



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

Not much to report from the Yeoman's Shack this month. As always, busy getting out the *The Periscope*, fully producing *The Subcommittee Report*, and helping Chuck publish the quarterly *American Submariner*. My 1:72 scale radio-controlled USS *Harder* (SS-257) is being painted and is going to look pretty spectacular, but will still be far from ready to float and dive in the Memorial's Reflecting Pool for Memorial Day as hoped. Maybe next year.—Jeff

## A Cold War-Era Submarine is Found After Resting 60 Years at the Bottom of the Sea Long-Missing *Stickleback* Finally Located in Training Area Off Oahu

*(From the "Past Chronicles" section of the MSN Network website - published February 27, 2023.)  
by Riley Brown and Jeff Porteous (it needed a complete rewrite!)*



USS *Stickleback* (SS-415) in postwar GUPPY conversion configuration. (USN photo.)

When the *Stickleback* went down, she actually split in two. And it was indeed quite lucky her crew survived—a very uncommon occurrence with most submarine tragedies. The sub, however, went straight to the bottom and was thought lost forever. But technology used to locate sunken ships has vastly improved in recent years. Tim Taylor, an expert ocean explorer of the Lost 52 Project, employed a combination of advanced sonars, imaging equipment, and remotely-operated vehicles to zero in on the missing boat's location. This allowed him to finally uncover the 60-year-old mystery lying somewhere beneath Hawaiian waters.

Sure, the mere fact that *Stickleback* had been gone for sixty years is in itself reason to be excited about her discovery. But there's so much more to her story than the length of time she'd been missing.

Manufactured during World War II, *Stickleback* was one of 120 *Balao*-class submarines built for the U.S. Navy. What made her special compared to her 119 sisters? This story will attempt to answer that curiosity.

*(continued on page 9)*



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## From the Wardroom...



Dave Vanderveen,  
*Base Commander*

Shipmates and Ladies,

Springtime is here! In some parts of the country, that is just a calendar note because winter-type weather won't stop yet. Those of us in drought-ravaged California needed the rain and snow, although it is way deeper than we wanted, and I am very happy to return to "normal" dry, temperate conditions.

We held our April Base meeting at the VFW Hall in Anaheim, and we sincerely appreciate their hospitality and flexibility in working with us. The facility is easy to get to, is spacious, and works well for our purposes. We even "broadcast" on Zoom! We found we are a little rusty at executing a potluck lunch along with the meeting and with Zoom participation, but we will learn from our April experience and get smoother. One of the best features of VFW-Anaheim's Hall is that it is closer to our members who live in the northern and eastern parts of the LA-Basin, and I urge you "local" folks to come join us at the June meeting.

Our May 20th meeting will be conducted at the WWII Submarine Memorial in Seal Beach with a potluck lunch. Dennis Bott has arranged to have "sanitary facilities" delivered on the 19th for that meeting and for the Memorial Day ceremony. Huntington Beach Scout Troop 568 will participate with us on the morning of our meeting to help us "field day" the Memorial.

Arrangements are underway to hold our June SteakFest at the VFW Hall in Anaheim on Saturday, June 17th. There's a first-rate kitchen inside, so we won't have to bother with an outdoor grill and all the headaches involved with it. More information to come.

The Western Region Roundup in Sacramento will have concluded by the time you read this issue of the *Periscope*, and our June issue will have news about it. The National Convention is fast approaching. It will be held in Tucson at the end of August (yep, Arizona in the dead of *summer!*) so room rates will be low, and the air conditioning *will* work.

We hope to have news soon about a better storage arrangement for our base's memorabilia and equipment so we can stop the monthly drain from our treasury. More information to come.

Although the weather is improving and life feels more normal, please remember to protect your health. Immunities may have deteriorated while we were isolated during the COVID scare, so we may be susceptible again to illness that did not seem to be a problem before. COVID is still a "thing" and we need to remember it can be very hard on people in our demographic.

Enjoy the summer!

*Dave*

*Dave Vanderveen, Commander*  
Los Angeles-Pasadena Base



## April General Meeting Sailing List

- Herb “Bo” Bolton
- Dennis Bott
- Grant Chambers  
(prospective member)
- Darin Detwiler
- Ken Dorn
- Craig Ignatowitz  
& Anna Marie Lesh
- Ron Jones
- Joe Koch
- Greg Paulson
- Mike Swanson
- Ray Teare
- Dave Vanderveen
- Dennis Walsh
- Gary Wing
- VIA ZOOM LINK:**
- Keith Salazar
- Ron Wagner



## Minutes of April 15, 2023 General Meeting

Base Commander Dave Vanderveen called the General Meeting of the L.A.-Pasadena Base to order at the at the VFW Hall in Anaheim, CA at 1204 hours. Dave then led the Pledge of Allegiance, followed by request for a moment of silence for our departed shipmates.

### Memorial Report:

Three state flags used at the Memorial site are to be replaced (to reflect new designs for Arkansas, Alabama, and Mississippi) at a cost of nearly \$200 total.

### Memorial Brick Project:

The CO of the Seal Beach Naval Weapons Station is working on a plan to permit installation of our Memorial bricks since similar examples at Point Loma and Bremerton shed new light on the possibility that we may be able to avoid cancellation due to overall Navy ethics concerns (not on the bricks, specifically).

### Treasurer’s Report:

Dave indicated that the last meeting’s Minutes and the Treasurer’s Report had been approved by the E-Board. Current total funds: \$20,700.91. (*The Treasurer’s Report appears in the E-Board Meeting Minutes elsewhere in this issue as usual.—ed.*)

### VFW Hall:

There was a discussion about the use of the VFW Post in Anaheim, with great appreciation expressed to Ron Jones, who had been able to coordinate the use of this facility for us.

### Storage of Base Memorabilia and Memorial Gear:

Greg Paulson and Ray Teare discussed offers of available space. Dave Vanderveen will work with Chuck Senior and Darin Detwiler on the next steps to be taken on this issue.

### Membership Update and General Business:

We are currently 102 members strong.

Prospective new member Grant Chambers was introduced. Grant is a former QM2(SS) aboard USS *Irex* (SS-482) from 1967-1968. He lives in Mission Viejo and is a former educator and executive with Lifetouch Photos, as well as a professional speaker and photographer. Today he donated a large attractive submarine photo to our base.

*(concluded on next page)*



**Ad Still Here by  
Popular Demand!**



## Just the Place for Killer MidRats!

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



## General Meeting Minutes...

*(concluded from previous page)*

Marilyn Senior is doing much better. She text messages daily. Many members reported receiving updates and chatting to cheer her up. Same members “shocked” to learn they are not the only ones she texts. (Laughter ensued!)

There was a general discussion of the loss of USS *Thresher* and USS *Scorpion*.

### Upcoming Events:

- Western Region Roundup: April 27–29, 2023. Dave Vanderveen, Ray Teare, Greg McNeese are known attendees.
- May 20: Field Day at Memorial Site – 0900. Executive Board meeting at 1000. General Meeting at 1100 at the site. Potluck: please bring foldable chairs/tables if you have any.
- May 27: Field Day at Memorial Site – 0900 (with Boy Scouts).
- May 29: Memorial Day Service at Memorial Site (with Field Day/event set-up prior).
- June 17: Base Meeting – “SteakFest” at VFW Hall in Anaheim
- July 15: Base Meeting / LeRoy Stone Memorial Picnic at VFW Hall in Anaheim. White Elephant Auction (our largest fundraiser) with Sean Conboy as auctioneer.
- USSVI National Convention August 28–September 3, 2023. Dave Vanderveen, Darin Detwiler are known attendees.

