



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

Lots goin' on around our base. Plenty to read and peruse here too. Me? Still keepin' busy juggling *three* regular submarine publications—what else is new?! Stop by the Yeoman's Shack and say hello sometime. Or make yourself useful and empty the trash, huh?—Jeff

SSN(X): Can the Navy Merge *Virginia*-Class and *Seawolf*-Class Submarines?

SSN(X) submarines are slated to enter full service in the mid-2030s, and the Navy hopes that the futuristic concept will overpower enemies in overseas warfare.

(Reproduced from the National Interest website - Published January 5, 2024.)

by Brent M. Eastwood



Virginia-class attack submarine. (U.S. Navy artist's rendering.)

The next-generation U.S. Navy nuclear-attack submarine SSN(X) is already making a splash—at least in future dollars invested. Perceived as an “apex predator,” the SSN(X) will eventually replace *Virginia*-class submarines.

SSN(X) is slated to enter full service in the mid-2030s, and the Navy hopes that the futuristic concept will overpower enemies in undersea warfare.

The Navy originally requested \$237 million for the SSN(X), so the NDAA earmark falls well short of its desires—but it still gives the program a lifeline. The “X” signifies that the Navy has not finalized the boat's design.

SSN(X) - A Promising Future Addition to the U.S. Navy's Submarine Fleet

In a budget justification statement from the Navy reported in the Congressional Research Service fact sheet years ago, the SSN(X) appears to be an exciting addition to the fleet.

(concluded on page 18)



BASE COMMANDER - CO

Dave Vanderveen
6061 Broadstone Circle
Huntington Beach, CA 92648
714-374-7349
d.s.vanderveen@hotmail.com

VICE COMMANDER - XO

Ray Teare
602 E. Mountain View Ave.
Glendora, CA 91741-2765
626-831-5463
rtteare@yahoo.com

SECRETARY - OPS

Darin Detwiler
205 Seventh Street
Seal Beach, CA 90740-6180
425-232-5743
ddetwiler680@gmail.com

TREASURER - WEPS

Mike Swanson
1149 W. Santa Cruz Street
San Pedro, CA 90731
310-832-5981
swanmike@gmail.com

CHIEF OF THE BOAT - COB

Bill Moak
2865 Helm Street
Simi Valley, CA 93065
805-581-4419
golfsurf46@aol.com

MEMORIAL DIRECTOR

Dennis Bott
202 Berth Slip #7
Wilmington, CA 90744-6722
562-355-0230
dbottsailor@gmail.com

IMMEDIATE PAST COMMANDER

Bill Moak

L.A.-PASADENA BASE WEBSITE

www.socalsubvets.org

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Los Angeles-Pasadena Base of USSVI

Newsletter Editor

Jeff Porteous
15127 Matisse Circle
La Mirada, CA 90638-4733
714-709-6584
jefftyto@ca.rr.com

From the Wardroom...



Dave Vanderveen,
Base Commander

Shipmates and Ladies,

I'm still enjoying Southern California's "winter," but I admit I look forward to spring. I know those of you who live in parts of our country which experience *real* winter conditions may not have any patience for my whining, but I'm ready to be done with snow and rain until next winter.

Late last year I got involved with helping other bases in Western Region's District 6, and so far, I enjoy it. Renewing old acquaintances, meeting new shipmates, and sharing sea stories are some of the good things about it, and I also like seeing how other submarine veteran bases work. Some focus mostly on the social aspect, and others are nearly as active in civic and charitable functions as our own base. We have a quick, tidy way to track financial activity which our Treasurer uses to keep money matters current and transparent to our members, and it feeds quickly into the End-of-Year reports USSVI uses for tax reporting. With our Treasurer's Okay, I offered it to other bases which have difficulty with their reporting. BZ to Mike Swanson for the work he has done with that tool, and for allowing it to be used to help other bases.

The Western Region Roundup is approaching fast! It'll be hosted by the Bremerton Base in mid-April and preparatory work is nearly complete. Most of that work is done by a standing committee of subvets which lead the planning, negotiation for services and facilities, and execution of the agenda. They work with the host base, sharing their experience in managing the process so the local folks don't get overwhelmed. They worked with bases in WD-5 for the 2023 Roundup, which succeeded very well, and recent reports are the process has been even smoother for this year's Roundup.

The WRR Standing Committee election for the new term is underway now, so please complete the ballot I sent to you and return it to Pete Juhos, Western Region Director. By the way, our own Mike Swanson is standing for election as Treasurer for the Roundup Committee! In May, after closing reports for the '24 Roundup are done, the committee will begin planning for the '25 Roundup, which L.A.-Pasadena Base will host. During our February meeting, we committed to forming a team which will help the committee with local groundwork. Part of that work is already done, and the committee will begin negotiating with the *Queen Mary* for hotel rooms, meeting space, and catering. We'll also work with Battleship *Iowa* for group tours and the use of the Main Deck aft for our Tolling the Boats ceremony—perhaps even to be closed with a ceremonial salute from a nearby 5"/38 caliber gun mount. Of course, we'll keep information flowing to you frequently, and we welcome your participation!

Darin Detwiler and I will take another run at employing Zoom for our meetings held at Anaheim's VFW Hall. We have a fairly consistent in-person attendance rate of about 15% and Zoom availability should make it easier for folks to participate in the meetings. More information is to come, and meanwhile, I hope to see more of you at the March 23rd meeting in the VFW Hall, 805 East Sycamore St., in Anaheim.

As always, please continue to manage your risk of exposure to things which can hurt you or make you sick. That *may* include paying less attention to the breathless, wide-eyed "newsies" who hawk the newest terrible illness threatening the population. When you hear that stuff, though, please remember you have skills and the good sense to protect your own health. We do not want to lose you!

Dave

Dave Vanderveen, Commander
Los Angeles-Pasadena Base

Important P.S.: Dennis Bott was the first respondent to our request for volunteers to complete the open Director term. Dennis has now been formally appointed to that job until the term ends in October. The position will then be on the 2024 ballot for new base officers. (I notified the other respondents and thanked them for offering to step up.) Also, Jack Mahan has stepped forward to assume sponsorship for new Associate Member Michael Polis, formerly to have been sponsored by Bo Bolton.



Feb. General Meeting Sailing List

Dennis Bott
 Darin Detwiler
 Ken Dorn
 Joe Koch
 Bill Moak
 Greg Paulson
 Chuck Senior
 Mike Swanson
 Ray Teare
 Dave Vanderveen
 Ron Wagner
 Dennis Walsh
 Pat Zilliacus
 Mercedes Zilliacus



Minutes of February 17, 2024 General Meeting

Base Commander Dave Vanderveen called the General Meeting of the L.A.-Pasadena Base to order at the VFW Hall in Anaheim at 1119 hours. He then directed the Flag Salute and asked those in attendance to join in a pause to reflect on lost shipmates.

It was indicated that the Minutes from both the November 2023 and January 2024 meetings had been approved and that the current Treasurer’s Report had also been accepted earlier in the day. (See below.) It was observed that Dennis Walsh had brought a guest (unnamed in secretarial notes) and that Pat Zilliacus had brought his wife Mercedes along as a guest. Pat has just published a new book entitled *Blockade* and is now planning a book signing event for it as well as a future sequel.

Treasurer’s Report:

The Treasurer’s Report as of February 16, 2024 was read by Base Treasurer Mike Swanson: *(It appears in the E-Board Meeting Minutes elsewhere in this issue as usual.—ed.)* It was noted that USSV Charitable Foundation Memorial Funds pay for Memorial Day Flowers. Receipts for flower donations (as “in-kind donations”) should still be submitted to our base treasurer.

Membership Update:

Marilyn Senior reported in via e-mail that our base currently has 91 active members. We’ve also had three membership non-renewals this year and five members lost in recent months to Eternal Patrol. Dave Vanderveen observed that this changes our overall base classification from one with over 100 members to one with fewer than 100. Pat Zilliacus mentioned that he’s now looking for potential new members.

Memorial Update:

Dennis Bott reported that Memorial Day ceremony prep is now underway with guests and speakers in the process of being identified. Further preparation as follows:

- First Field Day on May 11 at the Memorial
- Regular Base Meeting May 18 at the VFW Hall, Anaheim
- Second Field Day May 25 at the Memorial
- Ceremony takes place May 27 at the Memorial

Dave Vanderveen shared that the Weapons Station will no longer permit Eagle Scout projects to take place at the Memorial site.

(concluded on next page)



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Wings'n'Pies



Just the Place for Killer MidRats!

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



General Meeting Minutes...

(concluded from previous page)

Dave Vanderveen then discussed how our ongoing Memorial Bricks Project remains unresolved. The Navy JAG office is still interpreting language regarding names and advertising. Public works could install our bricks (currently still residing in Building 6) if the lawyers allow us to proceed.

The new sign project (three plaques to be mounted on the back of the Memorial's main street sign) is moving again, with Barry Feinman in talks. Plans are also being made to restore the USSVI L.A.-Pasadena Base Wives' Plaque—with Dave Vanderveen following up on NWSSB base approvals.

