



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

Some of you know I've been working for years on building a radio-controlled scale model of USS *Harder* (SS-257). With luck (and continued help from very talented friends), I expect she'll be completed soon. This is no generic John Doe fleetboat, but a *duplicate* created using wartime reference photos: she should come out looking exactly as *Harder* did during her famous patrol where she took out five enemy destroyers. If indeed ready and running in the spring, my hope is to carefully float her (maybe even *dive* her) in the Memorial site's reflecting pond during our Memorial Day ceremony this year.—Jeff

P.S. Watch for *Harder's* story in the forthcoming *American Submariner*.

## Bangor Facility Preps for New Sub: "We Have to Be Masters of the Craft the Day It Arrives"

*(From the Kitsap Sun website - published November 5, 2022.)*

by Josh Farley



*Tug boats reposition an Ohio-class ballistic missile submarine at Trident Refit Facility Bangor (TRFB). TRFB employs more than 2,000 civilian and military personnel to repair, overhaul and modernize ballistic missile submarines in the Pacific Fleet. The forthcoming Columbia class means the facility must be prepared to care for a new type of sub. (U.S. Navy photo.)*

**B**ANGOR — For more than four decades, about 2,000 workers in a facility surrounded by woods at Naval Base Kitsap-Bangor focused on keeping America's nuclear weapon-armed submarines at sea.

But the Trident Refit Facility, as it is known, is now embarking on a new mission: taking on the maintenance of a brand-new, technologically advanced class of twelve boats comprising the new generation of ballistic-missile sub.

"It's as if you're working on a conventional mid-1980s model car and suddenly you need to work on Teslas at the same time," said Capt. Mike Eberlein, commanding officer of the *Ohio*-class ballistic missile submarine repair and modernization command at Bangor. "We're going to have to have world-class teams working side-by-side on the different programs."

*(concluded on page 13)*



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**L.A.-PASADENA BASE WEBSITE**

[www.socalsubvets.org](http://www.socalsubvets.org)

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## From the Wardroom...



Dave Vanderveen,  
*Base Commander*

Shipmates and Ladies,

The New Year is upon us! I appreciate each holiday through the year for it's intended purpose, even Valentine's Day. (Did I just say that out loud?) Memorial Day affects me most deeply because I have lost people in war who are (were) close to me. The finality of their lives and the loss I feel makes me think about others who died in service to our country and the loss their families experience. Independence Day is among my favorite holidays because it celebrates this country which has given me so many opportunities, and Thanksgiving Day is a close second as I give thanks for my family's many blessings. New Year's Day is a blend of hopeful optimism for what is coming, and a sense of melancholy for the friends and family lost in the year that has ended.

I'm looking forward to 2023 for our base. We continue to grow and now have 101 members. We continue to be among the most financially healthy bases in USSVI due to the generosity of many members, and good management of our Treasury. Additionally, Darin Detwiler, our new Vice Commander has found an opportunity to recover money we have spent for temporary storage of our memorabilia and equipment. A lot of that is submarine history, and many pieces are irreplaceable, so it's important to USSVI and other submariners to keep and preserve it.

This year should see us establish new routines within our relationship with the Navy, most specifically related to use of storage on the Weapons Station. We will build our meeting calendar during January's gathering so folks will know well in advance where meetings will be held. Some will be on the Weapons Station, and some will be in public venues. We will plan our Leroy Stone Annual Memorial Picnic for a public park during July and hold our "white elephant" auction-fundraiser. That can no longer be done on the Weapons Station because of the DoD's prohibition of fundraising on federal property. The reservation has been set for our annual Holiday Party on December 9th, 2023 at the Eagle's Nest on the Navy Golf Course. That will be the second Saturday of December, because the same group which bumped us in 2022 reserved the entire facility for the third Saturday again this year.

Our most recent Holiday Party was a happy event! Nearly forty people attended; we presented two new Holland Club memberships; celebrated Marilyn Senior's birthday; and learned about some exploits of three WWII boats which survived the war. Even the sea stories were believable! Enjoy the photographs which you will find in this issue.

I hope the new year brings you and your families safety, health and happiness, and perhaps even some prosperity.

Happy New Year!