### 50/50 Drawing:

Ken Dorn won and donated his winnings back to base funds. Mike Swanson reported \$90 in donations from attendees during today's meeting.

There being no further business, Mike Swanson motioned for adjournment; this was seconded by Greg Paulson and approved by all present, posting cleanup sweepers and adjourning the meeting at 1313 hours.

Respectfully submitted,

*Darin Detwiler*

Filling in for Bill Moak as *Secretary*, L.A.-Pasadena Base, USSVI



**PRIDE RUNS DEEP**

**May Potluck Mtg.  
at the Memorial Site!**

## May Meeting

**Date:** May 20, 2023

*This month we're meeting outside at our own Memorial site at the Seal Beach Weapons Station. Potluck is the order of the day, so please bring your own plates, utensils, beverages, tables and chairs—plus a dish to share (see assignments below).*

### Times:

- E-Board Meets: 10:00-11:00
- Social Time/Lunch Setup: 11:00-11:30
- Lunch: 11:30-Noon
- General Mtg.: Noon-1:00

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

- A-H — *Salad or Vegetable*
- I-R — *Main Dish*
- S-Z — *Dessert*

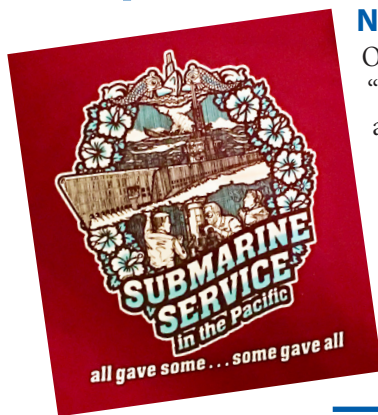


## May Birthdays

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

- Stephen Rowe ..... 5/1
- Jeff Porteous ..... 5/4
- David Palagyi..... 5/7
- Robert Miller ..... 5/7
- Doc Dunham, MD ..... 5/10
- Bruce Evan Neighbors ... 5/17
- Michael Bircumshaw..... 5/18
- Dennis Bott ..... 5/19
- Dr. Darin Detwiler ..... 5/19
- Mike Swanson ..... 5/21

## 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 [ussvinalstorekeeper.com](http://ussvinalstorekeeper.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:

- Angus McCall • Joe Dow • Dennis Bott • Ed Barwick  
Darin Detwiler • Karen Silverman • Robert Cailor  
• Sally Moran • Ken Dorn (multiple donations)



*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

## MAY TOLLING OF THE BOATS



USS LAGARTO (SS 371)



USS SCORPION (SSN 589)



USS SQUALUS (SS 192)

### USS LAGARTO (SS-371)

Lost on May 3, 1945 near the Gulf of Siam during her second war patrol, *Lagarto* was sunk by the radar-equipped minelayer HIJMS *Hatsutaka*—which was subsequently sent to the bottom by the USS *Hawkbill* (SS-366) twelve days later. Eighty-six men went down with *Lagarto*.

### USS SCORPION (SSN-589)

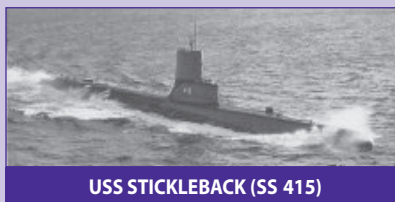
Lost May 22, 1968 while returning to Norfolk from a Mediterranean deployment; the nuclear-powered *Scorpion*'s last reported position had been about fifty miles south of the Azores. She was never heard from again, though her wreck was discovered in October of that same year. The exact cause of her loss has never been definitively determined, yet various operational casualty and other theories still abound. Ninety-nine officers and men perished in the tragedy.

### USS SQUALUS (SS-192)

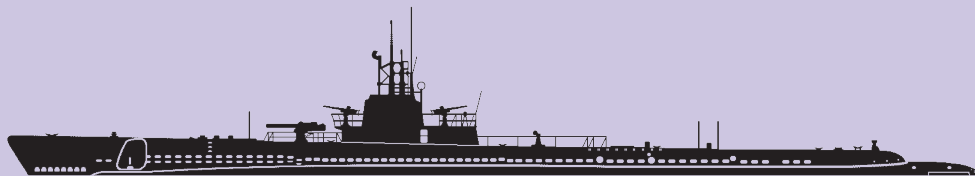
Partially flooded as a result of a major valve failure during a test dive, *Squalus* went to the bottom off the Isle of Shoals on May 23, 1939, coming to rest keel down in 240 feet of water. Commander Charles Momsen and Navy divers from the USS *Falcon* (ASR-2) rescued thirty-three survivors using the diving bell Momsen had himself invented. Tragically, twenty-six men had already drowned in flooding contained in the boat's after compartments. Later, *Squalus* was raised and recommissioned as the USS *Sailfish* (SS-192). In a cruel twist of fate, *Sailfish* later sank the Japanese aircraft carrier *Chuyo*, which had been carrying some of the surviving crew members from USS *Sculpin* (SS-191)—the very boat which had located the sunken *Squalus* and stood by her during rescue operations. Only one of the twenty-one *Sculpin* crew members aboard *Chuyo* survived the carrier's sinking.

### USS STICKLEBACK (SS-415)

Lost on May 30, 1958 when she sank off Hawaii while under tow after colliding with the USS *Silverstein* (DE-534). The entire crew had been taken off prior to her loss.



USS STICKLEBACK (SS 415)



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

# Most Successful Sub Cmdr. Ever Was Captured by the Japanese

(Reproduced from the We Are The Mighty website via “Past Chronicles” - MSN Network - published March 9, 2023.)

by “Team Mighty”



Commander Richard H. O'Kane in 1946. (Photo from WATM.)

When Rear Adm. Richard O'Kane retired from the Navy in 1957, he was (and still is) the most successful American submarine commander, ever. A graduate of the U.S. Naval Academy, he spent his entire wartime career sinking enemy ships. By the end of the war, he would receive three Navy Crosses, three Silver Stars and the Medal of Honor. The only thing that could stop him was his own faulty torpedo.

O'Kane started his career on surface ships, but qualified for submarine duty in 1938, and it's a good thing, too. His skill in the “silent service” would help the United States win the war in the Pacific Theater. After the U.S. entered World War II, he joined the crew of the USS *Wahoo*, a legendary submarine in its own right. There, he learned everything he needed to know about captaining a sub from an equal submariner legend, Lt. Cmdr. Dudley Morton.

On his five patrols with the *Wahoo*, the boat wreaked havoc on Japanese shipping and naval movements. In July 1943, O'Kane was promoted and given command of the USS *Tang*, the sub

that would propel him into U.S. Navy legend. In command of his own crew, he drilled them relentlessly in acquiring the range of targets swiftly and accurately. It would come in handy in combat.

In *Tang's* five patrols, O'Kane and crew would sink 33 ships for more than 118 thousand tons of shipping, making her the most successful submarine of the war. Her first patrol saw the sinking of three freighters in a daring nighttime surface attack, the evasion of the enemy, then the following of the remaining ships until morning, when hitting them again from below the surface. In evading after the second strike, *Tang* had to dive below her maximum depth. Her second patrol saw the rescue of 22 downed airmen, earning the boat a Presidential Unit Citation.