New Business

Dave Vanderveen shared that with the passing of Bo Bolton we now have an open position for Director. A volunteer will be requested to cover the position until the end of the existing six-month term. A notice will go into *The Periscope* newsletter that we're looking until April first. Word will also be spread via this notice in the Minutes, plus an all-member email. *(See Dave's full update on this situation in his "From the Wardroom" column—ed.)*

The Good of the Order:

It was brought up that a full inventory is needed of all the base memorabilia and materials stored in Greg Paulson's garage attic. We're looking into the donation of most of these items to the WWII Museum in New Orleans and/or the one in Branson, MO. The submarine museum in Washington State is another possibility. The March meeting's agenda will include a discussion of the thinning out of these materials.

Happy Birthday wishes were shared at this point in the meeting.

Chuck Senior then discussed the need for the formation of our committee for the 2025 Western Regional Roundup by this June.

There being no further business, Ron Wagner motioned for adjournment; this was seconded by Dennis Walsh and approved by all present, adjourning the meeting at 1142 hours.

Respectfully submitted,

Darin Detwiler

Secretary, L.A.-Pasadena Base, USSVI

March Meeting at the Anaheim VFW Hall

March Meeting

Date: Mar. 16, 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 — *Salad or Vegetable*

I-R — *Dessert*

S-Z — *Main Dish*



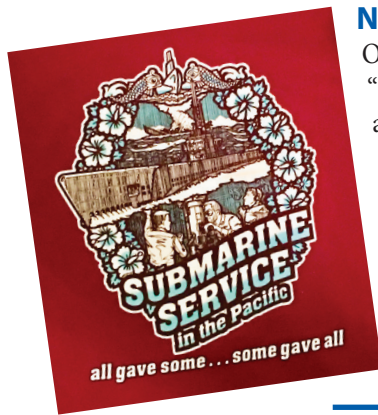
March Birthdays

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

- Bill Soulé..... 3/2
- Richard McPherson..... 3/4
- Arthur B. Schwartz, Jr. ... 3/11
- Ed Kushins..... 3/15
- Lee Melody 3/26
- Michael Klein..... 3/27



Ship's Store

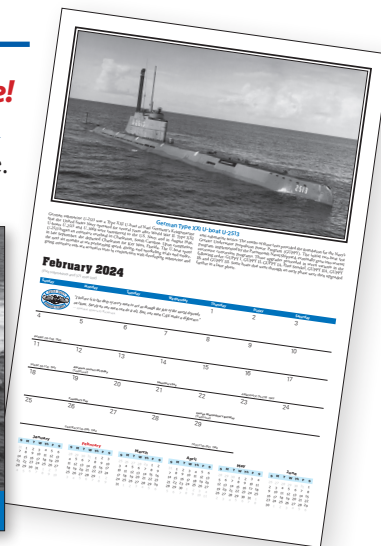


New Reduced Price on T-Shirts!

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 Bill Moak for yours, or just bring a few extra bucks to the next meeting, you skinflint!

2024 Calendars Now Available!

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



Get in touch with our base Storekeeper, Bill Moak, at 805-660-4776 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

2024 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:

Ken Dorn • Dennis Bott • Bill Moak



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

MARCH TOLLING OF THE BOATS



USS PERCH (SS-176)

Lost near Java on March 3, 1942 during her first war patrol. There was no immediate loss of life. Forced to surface after two severe depth chargings by three Japanese destroyers in less than 200 feet of water, *Perch's* crew abandoned ship and scuttled her. Of the fifty-nine officers and men taken prisoner, fifty-three somehow survived the deprivations of POW life while six of their shipmates perished.



USS GRAMPUS (SS-207)

Lost on March 5, 1943 during her sixth war patrol, *Grampus* was sunk while engaging two Japanese destroyers in Vella Gulf. Seventy-one officers and men were lost.

USS H-1 (SS-28)

Lost on March 12, 1920 after grounding on a shoal near Santa Margarita Island off Baja California. Four men drowned as they tried to reach the rescue vessel *Vestal* (AR-4), which had finally arrived to pull the stricken sub off the rocks on the morning of March 24. The *H-1* sank while under tow just forty-five minutes later in only fifty feet of water. She had originally been USS *Seawolf* before designated the *H-1*.



USS TRITON (SS-201)

Lost on March 15, 1943 north of the Admiralty Islands during a fight with three Japanese destroyers. *Triton* had been the first American submarine to engage the enemy in December of 1941, just off Wake Island. Her war record was an impressive nine ships, one submarine, and one destroyer sunk. Seventy-four men lost their lives when *Triton* went down.



USS KETE (SS-369)

Lost on March 20, 1945 at the end of her second war patrol. Eighty-seven officers and men were lost. *Kete* was probably sunk by a Japanese submarine near Okinawa, which itself was subsequently lost.

USS F-4 (SS-23)

Lost on March 25, 1915 when she foundered 1.5 miles off Honolulu. Acid had corroded her battery tank lining, allowing seawater into the compartment which ultimately caused her loss. *F-4* was the first submarine of the United States Navy to be lost at sea. Twenty-one souls went down with her.



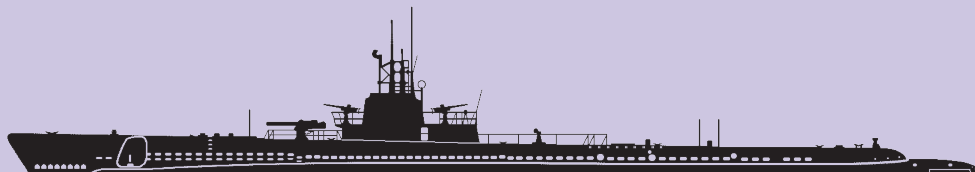
USS TULLIBEE (SS-284)

Lost on March 26, 1944 during her fourth war patrol. *Tullibee* was the victim of a circular run by one of her own malfunctioning torpedoes. A lookout was her only survivor; taken prisoner, he ultimately survived the war as a Japanese POW. Seventy-nine officers and men were lost aboard *Tullibee*.



USS TRIGGER (SS-237)

Lost on March 26, 1945 while on her twelfth war patrol. *Trigger* went down as a result of a combined effort by Japanese naval and air anti-submarine forces. She ranked seventh in total tonnage sunk and tied for eighth in number of ships sunk. Eighty-nine officers and men perished when she went down.



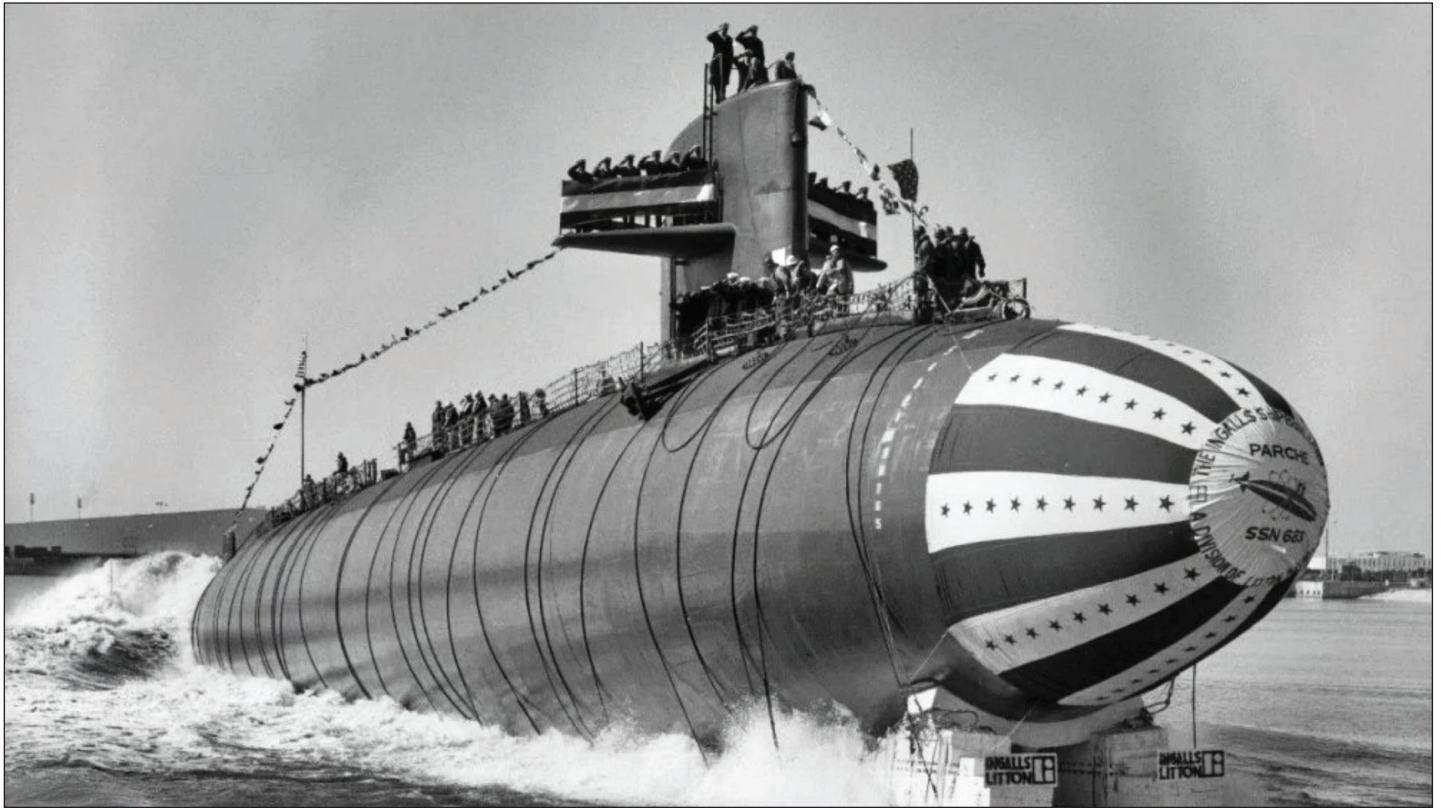
WE REMEMBER For those who gave their lives in defense of our country WE REMEMBER

USS *Parche*: The Most Highly Decorated Sub in U.S. History

The USS Parche is said to be “the most highly decorated vessel in U.S. history.” Considering all the vessels that have served throughout U.S. history, from wooden schooners to stealthy littoral combat ships, and in all the conflicts, from the War of 1812 to the War on Terror—to be the most highly decorated vessel is indeed a remarkable distinction.