*Dave*

*Dave Vanderveen, Commander*  
Los Angeles-Pasadena Base

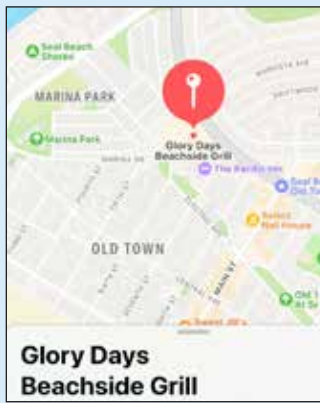
**Jan. Meeting at  
Glory Days Restaurant**

**Jan.  
Meeting**

**Date:** Jan. 21, 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

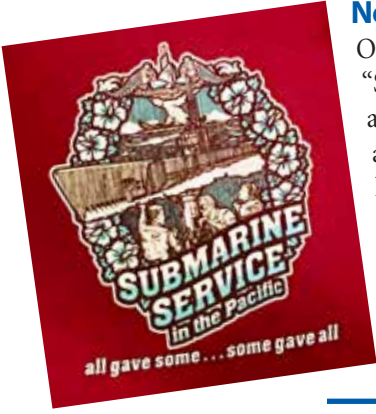


**January Birthdays**

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

- Ron Levenson.....1/3
- Bob Schive .....1/3
- RJ Hansen.....1/18
- Ace Van Devender ..... 1/20
- Sam Higa ..... 1/26
- Larry Smith..... 1/30

**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 [ussvinationalstorekeeper.com](http://ussvinationalstorekeeper.com)  
Or see details elsewhere in this issue. Don't miss out—they're selling fast!



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



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



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



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

**LOS ANGELES - PASADENA BASE**

**2023 FLOWER FUND and BOOSTER CLUB**

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

**Wouldn't You Like to See Your Name Listed Here?**



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

# UNITED STATES SUBMARINE FORCE LOSSES ON ETERNAL PATROL

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

— Vice Admiral Charles A. Lockwood, USN

## JANUARY TOLLING OF THE BOATS



USS SCORPION (SS-278)



USS ARGONAUT (SS-166)



USS SWORDFISH (SS-193)

### USS SCORPION (SS-278)

Lost on January 5, 1944 in the East China Sea during her fourth war patrol. Seventy-seven officers and men were lost. It is assumed *Scorpion* struck a mine.

### USS ARGONAUT (SS-166)

Lost on January 10, 1943 off Rabaul during her third war patrol. *Argonaut* had torpedoed a destroyer as part of her attack on a Japanese convoy, but it survived to depth charge her in coordination with two other escorting destroyers. Forced to the surface, *Argonaut* was then sunk by escort gunfire. She went down with 102 officers and men.

### USS SWORDFISH (SS-193)

Lost on January 12, 1945 somewhere near Okinawa during her thirteenth war patrol. Eighty-nine officers and men perished. *Swordfish* was probably lost to a mine.

### USS S-36 (SS-141)

Lost on January 20, 1942—with no loss of life—on her second war patrol. She ran aground on a reef and radioed for rescue; a Dutch ship soon picked up her crew. S-36 was then scuttled to keep her from falling into enemy hands.

### USS S-26 (SS-131)

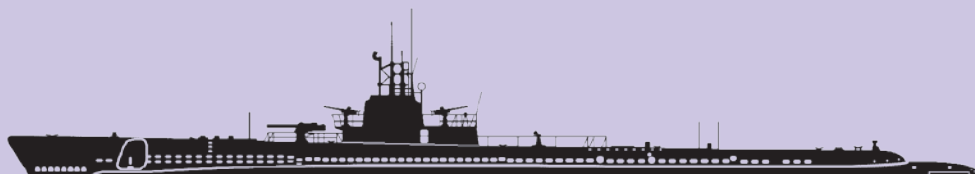
Lost on January 24, 1942 in the Gulf of Panama during her second war patrol. She was accidentally rammed by the USS PC-460 and sank within seconds. The CO, XO and one lookout on her bridge survived—all forty-six other officers and men were lost.