Her third patrol sank more enemy ships than any other single patrol of the war, beating the previous record, which happened to belong to the USS *Wahoo*, where O'Kane had been Executive Officer. Her fourth patrol took the *Tang* to Japanese home waters, where in a little more than a month, she expended all her torpedoes, sinking freighters, tankers, and patrol boats before returning to Pearl Harbor.

USS *Tang's* fifth and last patrol sent her to the Formosa Strait, near modern day Taiwan. After her departure, however, no one heard from *Tang* again. The only reason we know what happened to her came from her very few survivors. In October, 1944, *Tang* attacked a large convoy of Japanese freighters, transports, and escort ships. Expending nearly all her torpedoes, she sank two large freighters in the convoy.

As she fired her final Mark-18 torpedo from her aft tubes, the shot curved as the submarine fishtailed to avoid the torpedo's return. The move failed and *Tang* was hit in her aft torpedo room by her own shot. The explosion racked the boat, and the sub began to sink. The bridge crew escaped by swimming to the surface; others eventually used the forward escape trunk. Seventy-eight crew members were killed with the loss.

O'Kane and eight others escaped only to be “rescued” by a Japanese frigate, one of the ships the crew had been targeting the night before. The Japanese sailors beat the Americans mercilessly before sending them all, including O'Kane, to a prisoner of war camp near Yokohama. He would spend the remainder of the war imprisoned there.

The *Tang* was lost, but her commander would survive the war and continue his Navy service until 1957. He died in 1994, but to honor his memory, the current oldest fast attack submarine in the U.S. Navy traditionally carries his personal cribbage board. It's now aboard the *Los Angeles*-class submarine USS *Chicago*.

# How Russia's "Crown Jewel" Submarines Match Up to U.S. Sub Fleet

(Reproduced from the Newsweek website - published March 9, 2023.) By Ellie Cook

Russia's prized new nuclear submarines pose a formidable threat to U.S. and NATO sub fleets, but ultimately can't compete with the U.S.'s underwater capabilities, experts recently told *Newsweek*.

Russia has been looking to modernize its submarine fleet for years. Russian President Vladimir Putin's plans to expand Russia's nuclear submarine fleet have sounded alarm bells among NATO members, and thoughts have turned to how the underwater vessels of Russia and the U.S. match up.

Michael Petersen, the director of the Russia Maritime Studies Institute, previously told *Newsweek* there had been "indications that nuclear-powered submarines have been deploying off the coast of the United States and into the Mediterranean and elsewhere along Europe periphery."

"From an undersea warfare perspective, Russia is the critical challenge that the United States faces," Petersen said.

Among Russia's fleet are the *Yasen* and the updated *Yasen-M*-class submarines, which are the "the crown jewel of the contemporary Russian Navy, and perhaps the pinnacle of present-day Russian military technology," according to Edward Geist of the RAND research corporation.

The *Yasen*-class vessels are nuclear cruise missile submarines (SSGNs), and it's estimated that Russia operates nine SSGNs, according to data from the non-profit Nuclear Threat Initiative. They are capable of carrying Russia's new Tsirkon, or Zircon, hypersonic missile, as well as long-range Kalibr cruise missiles, Geist told *Newsweek*.

The *Yasen* is a "force multiplier," designed to increase the Navy's combat potential, according to Mark Grove, a senior lecturer at the University of Lincoln's Maritime Studies Center at the Britannia Royal Naval College Dartmouth, U.K.

It is clear that the Russian military sees its nuclear submarine fleet as very important, he told *Newsweek*, adding they have "invested, in relative terms, very considerable amounts" of funding and industrial capacity in SSGNs like the *Yasen* class.

The newest *Yasen*-class submarines will be quiet, fast, and will represent a "challenge" to Western capabilities, Grove argued. It "will require, clearly, a greater effort in order to track and



Magnitogorsk sub May 7, 2015 in Baltiysk, Russia. (Host agency photo/RIA Novosti via Ghetty Images.)

neutralize" the high-tech vessel, he added.

But the problem for Moscow is the price tag tied to the *Yasens*, experts say. *Yasen*-class submarines are "extremely expensive," Geist said. The *Yasen* is, "even by Western standards, an expensive boat," Grove added. It is not yet clear how the Ukraine war and the economic sanctions slapped on Russia by Western countries will impact their military development, such as with the number of *Yasens*, experts say.

An appropriate comparison point for the *Yasen*-class subs in the U.S. Navy would be the *Virginia*-class vessels. The *Virgins* are one of three types of attack subs operated by the U.S. Navy, along with the *Seawolf* and the *Los Angeles*, totaling fifty vessels.

But it's "doubtful" that the *Yasen* will be as effective as later *Virginia*-class submarines, Grove said. Indeed, the *Virgins* will be "superior in pretty much every facet of operations to the *Yasen*," he said.

This is not to write off the *Yasen*, however—it is "clearly a very good boat" in its own right, he said, adding it's hard to pull direct comparisons between the vessels operated by the differing navies. U.S. Air Force General Glen VanHerck, who heads up the United States Northern Command, previously said the *Yasen*, also known by its NATO reporting name "*Severodvinsk*," was on "par with ours."

"While each *Yasen*-class SSGN is individually impressive, Russia cannot build enough of them to cancel out the fact that the United States has a larger number of submarines that are, on average, considerably better than their Russian counterparts," Geist said.

Overall, "despite the Russians having some newer submarines, on the whole the U.S. submarine fleet is qualitatively and quantitatively superior," Geist added.



## Stickleback Found After Sixty Years

(continued from page 1)



Team leader Tim Taylor uses sidescan sonar to search the bottom for lost subs—including *Stickleback*.

*Balao* submarines were known for their top-notch craftsmanship and engineering. A follow-on from the previous *Gato* class of Navy subs, the *Balaos* had thicker and sturdier steel pressure hulls, allowing them to dive deeper and withstand significantly more abuse from the enemy. Named after the Balao halfbeak, a species of schooling marine fish, the first of her entire class, USS *Balao*, was launched from the Portsmouth Navy Yard in Maine on October 27, 1942.

*Stickleback* may indeed have been more robust than earlier models, but she retained their speed (up to nine knots submerged; twenty knots on the surface) and torpedo power—a deadly combination to the enemy. Her agility came from both her powerful diesels and her sleek overall design. Even at her widest point, she measured only twenty-seven feet wide.

*Stickleback*'s built-in resources also allowed her to stay on patrol for weeks. Usually running at around 10 knots, she could navigate up to 11,000 nautical miles for 75 days at a time. She could even stay submerged for 48 hours if cruising at only two knots.

She had an effective crew capacity too. In charge of her operation were a total of ten officers and a crew of 71 working round the clock to keep her functional and dangerously on the prowl.

*Stickleback* was built battle-ready, with offensive and defensive

weaponry ready to engage with little notice. Six 21-inch torpedo tubes were mounted in her bow and four more in her stern for a total of ten. She also was armed with two cannons on her fairwater and a five-inch deck gun—all available for surface battles. Needless to say, no ship would want to cross her path once all these weapons were brought to bear.

