)

by John Hill

General Dynamics Electric Boat (GDEB) will procure critical components and long lead material for the building of two future Virginia-class attack subs, SSNs 814 and 815.

Under a contract worth \$216.5m, the U.S. Department of Defense has tasked GDEB to source materials needed for the construction of the two boats, which the U.S. Navy aims to complete in 2034.

GDEB is the prime contractor and lead design yard for the Virginia class and constructs the ships in a teaming arrangement with HII's Newport News Shipbuilding in Virginia.

Despite efforts to build and maintain submarines—an industry known to fall behind the required level of capability needed to support the U.S. Navy—industry players are calling for more to be done.

Aware of the overwhelming schedule risks of submarine construction, the timeline for this contract indicates the Navy's aim to get ahead of the curve. The service is trying to secure the required materials and components with FY2023 Shipbuilding and Conversion funds for two boats to be built eleven years from now.

To account for assorted delays, the Navy's time frames are projecting farther into the future, meaning builders must institute advanced procurement to achieve needed high-rate production.

Eternal Patrol Notice



Herbert J. "Bo" Bolton 1/18/2024

We've learned from Bo's daughter Susan that Bo has departed on Eternal Patrol; he was 94. Bo had been an active Life Member of United States Submarine Veterans, Inc. and Los Angeles-Pasadena Base since February of 1998—26 years. Qualifying in submarines in 1948, Bo was also a proud Holland Club member for 76 years.

Bo joined the Navy in 1948 and left in 1953, serving five years. He qualified aboard USS *Pomodone* (SS-486) in 1948, serving on her from '48-'52, but had also served aboard USS *Baya* (SS/AGSS-318) in 1948, and later on USS *Volador* (SS-490) from '52-'53. He left the Navy an EN2(SS)—E5, Petty Officer 2nd Class.

Bo was a smiling presence at nearly all of our regular monthly subvet meetings, and will be much missed.

Condolences may be sent to Bo's daughter,
Susan Marie Bolton, at this address:

13561 Iowa Street
Westminster, CA 92683-2637
Phone: 714-932-6222
email: sbolton714@gmail.com

(Memorial services to be announced.)

Sailor, Rest Your Oar

Some Remarks Shared at Bob Conboy's Memorial Service

by Dave Vanderveen

Bob joined the Navy in 1950 and volunteered for duty in submarines, serving for nearly five years. Submariners are less than 2% of the total Navy personnel and only volunteers are allowed to compete for entry. Mental and physical capability are among the criteria for selections, but more important are a person's problem-solving skills, willingness to be confined for a long time in close quarters with many other people, and the ability to deal calmly with dangerous situations.

Bob qualified in submarines in 1953, and submarine qualification is a tough accomplishment. In addition to learning his regular job as an Engineman and standing watches twice a day, Bob had to learn the location and use of every system, valve, switch, and piece of equipment in the boat. (Submarines are called boats, even though some are over 500 feet long.) Operational drills and emergency drills were run often so the crew could learn to respond quickly with the correct actions. Qualification took many months of intense work, allowing little time to sleep, and *no* time for recreation. Testing included the typical written work, and lots of practical demonstration.

The reason the qualification process is so tough is because an accident or mistake in a submerged submarine doesn't kill just the person who made the mistake, it can sink the boat and kill the entire crew. Each crew member must be relied upon to do the correct things in the correct order to deal with an emergency, and the qualification process makes that possible. The dolphin insignia Bob wore as a qualified submariner was a source of his personal pride, but it also demonstrates to other submariners that Bob knew what he was doing and had proven himself under tough circumstances.

Bob served on USS *Tiru* and USS *Jallao*, both designed in WWII and built just as the war ended. That type used four huge diesel engines for propulsion on the surface, and gigantic lead-acid batteries while submerged. When the boat dived, the diesels had to be shut down quickly before the three-foot diameter air intake valve shut to make the boat watertight. As an Engineman working with those diesels, Bob was one of the guys who made the rest of the crew really tense when he didn't get the engines stopped before the air intake shut. As the diesels continued to run, they would draw in air from inside the boat, causing a significant vacuum that made people's ear drums feel like over-inflated balloons. It didn't happen often, because Bob and his engineroom shipmates quickly learned the dance steps to secure the engines quickly. And then they got to stand right beside a hot engine the size of a small bus!

As with most submariners, after leaving the Navy Bob continued to demonstrate his admirable work ethic, his resourcefulness, and his problem-solving capabilities as he lived his life and he and Elena raised their family. He worked hard to make a living and took an active role in supporting his community. He and I belonged to the submarine veterans' organization together, and soon after I began volunteering on the battleship *Iowa* and described the work we were doing there, Bob volunteered too. Even though each of us spent only fairly brief periods of our lives on submarines, that and our work aboard the *Iowa* became common threads of our experience and the basis for our respect for one another—allowing us to tell some outrageous sea stories too. Some of Bob's were even true!