USS S-36 (SS-141)



USS S-26 (SS-131)

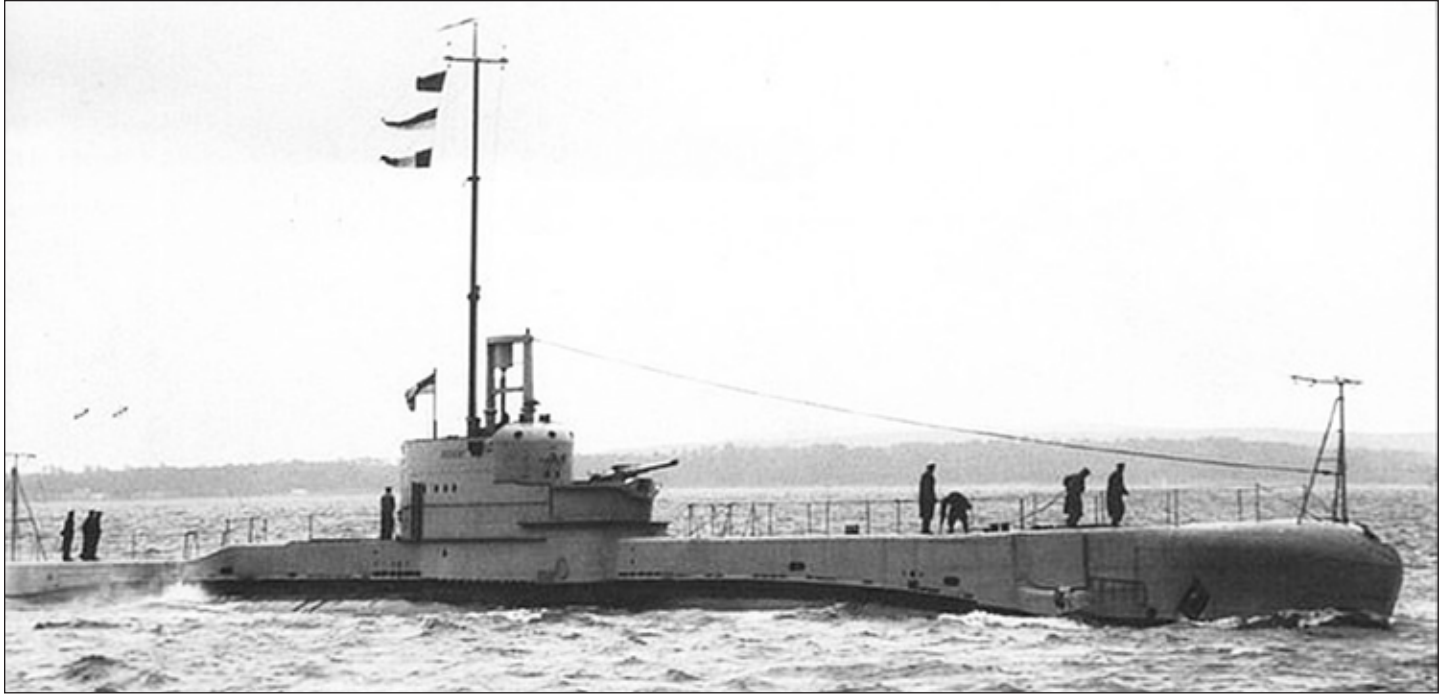


WE REMEMBER For those who gave their lives in defense of our country WE REMEMBER

# Vanished WW2 Submarine Found After 80 Years: Families Get Closure as Mystery of Missing British Heroes is Solved with Discovery of Sunken Royal Navy Vessel

(Reproduced from DailyMail.com website - published November 18, 2022.)

by Michael Havis and Harry Howard, History Correspondents for Mailonline



A British sub that vanished during the Second World War is believed to have been found, solving a mystery almost eighty years in the making. On April 18, 1943, an explosion was heard offshore near Monopoli, on Italy's Adriatic coast, and the HMS *Regent* (pictured) was never seen again.

- On April 18, 1943, an explosion was heard offshore near Monopoli, Italy

- Four bodies clad in British escape gear washed ashore in the weeks that followed

- The wreck was never found, meaning there was no closure for families of the crew of 62

- Italian divers believe they've now found the submarine near Villanova di Ostuni

A British submarine that vanished during the Second World War is believed to have been found, solving a mystery almost eighty years in the making.

On April 18, 1943, an explosion was heard offshore near Monopoli, on Italy's Adriatic coast, and the HMS *Regent* was never seen again.

Four bodies—clad in the Davis escape gear used by British submariners—washed ashore in the weeks that followed.

But the bodies were never identified and the wreck was never

found, meaning there was no closure for the families of the crew of sixty-two.