(Reproduced from the National Interest website - Published January 7, 2024.)

by Harrison Kass



USS *Parche* (SSN-683), spy submarine for the U.S. Navy. (U.S. Navy photo.)

First commissioned in 1974, *Parche* initially served as a *Sturgeon*-class nuclear-powered fast attack submarine. But after several years in the fast attack role, *Parche* was chosen for an alternative function: clandestine reconnaissance. The target, of course, would be the Soviet Union—specifically, the Soviet’s underwater communications cables—and her work would be a stellar success.

USS *Parche* Modified for its Deep Water Mission

To accommodate USS *Parche*’s new role, the boat was modified extensively. These alterations allowed for superior maneuverability. Further modifications made space onboard for new gear, including cameras, communications equipment, thrusters, new sonar arrays, and landing skids. To make room for it all, the majority of *Parche*’s torpedo tubes were removed, leaving the sub with just four torpedoes—which made her extremely under-gunned.

Serving on *Parche* was especially dangerous. Protocol

dictated that rather than submit to Soviet capture, *Parche* would scuttle herself, killing her entire 112-man crew, via the 150 pounds of HBX onboard explosives. Fortunately, the Soviets were never able to force *Parche*’s hand.

The full breadth of her mission profile remains unknown. What we do know is that *Parche* worked to tap Soviet undersea communications cables in the Sea of Okhotsk. That cable was important; situated along the ocean floor, it connected the Soviet Pacific Fleet’s Petropavlovsk-Kamchatsky base on the Kamchatka Peninsula to the Fleet’s headquarters in Vladivostok.

The U.S. Navy did succeed in tapping the Okhotsk cable. In 1971, the USS *Halibut*, another espionage submarine, placed a large wiretap recording device on the cable. And when the *Halibut* was decommissioned, *Parche* inherited the wiretapping role. In addition to operations in the Sea

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Parche: U.S. Navy's Most Decorated Submarine

(concluded from page 7)

of Okhotsk, *Parche* also conducted wiretapping up near the North Pole and in the Barents Sea.

In addition to clandestine wiretapping, *Parche* was also tasked with recovering fragments of Soviet test-launched missiles from the sea floor.

The USS *Parche* was decommissioned in 2004 after three decades of service. The submarine was scrapped in 2006—but her flag was preserved and is now on display at the Puget Sound Naval Shipyard in Washington.

In all, “*Parche* would win a staggering amount of honors, including ten Presidential Unit Citations, nine Navy Unit Citations, and thirteen Expeditionary Awards,” Caleb Larson of the *National Interest* explained a few years ago. Indeed, *Parche* was “the most highly decorated vessel in U.S. history.”

The USS *Jimmy Carter* would next fill the espionage role *Parche* left vacant. The *Jimmy Carter* is the third and final *Seawolf*-class submarine, which has been modified to become America’s “premier spy submarine.” In fact, she has been so heavily modified to fit the espionage role *Parche* left behind that the new boat is sometimes considered its



Parche returns to port for the last time on Sept. 20, 2004.

own sub-class of submarine.

Harrison Kass is a seasoned defense writer with over 1,000 articles published. An attorney, pilot, guitarist, and minor pro hockey player, he joined the US 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. He lives in Oregon and listens to Dokken. Follow him on Twitter @harrison_kass. Email the Author: Editor@nationalinterest.org.

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- ✓ First-time sponsors receive a Boat Sponsorship Patch
- ✓ All sponsors entered into the quarterly Boat Model Giveaway drawing (one entry per sponsorship) — a \$500 value

SUBMARINES IN NEED OF ADDITIONAL SPONSORS

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

Questions?

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

First Look at Columbia Missile Sub's X-Shaped Stern

The delivery of Columbia's stern section is a milestone for the first ballistic missile submarine built for the Navy since the 1990s.

(Reproduced from The War Zone website - published January 10, 2024.)

by Howard Altman



USS Columbia's X-shaped aft section seen on the move. (General Dynamics/Electric Boat photo.)

The first *Columbia*-class submarine stern section has been delivered to General Dynamics Electric Boat. The massive component will serve as the propulsion section of the inaugural *Columbia*-class nuclear ballistic missile submarine, the USS *District of Columbia*. The vessel is the first of a planned twelve-boat fleet designed to replace the existing fourteen *Ohio*-class boomers in what the Navy says is its top-priority acquisition program.

Images of the first stern section were released on Wednesday by HII's Newport News Shipbuilding Division, which built the stern section and General Dynamics Electric Boat (GDEB), which is constructing the submarines.

The stern section was shipped aboard *Holland*—GDEB's 400-foot barge—for the 400-mile journey from Newport News to GDEB's Quonset Point, Rhode Island shipyard. It arrived there last week.

The image shows the *Columbia* class's distinctive x-shaped stern configuration, the first one made for a U.S. submarine in six decades; the USS *Albacore* featured the design back the 1960s. The configuration provides enhanced maneuverability, efficiency, and safety, as well as acoustic signature reductions across major parts of the submarine's operating envelope compared to the current cruciform system used on existing American submarines. The x-stern configuration has become increasingly popular and is now found on other submarine designs around the globe.

The *Columbia* class is designed to be the largest and most complex submarine ever procured by the Navy, according to the Government Accountability Office (GAO). The Navy is planning to spend \$132 billion on the program and GDEB has a target of delivering the first one in April 2027, according to the GAO. It is the first new ballistic missile submarine the Navy has built since the 1990s.

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First Look at *Columbia's* X-Tail Stern

(concluded from page 9)

Because the current Cold War-era *Ohio* class boats will begin to retire in 2027, the Navy wants the USS *District of Columbia* to be on patrol by October 2030. There has been talk of extending the life of some of the *Ohio*-class SSBNs in order to accommodate more slippage in this schedule.

To ensure an uninterrupted presence of the undersea component of the nuclear triad, the Navy has made the *Columbia* class its priority. As we wrote previously, that has impacted the production of its *Virginia*-class fast attack submarines. GDEB, which is producing those submarines as well, has seventeen *Virginia*-class boats in its current backlog delivering through 2032, according to Reuters.

Given the importance of the program, the Navy is working to make sure the *Columbia* class stays on track throughout the production process. The sea service is working to ac-



celerate the remaining construction work on the *District of Columbia* to brace for potential delays in the boat's testing later this decade, *Defense News* reported in October.

The Navy and GDEB originally built a six-month buffer into the construction schedule, the publication reported, but that has eroded due to “pandemic-related challenges and contractor performance,” according to *Defense News*. There has been other issues with the program, including issues with poor welds on missile tubes for the boats.

Still, the Navy has confirmed the *District of Columbia* is still “on its contractually mandated schedule,” *Defense News* reported.

We've reached out to the Navy and GDEB for more details.

The delivery of *District of Columbia's* stern section is a positive sign for a vital Navy procurement program. We will continue to monitor it as it progresses.

Contact the author:
howard@thewarzone.com



What Is China's Type 096? The Next Generation Nuclear Submarine Haunting the U.S. Navy

(Reproduced from Newsweek website - published October 11, 2023.)

by Ellie Cook, Security and Defense Reporter



A Chinese Navy submarine attends an international fleet review to celebrate the 60th anniversary of the founding of the People's Liberation Army Navy on April 23, 2009, off Qingdao in Shandong Province. Beijing's new Type 096 sub-surface ballistic missile nuclear submarine (SSBN) is a largely unknown quantity, but will be more difficult for Western navies to track, and will boost China's underwater nuclear capabilities, experts say. (GUANG NIU/POOL/AFP via Getty Images.)

As China forges on with its next-generation ballistic missile submarine development, Western military powers like the U.S. will need to “re-think” their naval strategies in the Pacific to contend with a largely unknown Chinese capability, an expert told *Newsweek*.

Beijing's new Type 096 sub-surface ballistic missile nuclear submarine (SSBN) is a largely unknown quantity, but will be more difficult for Western navies to track, boosting China's underwater nuclear capabilities, experts say.

“The Type 096 will be more numerous, more stealthy, and may range over a wider area, all of which necessitates a rethink of U.S. capabilities and their deployment,” Emma Salisbury, an associate fellow at the U.K.-based Council on Geostrategy, told *Newsweek*.