Wanting to make sure the sub was set up for real success, many detailed preparations and safety procedures were followed both before and after heading out on patrol. Colossal effort was always put into keeping *Stickleback* and her sisters off of casualty lists.

*Stickleback* was officially added to the fleet in March of 1945, but her final fitting out wasn't completed until late May. Cmdr. Lawrence G. Bernard was assigned as her skipper, and like most who are newly in command, he looked forward to the challenge, having little idea of what lay ahead of him.

After a prolonged island battle, U.S. forces managed to seize Guam in August of 1944. *Stickleback* was scheduled to proceed to Apra Harbor in Guam the year after that, but needed more specific training first. So off she sailed for Pearl Harbor, Hawaii.

It was an uneventful six-day journey. Once *Stickleback* arrived at Pearl, the sub and her crew immediately began updated training

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## Stickleback Found After Sixty Years

(continued from page 9)

before her first patrol. There were extensive exercises for *Stickleback* and her crew, but it wasn't long before they were fully ready to go to war. On August 6, 1945, the boat set out on her journey to Japan.

That very same day, the U.S. dropped an atomic bomb on Hiroshima, then another on Nagasaki three days later. This soon brought about Japan's unconditional surrender: by August 15, a total ceasefire had been declared, and *Stickleback* patiently awaited her next orders. The war may have been over, but there was definitely more in store for this new boat and her crew. For now though, they remained on station in their original patrol area.

This didn't mean there were no worries for the crew, however. Despite the formal surrender, there were still hostile entities around—those who hadn't gotten the word, or those who simply didn't care—to keep *Stickleback* on her toes for the balance of her patrol. She continued her monitoring of the Sea of Japan for six mostly uneventful days until a lookout suddenly spotted a couple of bamboo rafts in the distance. Closer inspection revealed the rafts carried nineteen men, and it was later discovered through contact with them that they had been survivors of the *Teihoku Maru*, a Japanese merchant vessel sunk just before the ceasefire by another *Balao*-class U.S. sub, the *USS Jallao*. With the end of hostilities so recent, the shipwrecked crew had wondered whether *this* American submarine would offer aid or remain hostile to their plight. But they decided it was worth the risk to find out, rather than continuing to drift at sea; they had already lost over twenty fellow crew members to the torpedoing ordeal, and desperately wanted to avoid losing more. The nineteen raft-

bound sailors were all that remained of the ship's original crew.

*Stickleback's* crew immediately offered these survivors the food and medical attention they needed. Then, after making sure all were well enough to continue their journey, the beleaguered sailors were set back on their rafts, all convinced they were near enough to land in these Korean waters to be able to row to safety.

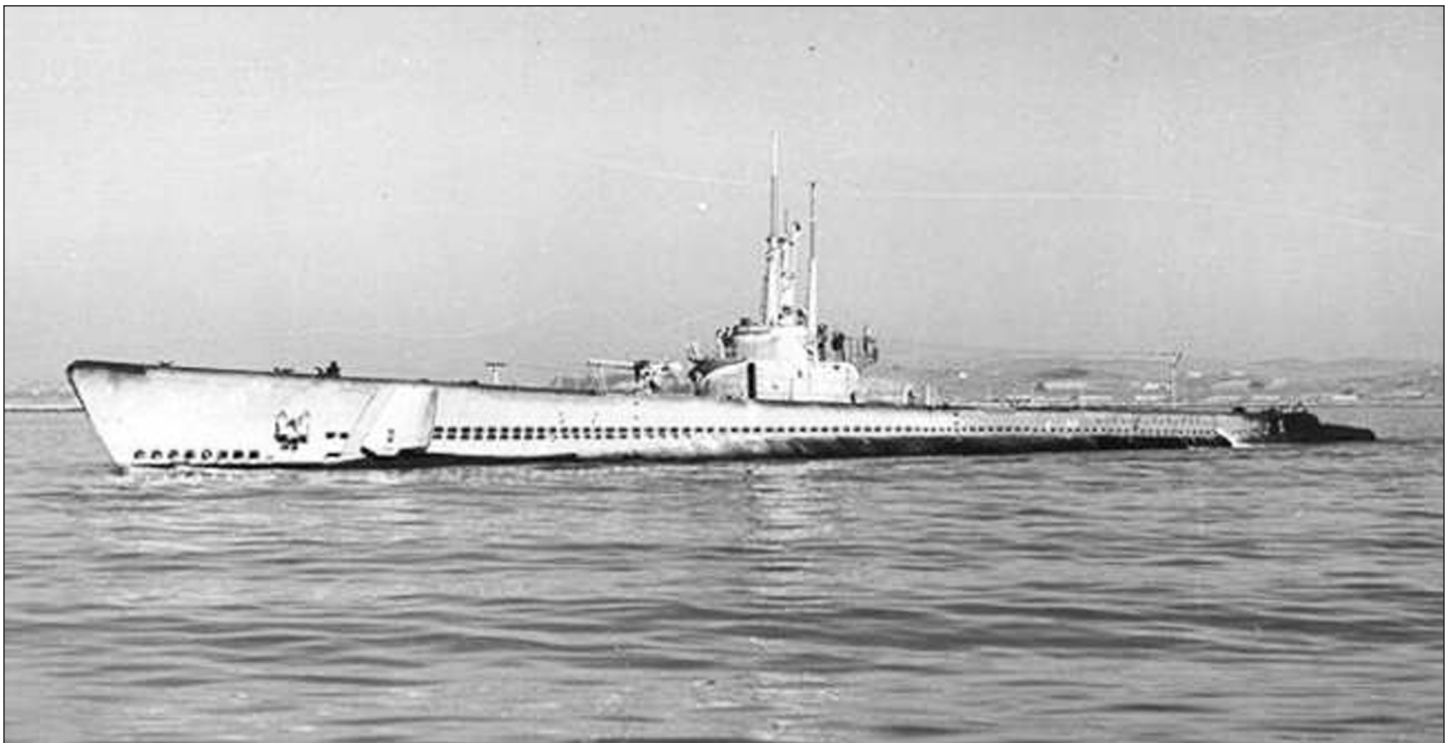
Now *Stickleback* headed for Guam, and soon after that, San Francisco. With the war over, celebrations were going full force all over North America, and the boat soon found herself cruising up and down the West Coast, participating in September victory celebrations and eventually winding up in British Columbia.

In early 1946, *Stickleback* returned to Pearl Harbor once again. Then, come June of that same year, it was back to the Mare Island Navy Yard in California to be formally decommissioned. In no way did this mark the end of her adventures, however.

By 1950, the Cold War turned hot around the Korean peninsula, and *Stickleback* was once again called to serve. This time, the U.S. and its United Nations allies were fighting North Korea, China, and the Soviets.

This Cold War brought the need to prepare the recommissioned *Stickleback* for a fresh role. In September, 1951, her new crew was to sail her to where the action was—unsure of what sort of experiences might befall her this time—under the command of Lieutenant Commander Roy J. Robinson. After taking part in a series of training exercises to be ready for anything however, it

(continued on page 11)



USS *Stickleback* (SS-415) in her WW2 configuration. (USN photo.)

## Stickleback Found After Sixty Years

(continued from page 10)



USS Silverstein (DD-534) collides with *Stickleback* in May of 1958. (USN photo.)

was determined that the seasoned boat was not the indefatigable old gal she once was. A difficult training session in California in November, 1952, proved it, and once again it was decided to decommission and soon retire her forever.