Hopes were dashed in 2003, when the wreck of an Italian submarine near Barletta, some 70 miles north of Monopoli, was discovered as wrongly identified as the *Regent*.

But now experts believe they have the real thing, with divers assisted by the Italian Naval League (LNI)—a government body—claiming to have found the wreck off the coast near Villanova di Ostuni, some nineteen miles from Monopoli.

It's hoped the discovery will bring about some closure to the families of the fallen.

For the family of William Trice, the chief engine room artificer on the *Regent*, the trauma of his loss has reverberated through the generations. William's son Barry spent years investigating the disappearance of the *Regent* before his death in 2003, and his grandson, Dick, continues that research today.

Even after eighty years, the loss still looms large in the minds of the family.

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## Sunken British WW2 Submarine Found

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Mr. Trice's daughter, Abbie—William's great-granddaughter—has a tattoo of the *Regent* on her arm and now serves aboard a minesweeper in the Royal Australian Navy.

Reacting to the news of the submarine's discovery, Mr. Trice said the location of the wreck "lines up perfectly" with what is known about the ship's final movements.

Fabio Bisciotti, who leads the LNI's underwater study group, said: "This wreck lies at 75m depth and it's upside down. When we arrived on this wreck, in the first moment, it was difficult to understand that we were talking about the *Regent*."

"But if you study the hull, the composition of the steel, and the stern and the bow, we have seen that [it's] a British design.

"The dimensions of this wreck matches with a British design and, of course, on the bow we are talking about six torpedo tubes—three per side.

"If we are talking about a German U-boat or an Italian submarine, we are talking about four torpedo tubes—so two per side."

The newly-found wreck lies off the coast near Villanova di Ostuni, some nineteen miles from Monopoli.

Footage of the wreck—captured by Michele Favaron and Stefania Bellesso from the Acquelibere Sub Padova diving club—reveals the aftermath of an explosion. This fits with the theory that the *Regent* struck a mine and sank after attacking a convoy; hence the explosion heard offshore on April 18, 1943.

Mr. Bisciotti is emphatic that there's only one British submarine that could have been wrecked in that area at that time.

He said: "Mathematically, it's not an opinion—if we want to talk about this wreck, it's surely the *Regent*, because nobody else was in this area.

"In April 1943, [following] all the diaries of the submarines from Great Britain in the Mediterranean Sea, only the *Regent* was patrolling the area."

Mr. Trice said: "My stepmother said the only time she ever saw my dad upset and cry was when he was recalling to her his emotions about his father.

"It's like this grief that's just rolling through the generations."

For Mr. Trice—who moved from Birmingham to Adelaide, South Australia, in 2012—locating the wreck off Barletta never made sense, given where the four bodies washed up.

"If you put it off Monopoli, everything lines up perfectly," he said. "If you put it off the other town, it doesn't work."

The 57-year-old continued: "They gave the ultimate sacrifice and I think it's important for the families to get closure, and I think it's important from a historical viewpoint.

"As a family, we are really grateful to Fabio for his efforts to go and find this wreck so we know what finally happened. It doesn't bring the person back—you're not going to change that fact—but we at least like to know what really happened."

A spokesperson for the Royal Navy said they could not yet confirm the discovery due to the wreck being upside down and the fact that key sections are buried in the seabed. However, they said they may be able to confirm the wreck as being that of HMS *Regent* as further information comes to light.

Said the spokesperson: "We appreciate the efforts to locate the wreck of HMS *Regent*, which, even after the passage of eight decades, would bring a sense of closure to the families and descendants of those tragically lost when she sank.

"We are also especially grateful for all the efforts made in protecting the last resting place of those who gave their lives in the service of our country."

The wreck off Barletta is thought to be the *Giovanni Bausan*, an Italian submarine later used as an oil depot and, ultimately, for target practice.



*The interior of HMS Regent, looking toward the torpedo tubes.*

# Feast Your Eyes on the *Walrus*-Class Submarine that “Sank” a U.S. Navy Aircraft Carrier

(Reproduced from the Naval News website - published September 5, 2022.)

by Peter Suci



*Walrus-class submarine.* (Image Credit: Creative Commons.)