In mid-August, research from the China Maritime Studies Institute, based at the U.S Naval War College, predicted the third-generation Type 096 submarine will likely have

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New Chinese Type 096 Missile Submarine

(concluded from page 11)

“profound implications for U.S. undersea security.”

The U.S. government has previously assessed that China could have up to eight SSBNs, including the currently operated Type 094s as well as the 096, operational by 2030. China currently operates six Type 094 *Jin*-class SSBNs.

The Type 096 will likely operate alongside China’s current fleet of Type 094 SSBNs, beefing up Beijing’s at-sea nuclear deterrent, Salisbury said.

“While both will be equipped with the same JL-3 missile, the Type 096 will be far quieter and thus stealthier,” she added. The JL-3 is a third-generation submarine-launched missile with an estimated range of more than 6,000 miles, and reports have suggested Beijing upgraded its Type 094 vessels with the JL-3.

This means Western navies will have to contend with more Chinese SSBNs available for patrols, and that many will be harder to track.

“Once these more numerous and more stealthy patrols begin, the United States will need to consider what assets it has in the area—and will likely need to commit more of these,” Salisbury argued. With much quieter SSBNs, Beijing’s navy may even risk venturing outside of “what they consider to be their ‘bastion’ waters in the South China Sea,” Salisbury said, “although this may be tempered by the long range of the JL-3 and the instinct to keep these submarines safely within the Chinese littoral.”

The U.S. Navy may opt to increase the deployment of its advanced attack submarines (SSNs), surveillance aircraft, seabed sensors and surface ships in the Pacific, she suggested. The tripartite AUKUS security deal between the U.S., the U.K. and Australia will also “augment these capabilities,” but the U.S. will be the heavy-lifter for Western underwater security in the region, she said.

Beijing expanding its nuclear forces means the U.S. will be dealing with two “nuclear peer adversaries”—China and Russia—for the first time, Timothy Wright of the U.K.-based International Institute for Strategic Studies told Reuters in April 2023.

“That will be of concern to the United States because it will stretch U.S. defenses, hold more targets at risk, and they will need addressing with additional conventional and nuclear capabilities,” Wright said.

Newsweek has reached out to the U.S. Navy for comment via email.

China’s investment in its SSBN program fits into its “broader push” to bolster its ability to launch nuclear weapons from the sea, land and air, according to the U.S. think tank, the Center for Strategic and International Studies.

Experts can’t yet say whether the Type 096 will be more like current-generation SSBNs, such as the U.S. military’s *Ohio*-class or the British navy’s *Vanguard*-class vessels, or comparable to the upcoming *Columbia* or *Dreadnought* class submarines, Salisbury argued. There is very scant available information about the Type 096’s specifications, which the Chinese navy is “unsurprisingly reluctant to reveal publicly,” she said.

The *Columbia*-class program is a “top priority” for the U.S. Navy, as a report to Congress earlier this year labeled the new submarines, to replace the U.S.’s fourteen aging *Ohio*-class vessels. The first *Columbia*-class submarine is scheduled to deploy in the *Ohio*’s place from 2031, with the first *Ohio*-class to retire in 2027.

Britain’s Royal Navy’s *Dreadnought*-class SSBN is expected to enter service in the early 2030s, and they have been touted as the British military’s “biggest, most powerful and technically advanced submarines.”

According to the China Maritime Studies Institute, the Type 096 is likely to be 150 meters in length, with a top speed of around 29 knots, or 33 miles per hour.

Outfitted with “significant improvements over its predecessors,” the Type 096 could “compare favorably” to some of the Russian navy’s designs with its *Borei*-class SSBNs and Improved *Akula I* SSNs, the Institute said.

Ellie Cook is a Newsweek security and defense reporter based in London, U.K. Her work focuses largely on the Russia-Ukraine war, the U.S. military, weapons systems and emerging technology. She joined Newsweek in January 2023, having previously worked as a reporter at the Daily Express, and is a graduate of International Journalism at City, University of London. You can reach Ellie via email at e.cook@newsweek.com.



Little Known WWII Submarine Facts

(Reproduced from retired WW2 sister subvet publication *Polaris*—submitted by Bill Moak from the internet; thanks, Bill!)

by Bill Wolfe

The first Japanese casualty of American arms during WWII was an aircraft shot down on Dec. 7th, 1941 by the *Tautog*.

The first submarine force casualty suffered in WWII was G. A. Myers, Seaman 2nd, who was shot through the right lung when *Cachalot* was strafed during the Pearl Harbor raid.

The first “live” torpedoes to be fired by a Pearl Harbor submarine were fired by the *Triton* (Lent): four stern tubes fired on the night of December 10, 1941.

The first Pearl Harbor boat to be depth charged was the *Plunger* (White) on Jan. 4, 1942: twenty-four charges.

The first “down the throat” shot was fired by *Pompano* on Jan. 17, 1942.

The first Japanese warship sunk was torpedoed by *Gudgeon* (Grenfell) at 9 a.m. on Jan. 27, 1942: the IJN *I-173* (submarine).

The first major Japanese warship lost to submarines during WWII was the heavy cruiser *Kako*, which fell victim to *S-44* (Moore) on Aug. 10, 1942.

The first submarine to fire on a battleship was *Flying Fish* (Donaho) Sept. 1942—damaging a Kongo class battleship.

The first submarine to fire on an aircraft carrier was *Trout* (Ramage), damaging *Taiyo*, August 28, 1942.

The first Japanese ship sunk by submarine gunfire was care of *Triton* (Kirkpatrick), near Marcus Island on Feb. 17, 1942.

At the time, Kirkpatrick was the youngest skipper to get command at Pearl.

The first man to die in submarine gun action was Michael Harbin aboard *Silversides*, May 1942.

The first rest camp for submarine crews was established at a military encampment at Malang, in the mountains of Java, 89 miles from Soerabaya. Three days were allotted to submarine crews there in January, 1942.

The first TDC (Mark 1) was installed in the *Cachalot*.

The *Plunger* was the first boat to sustain an “arduous” depth charge attack and survive.

In September, 1936, Cdr. C. A. Lockwood Jr., assumed command of SubDiv 13, which was composed of the new boats *Pike*, *Porpoise*, *Shark*, and *Tarpon*.

On December 31, 1941, Captain Wilkes evacuated Corregidor on board the *Seawolf* to establish a new base at Soerabaya, Java. Simultaneously Capt. Fife boarded *Swordfish* and sailed to Darwin, Australia.

Expressing the view that Japan could not hope to be victorious in a war with the U.S., Admiral Yamamoto was “shanghaied” to the post of Commander of the Combined Fleet (from the Naval Ministry) to thwart a possible assassination at the hands of his many dissenters.

A survivor of the Jap carrier *Kaga*, at the Battle of Midway, told how some of his shipmates saved themselves by clinging to the air flask of a torpedo fired from *Nautilus* which hit the carrier and failed to explode—the concussion separating the warhead from the air flask.

LtCdr. Francis White was the only skipper who lost two submarines in combat, the *S-39* and the *S-44*.

The IJN *I-176* (Cdr. Kosaburo Yamaguchi) was the only Japanese boat to sink an American submarine (*Corvina*) during the war.

The last Japanese submarine to be sunk in the Pacific, the *I-373*, was torpedoed by *Spikefish* (Monaghan) on the morning of Aug. 13, 1945, in the East China Sea.

As late as July, 1945, Japanese guns on the cliffs of Lombok Strait shelled the *Loggerhead* as she proceeded through the strait on the surface.

In July, 1945 *Bugara* (Schade) operating in the Gulf of Siam, sank 12 junks, 24 schooners, 16 coasters, 3 sea trucks, and one naval auxiliary—all by gunfire.

In the early morning hours of June 22, 1945, *Barb* (Fluckey) fired a dozen five-inch rockets into the town of Hokkaido from 5000 yards offshore.

A Japanese prisoner, recovered from a wrecked aircraft by *Atule* (Mauer) had the following items in his pockets: 7 packs of Jap cigarettes, 1 pack of British cigarettes, calling cards, ration books, club tickets, diary, notebook, flight record, two magnetic detector tracers (with notes concerning them), a thick wad of money, a vial of perfume and a number of other personal items.

On the night of December 8-9, 1944, in a coordinated attack with
(concluded on page 14)

Little Known WW2 Submarine Facts

(concluded from page 13)

Sea Devil, *Redfish* heavily damaged the aircraft carrier *Hayataka*, then ten days later went on to sink the newly built carrier, *Unryu*.

When *Robalo* was sunk, presumably by a mine, on July 26, 1944, five of her crew swam ashore and were captured by Japanese military police then jailed for guerrilla activity. They were evacuated by a Jap destroyer on August 15 and never heard from again.

On Oct. 27, 1944, *Rock* fired nine torpedoes at *Darter*, stranded on Bombay Shoal.

In Feb., 1943, *Tautog* (Sieglaff) laid mines off Balikpapan, Borneo. In April, 1944, the Jap destroyer *Amagiri* struck one of these mines and sank. This was the same destroyer that rammed *PT-109*, commanded by J.F. Kennedy.

The first boat to be equipped with QLA sonar for locating mines was *Tinosa*.