Bob Conboy was a man of honor. I respected him and I enjoyed his company. And I will miss him.

Sailor, rest your oar.

—Dave Vanderveen



Robert E. "Bob" Conboy
1932-2023

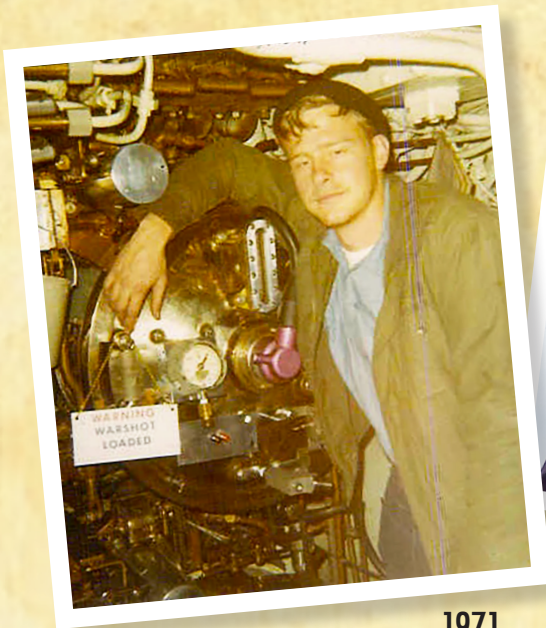


PRIDE RUNS DEEP

L.A.-Pasadena Base Rogues Gallery

WANTED

'You seen these ornery varmints other than on the wall at the Post Office? Why not? They wanna be seen! Get to know your base shipmates by sight—you'll become faster friends! And send in your own mugshots to be included here in future issues. Whatcha waitin' for, horsefly?



1971



Plank Owner and dual member of L.A.-Pasadena Base:

LCDR R.J. Hansen
USNR(RET)
Former TM2(SS)
Qual Boat -
USS *Trigger* (SS-564)



IC1(SS) Ron Jones



Gary Wheaton
(What, no cover?)

2024 United States Submarine Veterans Calendar

GUPPY CONVERSION SUBMARINES

Spanning the years between World War II and the advent of nuclear power, these aging wartime workhorses, converted for greater speed and endurance, represented the vanguard of our undersea fleet.



Up for any mission, GUPPYs fill in between epochs.



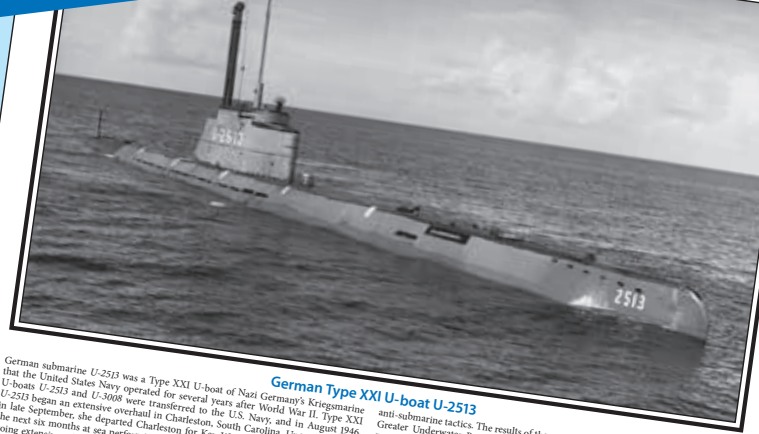
It is our purpose to perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution.

In the years after the Second World War but before the advent of the nuclear Navy, GUPPY ("Greater Underwater Propulsion Power") conversions of WWII fleetboats took on every submarine task imaginable—with courage and conviction. Many of their missions remain classified today. These boats were old, tired, and due for a rest after winning the submarine war in the Pacific in 1945. But with a new cross-ocean enemy rebuilding its fleet and making its long-term aims known, there was no time to wait. Many of these World War Two boats were thus overhauled, modernized, and refitted with improved batteries and sleeker hulls for faster speeds and more endurance. Also, they received the latest electronics and state-of-the-art detection gear to stay a step ahead of our adversaries. This calendar tells the story of the Guppy Submarine Program and the hard-scrabble boats that held the line until their nuclear-powered replacements arrived.

The all-new 2024 USSVI Submarine Calendar **Order Now!**

Individual calendars are \$13.75+3.92 shipping. Order yours today by credit card at ussvinationalstorekeeper.com or by sending your check or money order made payable to USSVI to:

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 Phone: (925) 679-1744
 Quantity discounts available.