The *Walrus*-class attack submarines, built decades ago, aren't exactly new or the latest and greatest in submarine design. However, they were able to sink a U.S. Navy aircraft carrier in simulations—and that has to be respected:

Throughout the 20th century, the Royal Netherlands Navy made several unique contributions to military submarine design, notably the snorkel, and in 1942, Dutch submarines operating in the Far East sank more Japanese vessels than their American counterparts. During the Cold War, the submarines of Royal Netherlands Navy continued their proud traditions—and in the 1980s introduced *Walrus*-class submarines.

Specifically designed for hunting Russian submarines during the Cold War, the boats of the *Walrus* class earned a good

reputation in the early post-Cold War world. These diesel-electric submarines have been used in a number of international military exercises, but have also been tasked with many highly classified intelligence gathering operations, and even have been deployed in anti-piracy missions off the coast of Somalia.

Due to a fire that broke out during the construction of the lead boat, HNLMS *Walrus* (S802), the first of the class to enter service was actually the HNLMS *Zeeleeuw* (S803)—a fact that has led to some confusion over the name of the class.

## **Key *Walrus*-Class features:**

The boats feature notable internal improvements over the pre-

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## Walrus “Sinks” U.S. Flattop

(concluded from page 7)

ceding *Zwaardvis* class, including more powerful machinery. The three diesel generators have SEMT-Pielstick PA4V200 12-cylinder engines that deliver 4,700 kW (6,300 shp), while one electric motor provides 5,150 kW (6,910 shp) to a single shaft. On the surface, the submarines can reach a top speed of 13 knots, while submerged the boats have a maximum speed of 9 knots.

Displacing 2,490 tonnes (2,450 tons), each of the *Walrus*-class submarines are 222 feet (67.5 meters) in length, have a beam of 27 feet, seven inches (8.4 meters) and a draught of 21 feet, eight inches (6.6 meters). The submarines have a double-deck hull configuration that features a “tear-drop” form. It is constructed of high-tensile steel and has a minimum number of apertures and welded joints.

The *Walrus* class is unique in that its dive planes and rudders are arranged in an “X” configuration, rather than a vertical-horizontal cross. That “X-form” after-plane configuration requires a complex computerized control.

### Attack Submarine

The submarines of the *Walrus* class are equipped with four 21-inch (533mm) torpedo tubes, and each can carry up to twenty

torpedoes or forty mines, as well as the UGM-84 Harpoon surface-to-surface missile.

The submarines were in high demand by NATO as they are noted to be extremely silent. During the multi-national “Joint Task Force Exercise/Theatre Missile Defence Initiative 1999” (JTFEX/TMDI99), HNLMS *Walrus* successfully penetrated the U.S. Navy screen and “sank” several ships, including the Nimitz-class aircraft carrier USS *Theodore Roosevelt* (CVN-71) before escaping.

While the Dutch Ministry of Defense had announced plans to begin the development of a new class of submarines in November, 2014, to replace the aging *Walrus* class; in early April, 2022, the Dutch parliament announced that at least two of the *Walrus*-class boats would be extended in service until the mid-2030s.

*Expert Biography:* A Senior Editor for 1945, Peter Suci is a Michigan-based writer who has contributed to more than four dozen magazines, newspapers, and websites with over 3,000 published pieces over a twenty-year career in journalism. He regularly writes about military hardware, firearms history, cybersecurity, and international affairs. Peter is also a Contributing Writer for Forbes.



Dutch Walrus submarine at sea. (Photo: Pinterest.com.)



# Swinging the Hook in Strange Places

by Bob “Dex” Armstrong

Remember approaching your boat late at night in the launch, making the rounds returning bluejackets to their ships? Remember the feeling of pride you had when the kid standing “bow hook” lit up your hull numbers with his searchlight? Three great big white numbers on the side of your conning tower fairwater: that was your address. Your portable address that you hauled around all over the world.

Sure, we had one of those high North Atlantic sails—one of those fiberglass monsters held together with twenty seven zillion Monel metal bolts. If you matched the sail up with the World War II fleetboat bow, the one with the hawser hole in the bullnose, you had the *Requin*. But there was something about that great big 481 that made you smile.

When the cox’n laid his launch alongside, and you grabbed the hand hole above the limber hole and the topside watch gave you a hand to help you crawl aboard, you were home.

“Hey, Dex. You find anything over there worth seeing?”