When Admiral Nimitz assumed command of the Pacific Fleet in Jan., 1942, he raised his flag on the submarine *Grayling*. Relinquishing command nearly four years later, he lowered his flag on the submarine *Menhaden*.

America's first Japanese POW was sub-Lieut. Sakamaki—captured when his midget submarine, launched from the *I-18*, struck a reef in Kaneohe Bay and he swam ashore and surrendered.

The second Japanese submarine sunk, a midget caught inside Pearl Harbor and sunk by the seaplane tender *Curtiss*, was later raised. Too badly damaged for intricate examination, it was used as fill-in material in the construction of a new pier at the submarine base.

During 520 war patrols in 1944, submarines fired 6,092 torpedoes, more than in 1942-43 combined (5,379).

Statistically, it took 8 torpedoes to sink a ship in 1942, 11.7 in 1943, and 10 in 1944.

In 1944, 117 Navy and Air Force personnel were rescued by U.S. subs; *Tang* (O'Kane) once picked up 22 in a single patrol to lead in this category.

During 1944 Japan lost 56 submarines, 7 to U.S. submarines.

On Nov. 21, 1944, *Sealion II* (Reich) fired a salvo of fish at each of two battleships, the *Kongo* and *Haruna*. *Kongo* was hit and sunk. The destroyer *Urakazi* intercepted the torpedo meant for *Haruna* and was instantly sunk.

Message to all U.S. subs on April 13, 1944: "Until further notice, give

fleet destroyers priority over maru types as targets for attacks.

In 1944, U. S. submarines sank 1 BB, 7 CVLs, 2 CAs, 7 CLs, 3 DDs, and 7 SSs of the Japanese navy.

So numerous were submarine attacks on the Singapore-to-Empire trade routes in 1944 that a common saying in Singapore was that "One could walk from Singapore to Tokyo on American periscopes."

Emperor Hirohito, upon learning of the Bataan death march at the conclusion of the war, stripped General Homma, the responsible commander, of his medals and decorations.

When the loss of Saipan was announced to the Japanese people on July 18, 1944, Prime Minister Tojo and his entire cabinet resigned.

On Feb. 22, 1945, the *Flounder* fired four fish at a Jap patrol boat. Two of the fish ran in a circle, causing *Flounder* to maneuver frantically to avoid disaster. On the following day, she collided with *Hoe*.

The *Flounder* (Stevens) sank the only German U-boat credited to U.S. submarines in the Pacific.

The last of the German commerce raiders, the *Michael*, was sunk by *Tarpon* (Wogan) on Oct. 18, 1943, while en route to a Japanese port.

On December 28, 1944, the *Dace* (Cole) torpedoed the Japanese collier *Nozaki*, the last ship to be sunk in 1944.

The last large merchantman to be sunk by a submarine during WWII was the *Hokozaki Maru*, torpedoed on March 19, 1945, by *Balao* (Worthington).

The last Japanese warship afloat in the South Pacific, the light cruiser *Isuzu*, was sunk by *Charr* (Boyle) after she was previously hit and badly damaged by *Gabilan* (Parham)

Flasher sank more tankers than any other submarine.

The largest merchant ship sunk by submarines during WWII, the *Tonan Maru #2*, was sunk by *Pintado* (Clarey) on August 22, 1944.

Except for those officers who received the Congressional Medal of Honor, Commander Davenport was the most decorated man of the war.

During 1944, 14% of submarine COs were relieved for non-productivity, 30% in 1942, and 14% in 1943.

A total of seven reserve officers achieved command of a fleet submarine in WWII.

Captain Warned That Crew Wasn't Ready Before Sub Ran Aground, Investigation Shows

(Reproduced from the Military.com website - published March 1, 2020.)

by Hope Hodge Seck



The Ohio-class guided-missile submarine USS Georgia (SSGN 729) exits the drydock on March 22, 2019, at Naval Submarine Base Kings Bay, Georgia, following an extended refit period. (Bryan Tomforde/U.S. Navy photo.)

A newly released investigation from a submarine mishap in 2015 that caused some \$1 million worth of damage shows that an inexperienced crew was given the go-ahead to complete a tricky return-to-port mission in the dark, despite warnings from the commanding officer that they weren't ready.

The *Ohio*-class submarine *Georgia* ran aground in the predawn hours of Nov. 25, 2015, the day before Thanksgiving, as she prepared to return to port at Kings Bay, Georgia, to replace a failed towed array sonar. While conducting a scheduled pick-up of a new pilot at Fort Clinch, Florida, near the entrance to St. Marys River, which approaches the base, the sub inadvertently exited the channel, then collided with a buoy amid the crew's efforts to re-orient. The grounding occurred as the crew worked to get clear of the buoy, the investigation shows.

Ultimately, the sub was able to return to port to assess

damages, which were mostly cosmetic, save for the ship's screw propeller, an acoustic tracking device and an electromagnetic log meter that measured the sub's speed. The *Georgia* was taken into drydock in December 2015 for assessment and the costly repairs.

The investigation, which was completed in March 2016 but just released to *Military.com* this month through a public records request, found that the "excessive speed" of the sub as it approached the pilot pick-up made it more difficult for the crew to control the ship, and that the tugboat carrying the pilot was positioned poorly, making the maneuver more complex.

Ultimately, though, blame for running aground is laid at the feet of the commanding officer. In the wake of the incident, the commander of *Georgia's* blue crew, Capt. David Adams, was relieved of his post due to a loss of confidence

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Skipper Knew Crew Wasn't Ready

(continued from page 15)

in his ability to command. Like all submarines in its class, *Georgia* has two identical crews—a blue and a gold—that alternate manning and patrols.

“His inability to effectively manage the complexity of the situation and failure to respond to the circumstances in a manner sufficient to protect the safety of the ship and crew is beneath my expectations for any CO,” an investigation endorsement by Rear Adm. Randy Crites, then-commander of Submarine Group 10, reads.

In his detailed and thorough endorsement of findings, Crites also dismisses the notion that maneuvering in the dark and with a green crew was what led to the sub's disastrous mishap.

“Ultimately, had this crew (and the Pilot) executed the same plan in the same manner during broad daylight, there is nothing in the ship's planning effort, demonstrated seamanship, or response to tripwires that indicates the outcome would be any different,” he said.

While coming in for the brunt of the blame, Adams was not alone in being designated for punishment. Crites indicated his intent to take administrative action against the sub's executive officer; chief of boat; navigation/operations officer; weapons officer, who was the officer of the deck; and assistant navigator. He also said he'd issue non-punitive letters of caution to the commander of Submarine Squadron 16 and his own chief of staff and director of operations—all Navy captains—for failure to take appropriate action toward resolution regarding Adams' concerns around the sub's transit into port.

The 475-page investigation, which includes witness statements, logs and other supporting documentation, offers insight into what those concerns were. In a Nov. 24 email to the commodore of Squadron 16 marked “confidential,” Adams, the *Georgia* blue crew commander, lays out his qualms about the plan he has been ordered to execute, particularly the predawn return to port for a brief one-day stop with a crew that had spent just three weeks underway together on a new ship.

“CO/XO/NAV have not piloted into Kings Bay in the last twenty years. All of the untoward [incidents] I know of occurred between [St. Marys] and Fort Clinch,” he wrote. “My assessment is that this is not a prudent plan for [return to port] ... Having just been at sea for a few weeks, I have not built enough depth. I am concerned about the fatigue level of my command element.

“Given an all day evolution and subsequent [underway], we will have spent the majority of 36 hours awake and are set to pilot out and submerge on the mid-watch at 0330.”

The two-page memo, it appears, was never received and read by Submarine Squadron 16's commodore, Capt. John Spencer. But Adams testified he had relayed the same concerns face-to-face with Spencer days before, on Nov. 22. He also discussed the same issues, he said, in a followup phone call.

This much is clear: the plan wasn't called off, and the mission was cleared to proceed. But murky communication dogged the lead-up to the operation, and later the mission itself.

Spencer and others testified that Adams had been given leeway to “slow things down a little” if he felt uncomfortable. Adams said he believed any delay would have been viewed as insubordination.

On the day of the mishap, communication was also flawed, in ways that underscore the crew's unfamiliarity with each other, and possibly the sleep deprivation that had left some members running on just two to three hours of rest.

According to the investigation, as the *Georgia* approached the point at which it was to meet with the tug and pick up the pilot—the navigation expert who would drive the ship into port—it became clear that the tug was well west of its expected position. The sub, meanwhile, was approaching too fast and slowing too gradually. The investigation found it was still making 15 knots, or about 17 miles per hour, when it passed the set “all stop” point. That speed and positioning would make every maneuver that followed more risky and difficult.

Initial attempts to communicate with the tug and the pilot aboard via radio were unsuccessful, and the planned transfer happened late. Adams did not want to scrap the transfer and proceed into port without the pilot, the investigation found, because of the challenges of pulling into port without one.

When the sub exited the channel at the west end of the Fort Clinch basin, the crew's communication skills faced a major test. The assistant navigator recommended to the navigator that the sub go to “all back emergency,” a call the navigator then passed to the bridge. The officer of the deck seemed to agree, but said nothing, the investigation found. Adams, however, overrode the order, believing it would not work, and ordered “all ahead full” instead. He started

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Skipper Knew Crew Wasn't Ready

(concluded from page 16)

directing the officer of the deck, but did not fully take control of the sub or give direct orders to the helm, the report states.