German submarine U-2513 was a Type XXI U-boat of Nazi Germany's Kriegsmarine that the United States Navy operated for several years after World War II. Type XXI U-boats U-2513 and U-3008 were transferred to the U.S. Navy, and in August 1946 U-2513 began an extensive overhaul in Charleston, South Carolina. Upon completion in late September, she departed Charleston for Key West, Florida. The U-boat spent the next six months at sea performing speed, diving, and snorkeling trials and undergoing extensive sub-sea acoustics tests in conjunction with developing submarine and anti-submarine tactics. The results of these tests provided the foundation for the Navy's Greater Underwater Propulsion Power Program (GUPPY). The initial two-boat test program, implemented by the Portsmouth Naval Shipyard, eventually grew into several successive conversion programs. Those upgrades proceeded in seven variants in the following order: GUPPY I, GUPPY II, GUPPY IA, Fleet Snorkel, GUPPY IIA, GUPPY IB, and GUPPY IIB. Some boats that went through an early phase were then upgraded further in a later phase.

February 2024
 (Five submarines and 371 men lost)

"I believe it is the duty of every man to act as though the fate of the world depends on them. Surely no one man can do it all. But, one man CAN make a difference."
 —ADMIRAL HERMAN G. BORMANN

| Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday |
|--------|--------|---------|-----------|----------|--------|----------|
| 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 | | |

RARACE (SS-390) 1945
 SHARK (SS-176) 1942
 GRAYBACK (SS-208) 1948
 AMERICA (SS-209) 1942
 GEORGE WASHINGTON'S BIRTHDAY (Traditional)
 VALENTINE'S DAY
 ABRAHAM LINCOLN'S BIRTHDAY (Traditional)

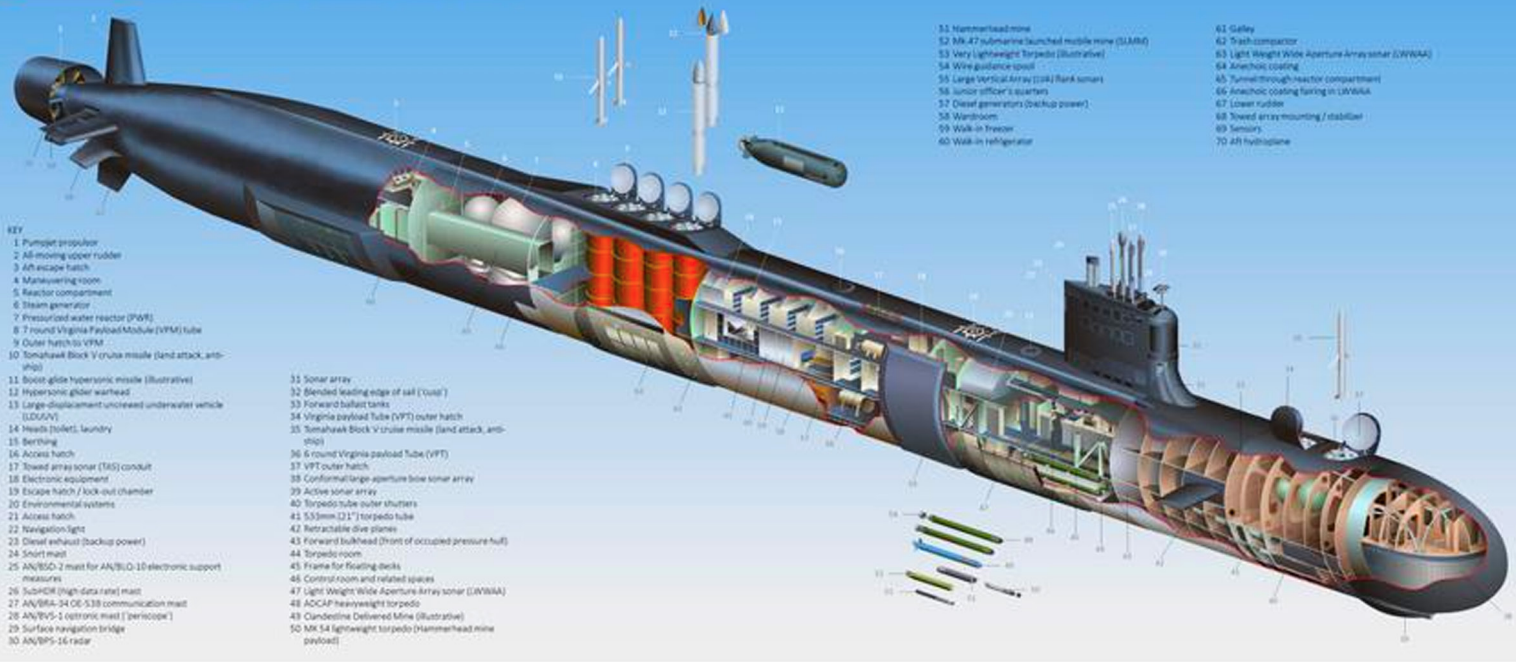
January: 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
 February: 28 29 30 31
 March: 31 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
 April: 30 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
 May: 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
 June: 30 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

Proceeds to benefit USSVI operations and projects.



Virginia Class Submarine, Block-V

Provisional, based on analysis of Open Sources



*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