“Nah... Just hit a bar with Stuke and Bobby Ray, and ate something I bought off some guy selling weird food from a cart. Some kind of meat on a stick.”

“Jeezus. You know what kinda meat?”

“Not really. Didn’t taste bad.”

“Hell Dex, you probably ate roasted cocker spaniel. I wouldn’t eat anything some sonuvabitch was selling off a wagon in that roach-infested hellhole.”

“If it tastes good, maybe it’s better not to ask what it is. I was in line behind guys off the *Cubera* and the *Grampus*. They didn’t fall over dead, so I figured it was okay.”

“You’re an idiot.”

Nobody ever listened to a topside watch.

I used to like to stand topside late at night, catching a smoke and watching the harbor lights. Watched the galley lights come on in tramp steamers around 4 a.m., and harbor tugs and pilot ships heading out to pick up incoming merchants standing in at first light.

One nice thing about life on the boats: if you couldn’t

sleep, you could always draw a couple cups of coffee and crawl topside. There was always someone to talk to, have a coffee with, and pass the time with. My definitions of life’s pleasant moments include late-night conversations with topside watches, below decks watches, night bakers, insomniacs, and duty officers. I always liked late night aboard ship. It was the most personal part of being a sub sailor.

I also liked to listen to local radio in foreign ports. Couldn’t understand a damned word, I would find some program that was predominantly music, punctuated with monkey jabber, or I would listen to the BBC World Service.

The problem with the damned BBC was the sonuvabitches broadcasted gahdam cricket matches. Cricket matches are as interesting as potato germination, bug sex and fermentation. I don’t know how folks can get interested in that game.

In the early morning, all the ships in port raised their flags, each in keeping with their national custom. I always enjoyed that. I learned to recognize the flags of most maritime nations while standing lookout and watching morning colors in foreign ports, as most of us did.

There was another thing about morning in a foreign port. For many of us, it was the first time we heard the distinctive sound that a heavy anchor chain makes as it makes its way up and rattles through a hawse pipe on its way to the chain locker.

We all collected our own special foreign harbor memories.

I remember this highly puffed-up government official who came aboard from a little poverty populated Central American country, one whose national economy was based on the exportation of body lice and venereal disease. The little fellow had a great big hat and a whole lot of deferred dental work. The little toad was very impressed with his own importance. He had epaulets, pins, badges and a load of meaningless gedunk pinned all over himself.

In less than five minutes, the skipper, CDR Ed Frothingham, taught him that if you did not wish to be verbally taken apart like a Swiss watch in front of a laughing bunch of American bluejackets, it would be advisable not to point your finger at a sub skipper and yell. At one point we thought Frothingham was going to grab the little bastard by the ankles, make a wish and rip the sonuvabitch in half. Everybody knew that the worst time to bug the skipper was in the middle of his third cup of coffee.

The one common denominator of foreign port was flies—

(concluded on page 14)

## 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...*



## L.A.-Pasadena Base Christmas Luncheon

The USSVI L.A.-Pasadena Base held its 2022 Christmas Luncheon on Saturday, December 10 at the Navy Golf Course Conference Center in Los Alamitos. With more than thirty-five attendees, this was a fun afternoon of catching up with submarine friends, families and guests.

Near the start of the luncheon, Base Commander Dave Vanderveen recognized wives and family members as well as guests in attendance—including Dave Lynn and Kevin Young from the Seal Beach Lions Club, who were instrumental in the initiation of and leadership over their 2022 restoration project for the U.S. Submarine Veterans WWII National Memorial - West. Dave Lynn spoke about the project and its personal connection to his family.

In true holiday celebration, fourteen attendees gathered for a group shot. This moment encouraged many family members to take photos as a way of honoring these submarine veterans and memorializing this holiday event.

Vanderveen later presided over a formal induction ceremony to honor two USS Los Angeles-Pasadena Base members—Michael A. Swanson and Gregory M. Paulson—who'd officially qualified for induction into the Holland Club by having now been designated "Qualified in Submarines" for fifty years. Certificates and challenge coins were presented to the beaming two, as well as applause from the luncheon crowd in recognition of their significant achievement and submarine service.