Despite a series of maneuvers—right hard rudder, left hard rudder, all ahead full, right hard rudder—the sub collided with Buoy 23 in the channel. But the worst was still to come.

“When [Adams] asked [the lookout] if the ship hit buoy 23, [the lookout] informed the CO that he did not care about the buoy, but thought the ship was going to run aground on the beach forward of the ship,” the investigation states.

As grounding looked imminent, the *Georgia* asked the driver of the C-tractor tugboat if the tug could cross in front of the sub on the starboard, or right, side, and push the bow around. The tug master refused, according to the investigation, worried that the water was too shallow.

The sub ended up, as the lookout put it, “hitting Fort Clinch.”

The mishap, and the misgivings that preceded it, came against the backdrop of a Navy grappling with a culture in which overworked and unready crews were regularly put underway in service of operational needs. After two separate deadly destroyer collisions in 2017, service leaders found, among other things, that a “can-do” culture had undermined safety and led to unduly high operational tempo and fatigue.

“The can-do culture becomes a barrier to success only when directed from the top down or when feedback is limited or missed,” the Navy’s comprehensive review of the destroyer mishaps, released in October 2017, found.

Whether these factors came into play with the *Georgia* is more difficult to say.

In a statement for the investigation, Adams emphasized that he took full responsibility for what had transpired.

“Despite my significant reservation—expressed face-to-face, on the phone, and in emails with staff and leadership—concerning the risks of proceeding into Kings Bay in the dark with an inexperienced team, when my requests to delay [return to port] one hour later were denied, I failed in my command responsibilities by driving to achieve mission success at the expense of appropriately acting to

mitigate risks to increase our margin of safety,” he said.

“In retrospect, I should have loitered at [St. Marys] until I was satisfied that the risks were commensurate with the mission gain.”

Reached for comment by *Military.com*, Adams, who retired in 2016, referred to a public statement he had released at the time of his relief, in which he called the actions that caused the grounding “mine alone.”

“I ask that my lapses not be used to denigrate the terrific service of the sailors and families of GEORGIA BLUE,” he said at the time “After thirty years of serving in the world’s finest Navy, my only regret is that I will miss sailing with them again to stand against our nation’s enemies.”

But the fact that some above Adams were also warned offers insight into how the command viewed the incident.

Crites faulted Spencer, the Squadron 16 commodore, with “failure to provide his ship a plan with adequate margin to safety, specifically in not providing sufficient guidance and training to his staff that developed the plan in his absence and not aggressively pursuing complete resolution of the ship’s requested arrival through personal intervention with the Type Commander staff.”

The chief of staff and director of operations for Submarine Group 10, Crites said in the report, had failed to “pursue acceptable resolution to the concerns they had with the plan for the ship’s arrival.”

Holly Carey, deputy public affairs officer for Submarine Force Atlantic, declined to say whether all administrative actions recommended by the investigation were carried out.

“What I can tell you is that the Navy is confident that leadership took appropriate corrective actions against several personnel assigned to the squadron and submarine based on the findings of the investigation,” she said.

“Following the investigation, which concluded in 2016, leadership took appropriate accountability measures and has taken all necessary steps to prevent a recurrence in the future. USS *Georgia*, and her current crew, serve proudly today among the U.S. Submarine Force and has leadership’s full confidence to protect the interest of the United State and allies.”

This article originally appeared on Military.com. Follow @militarydotcom on Twitter/X.

Can Virginia and Seawolf Classes be Merged into New SSN(X)?

(concluded from page 1)

“SSN(X) will be designed to counter the growing threat posed by near peer adversary competition for undersea supremacy,” the statement explains. “It will provide greater speed, increased horizontal payload capacity, improved acoustic superiority, and higher operational availability. SSN(X) will conduct full spectrum undersea warfare and be able to coordinate with a larger contingent of off-hull vehicles, sensors, and friendly forces. It will retain and improve multi-mission...capability and sustained combat presence in denied waters.”

The Congressional Research Service says the vision for the SSN(X) is to combine the speed and payload of the *Seawolf* class with the silence of the *Virginia* class and the service life of the *Columbia*-class. (*A tall order—ed.*)

This would mean the ability to carry a large array of torpedoes, along with aerial drones launched from the SSN(X) that could help better target weapons and gather intelligence, surveillance, and reconnaissance data. The SSN(X) will also probably carry hypersonic missiles.

The Navy will purchase the first SSN(X) in 2031 for nearly \$6 billion in today’s dollars. It will then acquire two per year starting in 2034. Cost will be a significant issue for Congress as the Navy decides how to incorporate the system.

Lawmakers must also determine priorities, looking at the extent to which money earmarked for the SSN(X) would take away from other submarine programs, and from fleet maintenance.

Determining the SSN(X)’s Main Mission

The Navy will have to decide what type of reactor will be on board and how long it thinks the SSN(X) can remain in service after procurement, construction, and sea trials. The service branch will also need to consider the mission sets that the SSN(X) will carry out—these will set it apart from the *Virginia* class. Will it be able to operate close to shore and insert Navy SEALs, or will it stay further out at sea to focus on anti-submarine warfare? Can it accomplish both missions?

Virginia-Class Submarine

The Navy announced earlier a few years ago that it will examine an analysis of alternatives for the new submarine, and that will answer some of these questions. The analysis will be finished later this year. The next-generation sub is still in the research and development phase, but speed and stealthiness will be major requirements of the design.

Seawolf-Class Submarine

SSN(X) may want to focus on carrier-killing ability. China is building its fourth aircraft carrier. The vessel could be nuclear-powered, which would give China’s navy complete blue-water capabilities. China may have five aircraft carriers by the time the SSN(X) is procured in 2031. This next-generation sub will have its work cut out for it as a top hunter in the deep.

Brent M. Eastwood, PhD, is the author of Humans, Machines, and Data: Future Trends in Warfare. He is an Emerging Threats expert and former U.S. Army Infantry officer. You can follow him on Twitter @BMEastwood.



USS Seawolf (SSN-21) attack submarine. (U.S. Navy photo.)

It Was a Shining Time

by Bob "Dex" Armstrong

I can't imagine going to sea and never getting to bounce around in "surface turbulence." Just going out, going deep and staying there. Must get boring.

Loved it when the old girl got to kick up her heels in heavy weather. Loved the roll and pitch of a round-bottom smokeboat. Loved the creak and groan as she walloped around in the swells. Loved the cussing of the lads who rode her as they tried to make their way fore and aft, getting slammed in all directions. Loved riding heavy seas. It made you feel great to be a sailor.

I think I would have loved riding tin cans except for the horseshit regulation of the surface craft Navy. That bosun pipe, uniform of the day and clean white hat crap.

Don't understand what nukes see in that coal mine life of just going down for a couple of months of cracker box living. Just out and down and then up and in again. How can you call that "going to sea?" That's gerbil cage life. No feeling a rolling deck. No salt spray in the face. No watching your plate do the North Atlantic waltz across the messtable. No shit falling out of the overhead. No sound of tons of water sloshing through the superstructure and no lying in your rack being rocked to sleep.

Wouldn't like riding an ocean-going giant elevator.

They say you don't miss what you never had, which is one of the reasons I don't miss sex with Princess Diana. But riding a saltwater subway isn't my idea of a good thing. No damned diesel smoke. Jeezus, no damned any kind of smoke. What kind of submarine duty is it without looking aft and seeing that smoke?

No lookout duty. No laughing when you take one up the

fairwater and over the bridge with the better part of a gallon of water running down the neck of your foulweather jacket and soaking your skivvies. No foulweather gear spread over Fairbanks covers to dry. No sea birds. Oh, you gotta have sea birds. Watching soaring seabirds was the extra bonus God gave young men who chose a life at sea.

No porpoise jumping in your bow wave. No watching bow bouyancy going over one and under one. No ships passing in the night. No late night signal light exchange of light-hearted bullshit. No high line transfers. What kind of life is it without all of that?

I think I know why the Navy invented the boomer pin. They wanted to compensate sailors for all of the good stuff they stole from the poor bastards.

"Here's a trinket for all the really good stuff you don't know you're missing."

They never sent me my Princess Diana pin.

I couldn't do it. I couldn't crawl into an iron monster and spend a couple of months watching lights, computer screens and my toenails grow.

Riding boats today must be like being a kid raised in a safe deposit box. What would it be like to be riding a boat that never came in with patches of paint missing...decking gone...line locker lids left somewhere on the ocean floor...dished-in limber holes...and no stern light? No wild stories to tell over a couple of cold ones. No "Jeezus, you shoulda been out there with us" lies.

Gringo said it best: "It was a shining time."

It was.

USSVI Western Region Roundup

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

A Gathering of Submariners



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 Jack Mahan; 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 Vanguard Avenue
Garden Grove, CA 92845-1512
cell: 714-325-7321
shultner@yahoo.com
(Qualified in 1974 on *John Adams*, SSBN-620; aboard till '78)

Larry T. Lovett

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

Arthur B. Schwartz, Jr.