Happily though, by then, the U.S. Navy had come up with an initiative called the Greater Underwater Propulsion Power program (GUPPY) for its submarine service. This endeavor aimed to update WWII submarines to modern standards so they could be put back into service and hold their own against the newer-design subs already operating in the 1950s and further on into the Cold War. *Stickleback* was announced a candidate for these substantive improvements, and suddenly she became a force to be reckoned with once again.

It took ten months to overhaul the boat to meet the new standards of the day. These improvements included battery upgrades, more effective sonar, a brand-new snorkel and much more.

By January, 1954, every possible upgrade had been added to *Stickleback*, and she was finally ready to get back into action.

Her latest crew was given one aim: to perform secret reconnaissance missions focusing specifically on Soviet ships. Orders in hand, she headed straight for Japan and the boat's new home port in Yokosuka. By now the Cold War was in full swing, and

there were many risks to mind. Unfortunately, one of these risks would eventually lead to the downfall of the plucky submarine.

It was late in March of 1954 when *Stickleback* departed on her first bona fide reconnaissance mission. This involved cruising the waters between the Korean peninsula and Japan via the Tsugaru Strait. This journey was to last for four weeks.

The task was simple: take photos and movie footage of Soviet vessels in the area. This helped monitor general Soviet military activity, allowing the U.S. to better strategize its next move. It was a pretty straightforward mission; followup operations were routine and things remained quiet for quite some time. Indeed, it seemed like nothing could go wrong for the rejuvenated WWII submarine. The boat was fully able to transit back and forth on assorted surveillance treks, successfully tracking Soviet movement between the coasts of Alaska and Russia. She also put in successful patrol missions, maximizing her time spent at sea. With all that they had by now contributed to the Cold War effort, the *Stickleback* crew was thereafter given six days to rest from their duties. All looked forward to the R&R, and delighted in thinking their entire Cold War experience was going to be as smooth as what they'd encountered so far. Since coming back into service, the boat had been able to monitor 119 Soviet vessels and submit detailed reports on their movements. This was cer-

(continued on page 12)

## Stickleback Found After Sixty Years

(continued from page 11)

tainly a valuable number, proving that the sub, so far, had been successful in her reconnaissance duties.

But admittedly, *Stickleback* had never really been built to sneak around on secret reconnaissance runs. She had originally been created as a battle-ready warfighter, one of the proud submersible firebreathers baptised by the overwhelming conflict of WWII. And her current crew did not fully realize this until they set off on their fifth recon mission.

In June of 1957, *Stickleback* departed Pearl Harbor for the frigid waters off the coast of Siberia. By July, she had returned to Hawaii once again. So far, all continued to be smooth sailing, and there was no indication of the turn for the worse coming in the following year. Then it happened: in May of 1958, *Stickleback* suddenly collided with her final, brutal fate.

Endless training exercises were commonplace for all the submariners and sub crews in the fleet, especially during this secretive, ongoing post-WWII era. But for *Stickleback*, one training experience turned out to be very different. It was supposed to be a run-of-the-mill exercise with a Navy destroyer—in this case, the USS *Silverstein* (DD-534). There was also another vessel involved with the training, a torpedo retriever.

This type of exercise involved the practice shooting of dummy torpedoes at *Silverstein*. The training was held in Hawaiian Island waters and was supposed to run until the next day. Being totally routine, as tedious and tiring as it may have been, it was nothing new to the crews involved, and the first day of the exercise came off normally.

The next day, however, as the vessels were still running routine maneuvers around twenty miles off Oahu, something went very wrong. *Stickleback* had performed a torpedo attack on the *Silverstein*, as expected, and was supposed to immediately submerge—as she had done countless times before. But suddenly the submarine lost diving control and swiftly arrowed 800 feet below the surface. The routine maneuver had become an impending disaster! *Balao*-class submarines were designed to operate only as deep as 400 feet. At 900 feet or below they would collapse, so a fast dive to 800 feet was calamitous, with sudden death lurking very nearby. Imagine an empty soda can being crushed in your grip—that's the effect which would envelope *Stickleback*'s hull. In the resulting implosion, all would perish instantly.

But of course, a very experienced crew was on hand aboard, and their instincts kicked instantly into gear. Main ballast tanks were immediately emergency blown, and *Stickleback* shot to the surface like a cork. But though now suddenly safe from instant death below crush depth, her crew faced a new deadly challenge. The boat had surfaced just 600 feet in front of the charging *Silverstein*, and was directly in her path! There were only seconds

to avoid the coming collision—the second disaster of the day!

Though six hundred feet may seem like a lengthy distance, for subs and destroyers, it's much too close for comfort. A Navy ship as long and fast as the *Silverstein* definitely can't perform sudden stops so close to unavoidable obstacles. *Silverstein*'s gallant crew did everything they could—jamming the rudder to its farthest left and reversing the engines at flank speed—but an accidental ramming was inevitable: the hapless destroyer careened directly into the sub's port side, cleaving a giant gash in her hull... and of course, allowing water to cascade in.

Pat Barron was a mere trainee aboard *Stickleback* during this fateful exercise. Later interviewed about the traumatic experience, he had the following to share about what he remembered.

The incident had occurred just before lunchtime. Power was suddenly lost and the sub took a sudden steep dive. The emergency lights clicked on immediately, then he heard main ballast tanks starting to blow. It all happened so very quickly, but the crew members were also quick to act.

Barron then recalled the swift ascent after the quick dive, those emergency ballast blows kicking in suddenly and forcefully. The next series of events also happened swiftly, but every moment remained fresh in Barron's mind.

He explained they were all-of-a-sudden on the surface, and then before anybody could catch their breath, they were struck by the sharp bow of the destroyer. He remembered it was such a huge crash they were all knocked to the deck as the sub tilted sharply to starboard.

People often claim their entire life passes before their eyes when something deadly and horrible like this happens. Barron expressed that the effect indeed happened to him too. He said he'd never realized how dreadful the words "Abandon Ship!" truly were for a sailor like him. And while he scrambled around in shock, moving through the motions and following the usual protocols laid out for such emergencies, in his mind he relived his life, and the image of a high school girlfriend even passed before his eyes.

Despite these crises occurring one right after the other, there were still circumstances to be grateful for in the situation. For instance, USS *Greenlet*, a salvage vessel, happened to be in the area and heard the radio calls for help. And in time, as the submarine struggled to remain on the surface, all of the *Stickleback*'s crew were able to transfer to the attending vessel without loss of life or additional problems. But the submarine herself wasn't so lucky. As additional vessels arrived on-scene to help, none could stop *Stickleback* from inevitably slipping away into the depths.

In his interview, Barron shared how *Stickleback* bid her final

(concluded on page 13)

## Stickleback Found After Sixty Years

(concluded from page 12)

goodbye before disappearing beneath the waves. The sub's bow was already sinking, but the skipper didn't leave his boat until water welled up high around her sail, making it off the sinking ship at the last moment.

All watched the stricken *Stickleback* go down, with her stern pointing skyward as the rest of the hull burrowed deeper into the swells. Finally, bit by bit, she vanished—and remained missing for decades until her surprise discovery later.