During the program, Vanderveen delivered an overview of the courageous actions of three WWII submarines—USS *Thresher* (SS-200), USS *Drum* (SS-228), and USS *Tinosa* (SS-283). These noted boats had survived the war and left a legacy that'll be shared for decades to come.—*Darin Detwiler*

*(more photos on page 11)*

# L.A.-Pasadena Base Christmas Luncheon

(concluded from page 10)



Where the holiday elite meet to eat.



Mike & Greg: Proud new Hollanders!



Lions Club's Dave Lynn addresses the crowd.

Below and right: Dave Vanderveen inducts Mike and Greg into the Holland Club.



Truly exceptional centerpieces..



John P. Holland

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

(75-year members noted with \*)

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 Palagyi.....	2014
Earl Thomas Peratt, Jr. ....	2014
David D. Semrau, DDS ....	2014
Ray Tracy Teare.....	2014
Milton Harry Boudov .....	2013
Kenneth Jon Dorn.....	2013
M. Mark Hoffer .....	2013
Michael P. Klein.....	2013
Ronald L. Levenson.....	2013
Edward L. Arnold .....	2012
T. Michael Bircumshaw....	2012
Raymond Cheesebrough .	2012
Bobby O. Mahaffey.....	2012
John V. Mahan .....	2012
Lee Melody .....	2012
Clyde Matthew Turner.....	2012
George R. Walrath.....	2012
John L. Weisenberger .....	2012
Edward A. Barwick.....	2011
Joseph W. Koch, Jr. ....	2011
Stephen D. Diumentti .....	2009
David Whittlesey .....	2009
Dennis A. Yure.....	2009
Armen Bagdasarian.....	2008
Paul A. Riggs.....	2008
Rex L. Shields.....	2008
John L. Von Ulmen .....	2008
Francis R. Traser.....	2006
Ronald K. Thompson.....	2004
Robert L. Conboy.....	2003
James Rogers .....	2003
John E. Savela, Jr.....	2003
Ben Van Devender.....	2002
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

## Bangor Facility Preps for New Subs

*(concluded from page 1)*

It’s a heavy lift. Naval Base Kitsap-Bangor will overhaul facilities to get ready for what’s known as the *Columbia*-class submarine. A new Trident missile, slated for the 2040s, is also being developed, and the Navy is estimating the base on Hood Canal will need hundreds of millions of dollars to modernize.

Transition to the *Columbia* class marks the third generation of nuclear weapon-armed submarines in American history. The first, known as “41 for freedom,” were commissioned between 1959 and 1967. The second, the *Ohio* class, was the first based at Naval Base Kitsap-Bangor when it opened in 1977.

The Navy and the Pentagon are eyeing the transition to the new submarines closely. Should there be any delays, Navy leaders are already considering extending the life of five *Ohio*-class subs as a hedge to ensure the “strategic deterrence” mission—responding to an enemy attack of strategic weapons with nukes—never stops, according to the United States Naval Institute. That would require the refit facility to keep *Ohio*-class experts on staff for longer to keep those vessels going.

The jump to *Columbia* as being an electric car is more than an analogy that Capt. Eberlein makes. The *Ohio* class submarines’ nuclear reactor propulsion systems, for example, use a steam turbine to drive the main shaft. On the *Columbia* class, the steam turbine will generate electricity, which runs an electric motor. The new generation will use much higher voltage systems as well.

The pressure: on *Columbia* class, the facility must be ready on Day One. The first in the class is slated to take its first patrol in 2031.

“We have to be masters of the craft the day it arrives,” he said.

The Puget Sound Naval Shipyard, with a workforce more than seven times its size, gets more attention as the Navy’s industrial powerhouse in the Pacific Northwest. But Ed Ingles, the Trident Refit Facility’s executive director, said it has a smaller, but highly dedicated, workforce that is seeking new blood all of the time.

“We’re the best-kept secret on the Kitsap Peninsula,” Ingles said.

The longtime director said he’s proud of the ingenuity of the facility, with many ideas implemented to increase the speed or efficiency in keeping the *Ohio*-class vessels at sea. He noted technologies, including using what’s known as a plasma blast, or superheated gas, to clean the surfaces of submarines.

Other technologies at TRF, as it is known for short, will also be changing. That includes everything down to the submarine’s periscopes.

Instead of sticking out of the hull, they’ll be attached to a cable and run electronically. On the most basic level, the periscopes will go from being a series of lenses to cameras, according to Kate Gendreau, a retired Coast Guard quartermaster who is the general foreman for the periscope and radar shops at the facility.