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

David Detwiler

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

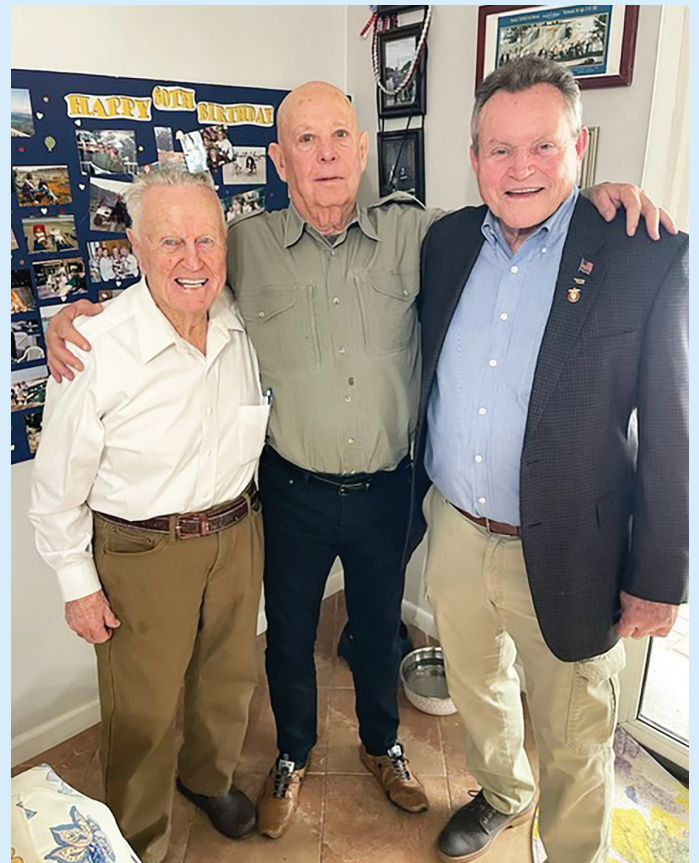


"Get'cher Chapter News Here — Read All About It!" —

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



Darin Detwiler, Paul Riggs, Chuck Senior and Dave Vanderveen attend recent memorial services for departed-on-Eternal-Patrol shipmate, Steve Rowe.



Here's our unstoppable friend Bill Dillon with buddies Gary Latrell (middle; Vietnam Medal of Honor), and Bob Donavan (Vietnam veteran) at a recent dinner get-together. (Photo taken Saturday, February 3, 2024.)



**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

(concluded next page)



**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
- 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

(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 February 17, 2024

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted on the morning of Saturday, February 17, 2024.

In attendance:

- Dave Vanderveen, Base Commander
- Ray Teare, Base Vice Commander
- Darin Detwiler, Secretary
- Mike Swanson, Treasurer
- Dennis Bott, Memorial Director
- Ken Dorn, Director
- Chuck Senior, Director
- Bill Moak, COB
- Joe Koch, Member
- Greg Paulson, Member
- Ron Wagner, Member
- Dennis Walsh, Member

Base Commander Dave Vanderveen called the meeting at the VFW Hall in Anaheim to order at 1000 hours with a quorum present. Minutes of the November 2023 meetings were reviewed with no revisions requested. Ray Teare moved to accept the Minutes; this was seconded by Mike Swanson and approved by voice vote. Minutes from the January 2024 meetings were then reviewed with no revisions requested. Dave Vanderveen moved to accept the Minutes; this was seconded by Mike Swanson and approved by voice vote.

Treasurer's Financial Report: Mike Swanson

The Treasurer's Report as of February 16, 2024 was read into the Minutes by Base Treasurer Mike Swanson:

Checking	\$21,481.50
Cash On Hand	\$50.00
Uncleared Checks:	\$71.04
Total	\$21,460.46

All vendors have been paid up-to-date.

Income:	\$319.00
Expenses:	\$246.00

Flower/Booster Club Additions:

Ken Dorn	\$200.00
Bill Moak	\$24.00

Inkind Donations:

\$00.00

Again, there were no questions or corrections, and the financial report was approved by voice vote.

Membership Update:

Marilyn Senior reported in via email that our base currently has 91 active members. We've also had three membership non-renewals this year and five members lost in recent months to Eternal Patrol. (Dave Vanderveen observed that this changes our overall base classification from one with over 100 members to one with fewer than 100.) Marilyn's dispatch also included the following: • Members with e-mail service: 83 • Holland Club Members: 67 • USSVI Life Members: 62 • Base Life Members: 58 • Base Associate Members: 9

Dave Vanderveen shared that we are the only USSVI base in the western U.S. to get all our dues in on time. BZ to Marilyn Senior for making us pay up!

Memorial Update:

Dennis Bott reported that the memorial looks great! Ken Dorn had put in two hours tending to the flowers. Ribbons have been added to the pots. Note: there's no trash can at the site, so if you're planning to visit the Memorial, you're advised to bring along your own trash bag.

(concluded on next page)

TKMS Offering Type 212CD E Submarine to the Netherlands

(Reproduced from the Naval News website - published December 16, 2023.)

by Richard Scott

In proposing an Expeditionary ('E') variant of the HDW Class 212CD (Type 212CD) design already on order for the navies of Norway and Germany, thyssenkrupp Marine Systems is pitching a military off-the-shelf solution which would be largely common to "sister" submarines destined for the Royal Norwegian Navy (RNoN) and the Deutsche Marine.

Company literature suggests a first delivery could be made as early as 2031.

Holger Isbrecht, thyssenkrupp Marine Systems' programme director for the Netherlands submarine replacement programme, told *Naval News* at the NEDS 2023 exhibition that the proposition boils down to one word: certainty.

"We think we're best placed to deliver at a fast pace because our proposal is based on an existing programme already under contract and moving into its production phase. Steelwork has started on the first 212CD at Kiel, and we'll see the first boat in the water by the end of this decade."

Norway and Germany confirmed a EUR5.5 billion contract with thyssenkrupp Marine Systems for six Type 212CD boats, with delivery of the first of class (one of four on order for the RNoN) planned in 2029. The Type 212CD is a somewhat larger 212 design with a submerged displacement of around 2,500 tons and a length of approximately 73 meters.

E-Board Meeting Minutes...

(concluded from previous page)

NWSSB Public Works will now be taking care of the Memorial's landscaping and tree and hedge trimming —also maintenance of its irrigation system. We will no longer be contracting with anyone to trim trees.

The group then discussed acquiring USSVCF Funds for the memorial.

Darin Detwiler mentioned having arranged a meeting with the president of the Seal Beach Chamber of Commerce at the Memorial site (on 2/23/2024 at 10 a.m.) to discuss their interest in having local businesses place flowers at the Memorial each month.

Dave Vanderveen said he's working on a service request with the NWSSB that will account for the Lions Club's cleaning activities. He's also working on formalizing overall arrangements with NWSSB—that is, dealing with their lawyers.

Dave then shared that the NWSSB will no longer permit Eagle Scout projects to take place at the Memorial. He also shared an update on our Memorial Brick program: we've hit a new snag with the JAG office regarding the names on the bricks.

Dennis Bott discussed the leadership and organization of our Memorial Day ceremony. Darin Detwiler has typed up duty lists from past Memorial ceremonies delineating required month-by-month tasks and related details. Our March meeting will identify "Point Persons" for these ceremony tasks.

New Business

Dave Vanderveen shared that with the passing of Bo Bolton we now have an open position for Director. A volunteer will be requested to cover the position until the end of the existing six-month term. A notice will go into *The Periscope* newsletter that we're looking until April first. Word will also be spread via this notice in the Minutes, plus an all-member email. Bo's passing also means we'll need a new sponsor for Associate Member Michael Polis. (See Dave's full update on this situation in his "From the Wardroom" column—ed.)

Dave then shared that the application for our entry in the Huntington Beach 4th of July parade is in progress. The parade will be held on July 4, 2024, in Huntington Beach, CA.

Western Regional Roundup, 2024 (Bremerton, Washington)

Dave Vanderveen mentioned that recruitment will be the topic of interest at the event.

The Good of the Order:

A reminder was made to call for the silencing of cell phones during the Memorial Day ceremony, as well as to be sure proper recognition is given to all attending service members and acknowledgment offered to service and military organizations.

Concern was expressed that sharing our base information not be forgotten during the NWSSB's next Change of Command.

The NWSSB's memorial custodial agreement was discussed, emphasizing the need to enumerate such items as liability, insurance, etc.

Mike Swanson brought up the three charitable giving proposals recently submitted by base members:

- Bill Moak submitted "Operation Amped."
- Sam Higa submitted "The STEP Program."
- Chuck Senior submitted the USSVCF.

These suggestions will be given consideration by the Charity Committee.

Also discussed was our base's continued priority and investment in mailing *The Periscope* newsletter out to members without e-mail service, regardless of the expense. (Thanks, guys!—ed.)

There being no further business, Chuck Senior motioned for adjournment; this was seconded by Bill Moak and approved by all present, adjourning the meeting at 1119 hours.

Respectfully submitted,

Darin Detwiler

Secretary, L.A.-Pasadena Base, USSVI

Chinese Sub First to Exploit Latest Stealth Technology

(Reproduced from the Naval News website - published November 24, 2023.)

by H I Sutton

China's latest non-nuclear submarine, the Type-039C *Yuan* class, features a distinctive angled sail. We can now be confident that this is part of a sonar stealth technology. Other countries are also pursuing this general technique, but China is the first to field it.