It had been sixty years since that fateful accident. But some cared little about the passage of time, devoted as they were to finding the lost boat regardless of obstacles. Though it was known the sub went down about twenty miles off of Oahu, it was also recognized that the region was about 11,000 feet deep, and local currents and other conditions would make *Stickleback's* whereabouts very difficult to trace. It would be no easy mission of discovery, but Tim Taylor and his inspired crew of the Lost 52 Project were definitely up to the challenge.

Tim had long been a student of submarines lost in WWII. A total of fifty-two American boats went down during the war, and Tim and his crew's "Lost 52" passion project is devoted to eventually finding all of them. They know these boats' critical importance to WWII maritime history, and that they deserve to

be found not just for the historical record, but also for the peace of mind afforded to the surviving families of their lost crews.

But Taylor was also aware his project wouldn't be complete if not extended to include searching for subs that had disappeared during the Cold War as well. After all, with *Stickleback* also serving in WWII, she had made significant contributions throughout her long service.

The Lost 52 Project's website lists their primary aim as filling in the missing bits and pieces of history. By locating lost submarines, they believe they can finally create more documentation on how each boat—and her crew—was laid to rest.

In March of 2020, Dr. Bob Neyland from the Naval History and Heritage Command said in an interview with *Atlas Obscura* that Tim's project was the perfect tribute to the sailors and marines who died in service for their country.

At that time, the Lost 52 Project had already found six lost subs from WWII and the Cold War, bringing some level of closure to the families of the sailors who had served aboard them. He says that with every discovery, they unlock another piece of history and bring honor to the people who fought for and gave their all for their country.



Stunning photography of the crossed hulls after the collision. (USN photo.)

# The Women Who Loved Us

by Bob “Dex” Armstrong

There’s a lot of stuff written about submarines. Their men, ships, schools, equipment, units, piers, locations, bars, hookers, and God knows what else. But, we don’t say a helluva lot about those wonderful women who loved us. Believe me, loving a damn diesel boat sailor took one CrackerJack woman. They were—and will always remain—among God’s most endearingly wonderful creations.

As a linehandler, I was always topside when we came into Pier 22. It could be 0200 in a damned hailstorm and they would be there.... In snow. In rain. Hell, rattlesnakes could’ve been falling from the sky and they would’ve been there. Waiting. And for what? An unshaven, stinking, raggedy-ass dope, hauling a sack of laundry, reeking of the inside of a seagoing submersible zoo.

They actually couldn’t wait to get their arms around these smelly idiots that belched forth from the iron monster just tethered to the pier or bouncing tank tops with some other iron monster moored in the nest.

Hey, you lucky bastards: sit back and close your eyes. Think back. Recall the days when that lady out there now doing the dinner dishes before going upstairs to iron your shirt for work tomorrow...was 24? Remember that? Back when you two lived on E-4 pay with sub, sea and foreign duty pay?

In those days, she met you with two-year-old Patrick on her hip, wearing a J.C. Penny sale sundress and a smile that needed yard markers.

Later, when you were sucking snorkel air for a living, she attended parent teacher conferences, school plays, PTA spaghetti dinners, little league games, Scout awards banquets and dental appointments—all without your help. She also sat in the emergency room at the Norfolk Naval Hospital and in the principal’s office; times when it would have been really great to have you around.

They were saints. Saints who didn’t exactly get prize packages. I mean, think back.... Marrying a guy who spent most of his time plowing invisible holes in the ocean wasn’t such a great deal. Living on peanut butter and jelly sandwiches until payday. Knitting Christmas gifts. Dropping off a busted TV at the Salvation Army simply because repairs wouldn’t fit the family budget. Hand me down kids’ clothes. Home permanents in lieu of trips to the beauty shop.

Horsefly, do you have any idea what a lucky bastard you are? Do you have any idea how rare it is for a woman to

put up with crap like that?

Yes, we were loved by some very special ladies. The “Welcome home, sailor” with arms around your neck kind. Hell, the way you smelled and looked, you couldn’t have *paid* somebody who didn’t love you to do that.

Remember duty nights when they passed the word, “Lady visitors aboard” and the Duty Officer sent the Below Decks Watch on a Paul Revere run through the boat whispering: “Murphy’s bride is in the Crew’s Mess watching the movie. Watch your gahdam language and when you pass through the compartment, don’t pat the screen actresses on the ass.”

Remember laying in your rack in the Alley and getting a whiff of some “catch me—defile me” perfume, when some tender young thing dropped down into the boat? One whiff of that and you were rooting through your sidelocker for a set of whites and heading up to Bells.

These loving lovelies actually ordered see-through ooh-la-la baby doll nighties they wouldn’t be caught dead in under any other circumstances—just to welcome you home.

Submarine sailors are not known for their sensitivity when it comes to selecting cohabitational locations.... Pier head parking lot. Kroger’s grocery store parking lot. Driveway at vacationing pal’s house. Front seat or back seat—never mattered. One returning sailor used to toss two dollars worth of nickels in the backyard to keep his kids occupied. Another first class once took his teenage daughter to the movies to see *Gone with the Wind* and then after a raging ten minutes of cohabitational bliss, he and his sweet bride fell asleep! And dear little Trixie watched the whole damn thing twice, because the folks running the theater, who knew the family, didn’t want her standing out in the rain.

I once saw this TV program about nuke sailors whose wives put perfumed panties in sealed plastic baggies for sailors to tuck under their pillows to remember them by.

You have any idea the turmoil that’ve caused on a smokeboat? Nocturnal fantasy dreams would have had the place hopping around like fresh-caught fish in the bottom of an aluminum canoe.

These ministering saints were ours. They always will be. Every damn sub base should have a memorial tribute to the smokeboat sailor’s bride. Say, a statue of a beautiful girl in bargain basement fashion, holding the hand of a grinning bluejacket in acid-eaten dungarees and a frayed white hat.

Ladies, this is for you. God bless you and all you represent. You and you alone made a contribution to this nation’s winning of the Cold War only which you could’ve given. It was recognized by every boatsailor who ever stood adoringly

(concluded on page 19)

## New Members

We proudly welcome aboard:

### Scott Hultner

(MM1-SS E6; Petty Officer, 1st)  
Spouse: Geri  
5341 Vanguard Avenue  
Garden Grove, CA 92845-1512  
cell: 714-325-7321  
shultner@yahoo.com  
(Qualified in 1974 on *John Adams*, SSBN-620; aboard till '78)

### Larry T. Lovett

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

### Arthur B. Schwartz, Jr.

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

### David Detwiler

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

### Craig Ignatowitz

(IC2-SS E5; P.O.2c; '86-'92)  
Partner: Anna Marie Lesh  
6323 Capetown Street  
Lakewood, CA 90713-1703  
cell: 562-965-7710  
Texasiggy@gmail.com  
Qualified in 1988 on the  
*USS Henry L. Stimson* (SSBN-655)