Gendreau leads a crew of fifteen people—who range in age from 19 to 62—in rotating out and refitting periscopes used on the subs. On the second floor of the refit facility’s main building, the 50-foot-long periscopes must be rigged and fitted.

The periscope and radar shops, unique to the facility, serve the Navy beyond just the *Ohio* class. The periscope shop takes on giant binoculars from the Navy’s aircraft carriers, for example. And the shop must combine many trades to complete the work.

“We’re jacks and jills of all trades,” Gendreau said. “We run rigging, cranes...painting and sandblasting. We have our own machine shop. It gives us a lot of autonomy.”

## Swinging the Hook in Strange Places ... by Dex Armstrong

(concluded from page 9)

big flies. Flies one step away from becoming birds.

On one visit to Panama, John T. O'Neil and me went over the side to visit the local attractions. The part of town we visited had only two major attractions, open sores and body odor. We stopped at a street vendor selling barbecued monkey strips, a submarine sailor delicacy.

While John T. bought one and brushed the resident flies off it, I happened to glance up the street. A smiling, middle aged lady looking straight at me hiked up her skirt, squatted down and took a whiz. While she was spattering her bare ankles and feet, she was brushing away flies. I looked at the flies all over the vendor cart and the pee running down the gutter, connected the dots and never bought anything from a vendor cart in a foreign country again.

Standing topside one night, gazing at the shore light of some country where the local citizens had been killing and eating each other thirty years prior to our arrival, the skipper and his trusty ol' pipe joined me.

"Man, Captain. That sure is a festering boil on the backside of the goddess of human decency."

"Dex, don't judge countries by their seaports. Many seaports, especially in emerging nations, attract a seedy element."

"Sir, the going rate to get laid over there is two cartons of Lucky Strikes."

"Son, you see, they've made great progress. In the old days, you could get yourself a woman for a pack of gum. By the way Dex, you gettin' anything on that thing but cricket scores?"

"No, sir. Just those gahdam cricket scores."



Keep a zero bubble ... *Dex.*

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USS <i>Delaware</i> (SSN-791)	USS <i>Kentucky Blue</i> (SSBN-737)
USS <i>Greeneville</i> (SSN-772)	USS <i>Kentucky Gold</i> (SSBN-737)
USS <i>Helena</i> (SSN-725)	USS <i>Maine Blue</i> (SSBN-741)
USS <i>Hyman G. Rickover</i> (SSN-795)	

### Questions?

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

2023 United States Submarine Veterans Calendar

# PERIL IN THE DEPTHS

United States Submarine Incidents Since 2000



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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.

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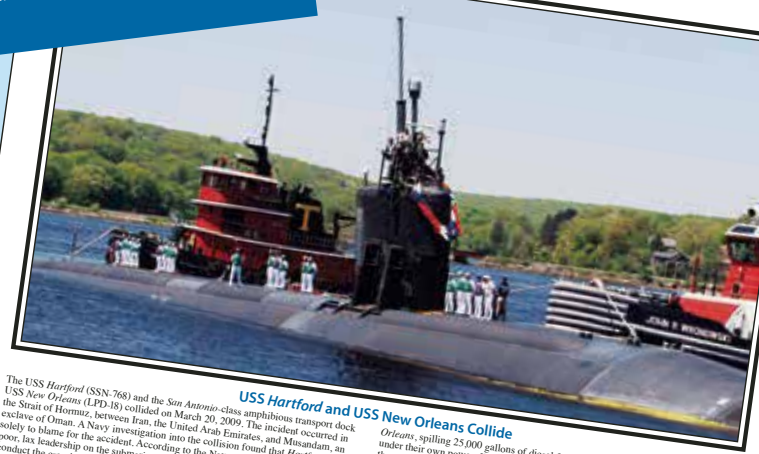
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**USS Hartford and USS New Orleans Collide**

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 exclave 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	27	28	29	30	31	1	2	1	2	3	4	5	6	7	26	27	28	29	30	31	1	2	26	27	28	29	30	31	1	2



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

Proceeds to benefit USSVI operations and projects.



U.S. Navy ballistic missile submarine *Ohio* with her missile tubes open during pre-commissioning activities, Feb. 6, 2001. (U.S. Navy photo.)

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

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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