China is building subs at an impressive rate and has the capacity to build them at levels unrivalled by any other country. The *Yuan* class, their latest non-nuclear powered attack type, is the most numerous class of AIP (air-independent power) submarine in the world. And now these have been seen with new and unusually shaped sails, hinting at the use of advanced technologies.

It's now almost certain that the distinctive shape of the sail on the latest Type-039C *Yuan* class submarines is to increase survivability. The angled sides are a stealth defense, reducing the "signal strength" of the submarine from the enemy's active sonar.

This was already the leading explanation, but evidence has come to light to reinforce this assessment. Chinese academics published an analysis in the Polish-based *Archives of Acoustics* journal. They measured the impact of the designs on sonar stealth. Their study used strikingly similar sail designs. Angled stealth shaping thus seems to be becoming an emerging trend in submarine design.

U.S. Navy Submariner Recalls When a Shipmate Had a Breakdown During Covert Ops—and Ripped Off Parts of the Nuclear Reactor Backup Control Cabinet

by Dario Leone (from The Aviation Geek Club website—published August 3, 2023.)

"He ended up cracking the 'local control' switch for the control rods before I was able to intercept and subdue him," explained James Thompson, former Electronics Technician aboard U.S. Navy submarines.

America's submarines have come a long way since the first hand-cranked wooden rigs. Today's state-of-the-art vessels are able to support hundreds of sailors working and living together under the sea for months at a time. Serving on a U.S. Navy submarine crew takes courage, stamina and deep expertise—literally.

"I don't think being on a submarine is for everybody. I think you have to be somebody [who] can be comfortable with no sun and no outside communication. Submariners are different from everyone else in the Navy. There is also a different kind of camaraderie down here," Navy Petty Officer 2nd Class Khamani Conklin, Torpedoman's Mate aboard USS *Maine* (SSBN-741), an *Ohio*-class ballistic missile submarine, says in the article "Living in the Deep," appearing on the Department of Defense website.

Because of this unique environment has anyone in a Navy submarine ever "lost it" by being stuck underwater for months at a time?

"Oh, yes. I have even been a witness to that firsthand," says former submariner James Thompson on *Quora*.

"During a six-month deployment, we had a sailor that had a mental break during covert ops (basically we were supposed to remain as quiet as can be for weeks/months in a row to do surveillance). I happened to be on watch in the engine room when this sailor came back in the engine room and grabbed a wrench and started bashing the cabinets that controlled the engine room equipment. When I came across him, he was ripping parts off of one of the cabinets that provided backup (local) control of the reactor. He ended up cracking the 'local control' switch for the control rods before I was able to intercept and subdue him.

"Long story short, we had to divert for repairs as soon as we were able to do so. We also had a bad bearing in one of the Main Sea Water pumps, [resulting] in a reduced ability to maintain higher propulsion speeds. So we had to go 'off station' and get parts to conduct repairs. As soon as we were in port for repairs, that sailor was taken off due to his...issues."

Thompson concludes:

"Having a sailor have a mental issue that resulted in temporary or even permanent reassignment was pretty common during that CO's tenure on my submarine." A USS *Boston* submarine weapons officer also recalled when he remained locked in his stateroom for two hours during depth test: the door was wedged shut from the hull's compression of the deck above his stateroom during a deep dive.

Dario Leone is an aviation, defense and military writer. He is the Founder and Editor of "The Aviation Geek Club," one of the world's most read military aviation blogs.

L.A.-Pasadena Base Rogues Gallery

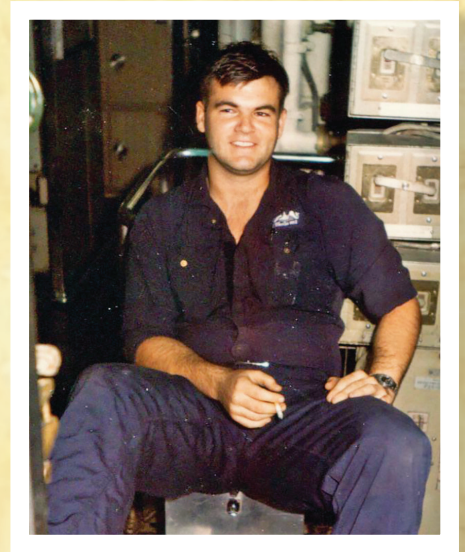
WANTED

'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?

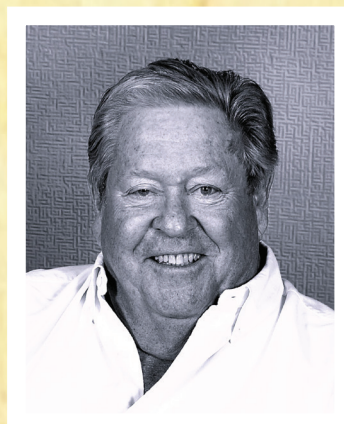
Bill Moak,
then
and now



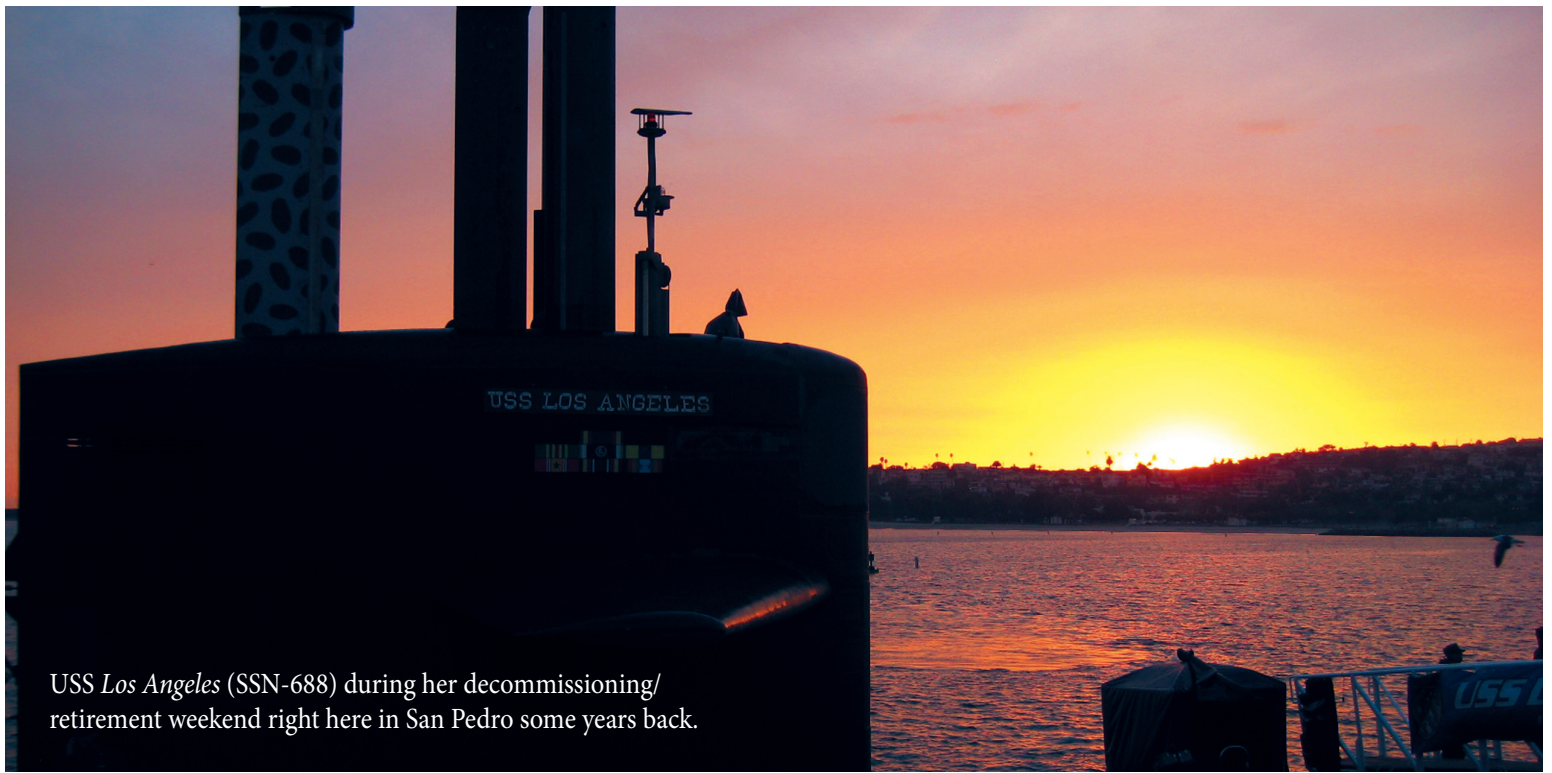
George
Wallace,
then
and now



Gary Wheaton then—aboard
USS *Daniel Boone* (SSBN-629,
Gold Crew), 1966. (Sorry,
missed this one last time.)



Lee Melody,
then (1962)
and now



USS *Los Angeles* (SSN-688) during her decommissioning/retirement weekend right here in San Pedro some years back.

*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