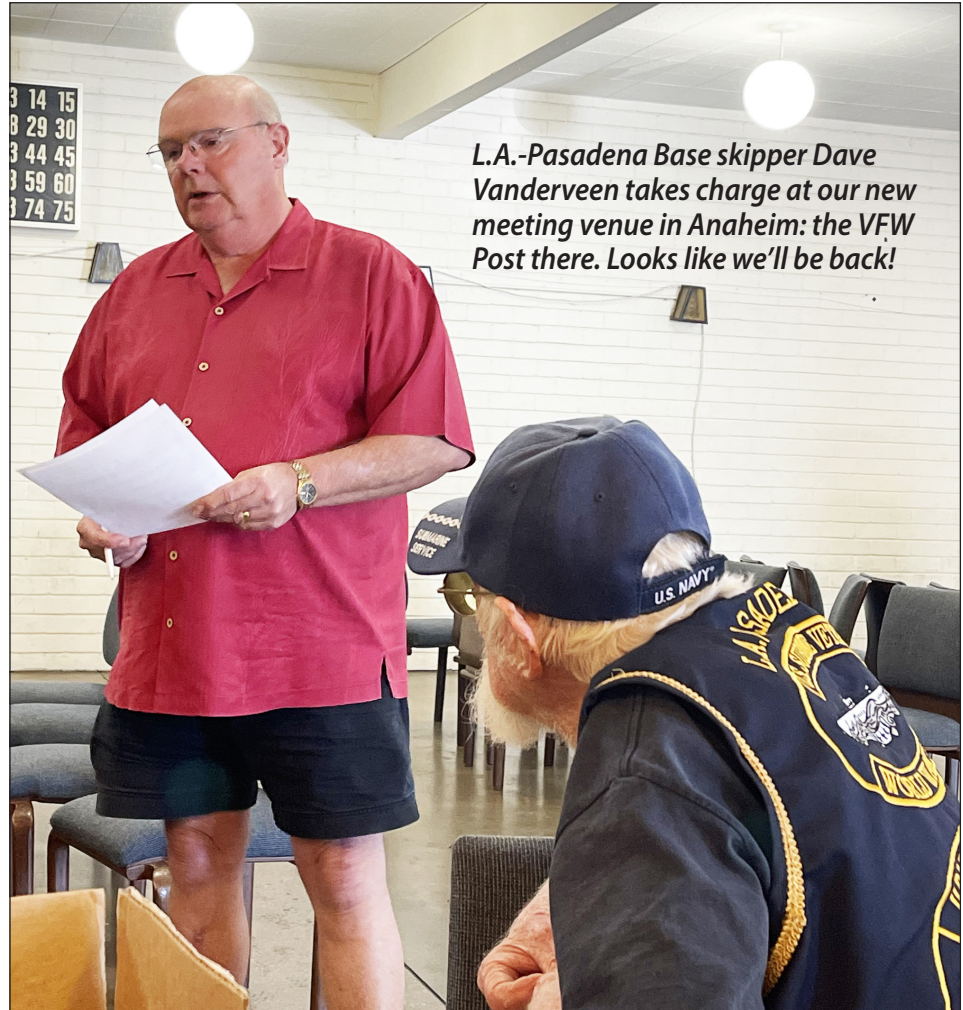
### Charles R. Hinman

(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

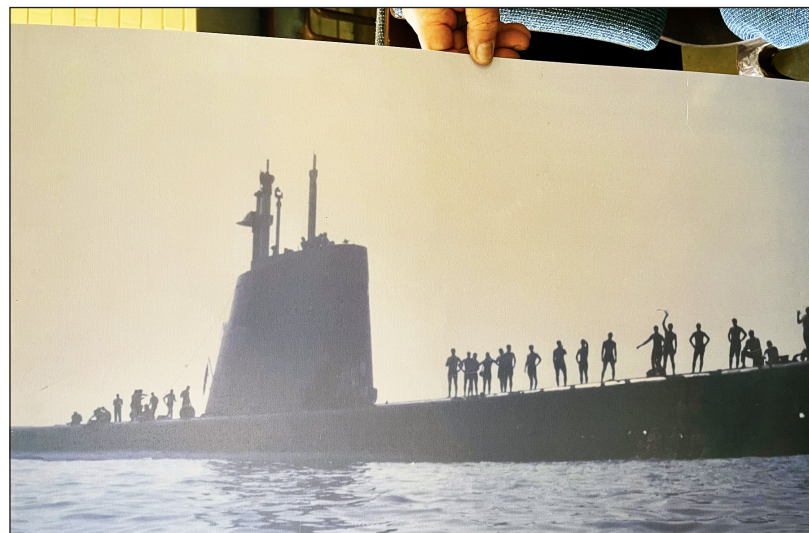


## "Get'cher Chapter News Here — Read All About It! —"

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



*L.A.-Pasadena Base skipper Dave Vanderveen takes charge at our new meeting venue in Anaheim: the VFW Post there. Looks like we'll be back!*



*Prospective new member Grant Chambers surprised the base with this attractive, large-format submarine photo at the April meeting. Thanks, Grant!*



John P. Holland

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

(75-year members noted with \*)

Ronald R. Jones .....	2023
Gerard A. Krudwig.....	2022
Gregory M. Paulson .....	2022
Michael J. Swanson .....	2022
Ralph J. Hansen .....	2021
Robert F. Schive, Sr. ....	2021
Larry D. Long .....	2021
G. Judson "Jud" Scott, Jr....	2021
Edward E. Kushins .....	2020
Bruce Evan Neighbors .....	2020
David H. Vanderveen .....	2019
Philip J. Jaskoviak.....	2019
Dennis Bott .....	2018
Robert "Mike" Cailor .....	2018
Robert Miller .....	2018
John A. Anderson .....	2017
Roger C. Dunham, MD....	2017
Richard McPherson .....	2017
Harry "Bill" Moak .....	2017
Louis A. Myerson .....	2017
Elliot Rada .....	2017
Ronald G. Wagner .....	2017
Dennis J. Walsh.....	2017
Michael Kish.....	2016
Gary Wheaton .....	2016
Lawrence R. Butler .....	2015
Samuel T. Higa .....	2015
Harry P. Ross .....	2015
Stephen C. Rowe .....	2015
Charles H. Senior .....	2015

(concluded next page)



## Los Angeles-Pasadena Base 2023 Calendar of Upcoming Events

January 21:	Monthly Meeting - Glory Days Beachside Grill
February 18:	Monthly Meeting - Glory Days Beachside Grill
March 18	Monthly Meeting - Glory Days Beachside Grill
April 15	Monthly Meeting - Anaheim VFW Hall Call for Memorial Day Prep Volunteers
May 20	Field Day at the Memorial Site - 0900 Monthly Meeting - at the Memorial Site Nominating Committee Appointed Call for participants in the Huntington Beach 4th of July Parade
May 27	Tarp Prep at the Memorial Site - 0900
May 29	Memorial Day Service - 1100 Submarine Memorial, West
June 17	Monthly Mtg. - Annual "SteakFest" at Anaheim VFW Hall - Nominees for 2024 Base Officers
July 4	116th Annual... Huntington Beach 4th of July Parade
July 15	LeRoy Stone Memorial Picnic and Auction - VFW Hall in Anaheim
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



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. 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  
 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  
 \*William J. Dillon..... 1993  
 \*Harold Staggs..... 1992



## E-Board Meeting Minutes of April 15, 2023

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted on the morning of Saturday, April 15, 2023.

### In attendance:

- Dave Vanderveen, Base Commander
- Darin Detwiler, Base Vice Commander
- Mike Swanson, Treasurer
- Dennis Bott, Memorial Director
- Herb “Bo” Bolton, Director
- Ken Dorn, Director
- Ray Teare, COB
- Ron Jones, Member
- Greg Paulson, Member

Base Commander Dave Vanderveen called the meeting at the VFW Hall in Anaheim to order at 1019 hours with a quorum present. Ron Jones gave an opening statement regarding this VFW Post in Anaheim.

### Treasurer’s Financial Report: Mike Swanson

The Treasurer’s Report as of April 14, 2023 was read into the Minutes by Base Treasurer Mike Swanson:

Checking	\$21,129.55
Cash On Hand	\$50.00
Uncleared Checks:	\$478.64
<b>Total</b>	<b>\$20,700.91</b>

All vendors have been paid up-to-date.

Income:	\$320.00
Expenses:	\$249.00

### Flower/Booster Club Additions:

Ken Dorn	\$200.00
Robert Cailor	\$50.00
Sally Moran	\$50.00

### Inkind Donations:

\$00.00

There were no questions or corrections. Darin Detwiler moved to accept the Treasurer’s Report; this was seconded by Ken Dorn and approved by voice vote. Dave Vanderveen then inquired about adding a savings account to our base treasury. Mike Swanson will explore the question and report back.

### Memorial Ceremony Report:

Dennis Bott reported on the status of flowers, sanitation stations, and speakers. An inquiry was made regarding police and the Seal Beach NWS, to which Dave Vanderveen reported all has been coordinated through appropriate offices on the base. Joe Koch is working with SubRon 11 to get a keynote speaker, and the NWSSB CO is also in contact with SubRon 11. Some Seal Beach Council members confirmed attendance and will receive preferential seating and parking. (A Seal Beach city event downtown follows soon after.) Michelle Steel has not responded; the Seal Beach mayor is unlikely to attend.

(concluded on next page)

## Construction of New Facility to Build Subs Underway at Newport News Shipyard

(Reproduced from The Virginian-Pilot website; published February 21, 2023.)

by “Inside Business” section staff

HII broke ground on February 8 on a new production facility, jointly funded by the Navy and the company, which will support nuclear submarine construction at Newport News Shipbuilding.

The facility is one of three planned for furthering the construction and delivery of *Columbia*-class and *Virginia*-class submarines. The project is part of \$1.9 billion in ongoing capital investments at the shipyard between 2016 and 2025. Work on the two other facilities is expected to start later this year.

The Newport News shipyard is one of only two capable of designing and building nuclear-powered submarines for the Navy. The shipyard is a major contractor and partner with General Dynamics Electric Boat in building the *Columbia*- and *Virginia*-class vessels.

The Navy has identified the *Columbia*-class as its top acquisition priority, the company said.

**SPEED BUMP** By Dave Coverly



PRIDE RUNS DEEP

## E-Board Meeting Minutes...

(concluded from previous page)

The Eagle Scout trellis replacement project is now cancelled. NWSSB Security will not permit its replacement because it could be used as a means to climb over the security barrier and enter the base. The worn out trellis will be removed instead.

The homeless individual impacting the memorial site remains an issue. Communication will continue with NWS Base Security about the ongoing problem.

Field Day at the Memorial site will take place May 20, with our regular monthly meeting to follow on-site. May 27 (with Boy Scouts) will be another Field Day at the site, and May 29 will require event set-up before the ceremony.

### Membership Update:

We're currently at 102 members—making our base one of the strongest in all of USSVI in terms of numbers. Grant Chambers plans to join and will introduce himself later at today's General Meeting.

### July Picnic:

Yorba Regional Park has proved an unlikely site for our annual picnic for assorted reasons. It was suggested to hold it at the VFW Post in Anaheim instead. Darin Detwiler moved, Ray Teare seconded, and the motion was passed to hold the July event here at the VFW Post.

### Update on the Loss of the USS *Thresher*:

Dave Vanderveen shared about the lawsuit regarding FOIA information and the missing original SOSUS report on the incident. Details were also discussed on the *Scorpion*'s loss due to a battery explosion incapacitating the crew, which allowed the boat to settle to collapse depth. Operations Compartment damage, Engineering Space damage, and lack of external explosion damage contradict conjecture that a torpedo detonation or TDU failure caused the loss. Dave offered to make report excerpts available to anyone who wants to explore these accidents.

### Update on the Storage of Base Memorabilia and Memorial Gear:

Greg Paulson offered the use of storage space available in the overhead of his garage, and included his grandson's labor for moving it. Ray Teare offered the potential use of a room in his house too. Conversations, plans, and inquiry over insurance protection are to continue over the next few months.

### 4th of July Parade Update:

Dave Vanderveen will contact the city organizers as to parade status. Bo Bolton has historically looked into this, and will help.

### NWS Base Security Access:

It was noted that the renewal of access cards should no longer be a priority for us since we will not be using base facilities on a regular basis for USSVI Los Angeles-Pasadena Base functions.

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

Respectfully submitted,

*Darin Detwiler*

Filling in for Bill Moak as *Secretary*, L.A.-Pasadena Base, USSVI

## The Women Who Loved Us ... by Dex Armstrong

(concluded from page 14)

topside while his boat put her lines over and he first spotted in the crowd on the pier the kind of smile true love puts on a patriotically inspired, loyal woman's face.

Those of us not already married at the time learned lessons in what really counts in a marriage from watching these amazingly wonderful ladies.

So, here's to you, ladies. There was no more important part of submarining than being your friend. And then being asked home for a home-cooked meal.

Your life was not easy. In fact, it was a helluva lot tougher than any starry-eyed bride should've been asked to deal with. But the reward for your personal hardships and sacrifices will be found in the memories all loyal and faithful women accumulate—and in the deep respect held for you by the men who stood topside and regarded your \$8.95 sale dress as a shimmering gown worn by an angel.



Keep a zero bubble...

Dex.

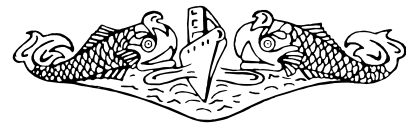
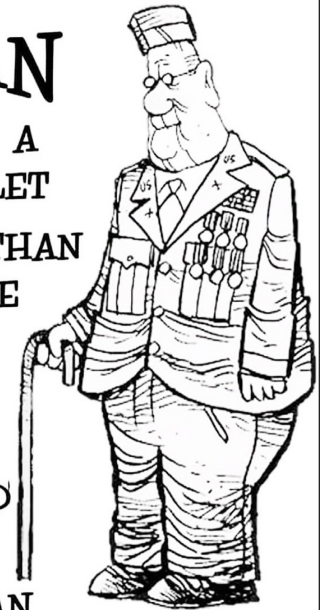
# VETERAN

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SPEEDING BULLET

LESS POWERFUL THAN  
A LOCOMOTIVE

UNABLE TO  
LEAP TALL  
BUILDINGS IN  
A SINGLE BOUND

AND YET -  
STILL A SUPER MAN



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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 *Columbia* (SSN-771)

USS *Connecticut* (SSN-22)

USS *Delaware* (SSN-791)

USS *Greenville* (SSN-772)

USS *Helena* (SSN-725)

USS *Hyman G. Rickover* (SSN-795)

USS *Montana* (SSN-794)

USS *North Dakota* (SSN-784)

USS *Kentucky Blue* (SSBN-737)

USS *Kentucky Gold* (SSBN-737)

USS *Maine Blue* (SSBN-741)

### Questions?

Jack Messersmith

(928) 227-7753

or e-mail

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USS Cod (SS-224), under tow toward her recent yard refit, rides high without her storage batteries. (*How could you not LOVE this shot?—ed.*)

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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

