



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

Busy month and lots in this issue! Plus: here come the holidays! Me? My big r/c Disney *Nautilus* model recently had another trial run, and my brand new USS *Harder* (SS-257) model is getting her r/c innards installed. Better and better!—Jeff

USS Seawolf: The Highly Advanced Sub That Changed Underwater Warfare

(Reproduced from the Slash Gear website - Published August 28, 2023.)
by Barnaby Britton



USS Seawolf submarine in harbor.

Technically, a submarine (as opposed to a submersible) is a water-going vessel that can sail, submerge, and surface under its own power, without the need for a “parent” ship for support. Almost incredibly, the world’s first submarine was developed way back in 1620 by a Dutchman, Cornelis Drebbel, who was working in the service of Great Britain’s King James I.

From a military perspective, the appeal of a stealthy underwater vessel that can attack enemy ships undetected is obvious, but it took another 263 years before a submarine was successfully used in combat. In 1863, the H.L. *Hunley*, operated by Confederate forces in the American Civil War, ushered in a new era of naval warfare when it sank the USS *Housatonic*, before itself foundering with the loss of its crew.

While some characteristics of 19th-century vessels like the *Hunley* would be familiar to sailors today, much has changed in the intervening years. Thanks partly to the two World Wars, the 20th Century saw massive technical development of weapons systems of all kinds, including submarines.

Today, submarines can stay at sea for hundreds of days, projecting power all over the

(concluded on page 16)



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From the Wardroom...



Dave Vanderveen,
Base Commander

Shipmates and Ladies,

New terror attacks occurred in the Middle East, again, and as always, American military forces have moved into harm's way. I hope the terrorists can be eliminated without drawing the United States further into the conflict and certainly without endangering our troops, sailors, and air crews.

Our October meeting was conducted at The Beach House in Seal Beach on the 21st and included the installation of newly elected base officers. It was a "test run" to see if that venue may be useful for a future Christmas party. We learned it probably won't. It was expensive, noisy, and the parking was ludicrous. The beach view was tremendous though, and the food pretty good!

Greg and Vanessa Paulson have graciously offered the use of their garage overhead storage area for L.A.-Pasadena's tools and equipment, plus the memorabilia we removed last year from SBNWS Building 6. Ken Dorn secured a box truck for the effort, which allowed the working party last Saturday to get the material all moved in a single trip. Bravo Zulu to the folks who did the lifting and to Vanessa and Greg. This change of location will save our base hundreds of dollars each month.

Most of us have seen the pleasing result of Ron Jones' effort to post our logo at the entrance to the Anaheim VFW Hall. The local principals within VFW urged us to advertise the fact that we meet there, and Daniel Jennings, their District Commander, graciously had the artwork previously secured by Ron made into a sign, then had it mounted on the Hall's entry board. Thank you to Ron and to Daniel!

As you may read in our October Meeting Minutes, attendance at meetings and events has dwindled, averaging less than 20% participation. There are several reasons for this—including fuel costs, having to navigate to a new meeting location, aging membership, and life's many other demands and opportunities. We will use social media, news outlet public service announcements, and will also revive the trusty "Sea Daddy" process to contact members and encourage attendance. Although it's small consolation, most other bases across the country are experiencing the same problems. All bases have members who live far from their base's meeting location, and in our case nearly half of our folks live outside SoCal. We will focus on encouraging those of you who are geographically nearby to include us in your monthly planning!

Our November meeting will be held at the Anaheim VFW Hall on Saturday the 18th and will include a potluck lunch. Our December meeting will be held at the Navy Golf Course in Cypress on the 9th (the *second* Saturday because another group aced us out for our regular third Saturday slot) and will include our Holiday Luncheon. You will find a signup sheet elsewhere in this issue and I encourage you to get that in to Mike Swanson soon so he will have the information he needs to communicate with the venue management. We will be back at the VFW Hall for January's meeting on the 20th, which will be our traditional "Hobo Stew" Day.

We hardly ever hear about COVID-related deaths these days, but remember we're still in the at-risk demographic. Please protect your health! As a radio host says, "don't get dead."

Dave

Dave Vanderveen, Commander
Los Angeles-Pasadena Base



Minutes of October 21, 2023 General Meeting



Oct. General Meeting Sailing List

Ed Barwick
 Bonnie Barwick
 Herb "Bo" Bolton
 Dennis Bott
 Kathleen Carder
 Darin Detwiler
 Ken Dorn
 Ron Jones
 Bill Moak
 Greg Paulson
 Vanessa Paulson
 "Rocky" Rockers
 Mike Swanson
 Ray Teare
 Dave Vanderveen



Base Commander Dave Vanderveen called the General Meeting of the L.A.-Pasadena Base to order at the Beach House Restaurant in Seal Beach, CA at 1104 hours. Dave then recited the USSVI Purpose, following that with a request for a moment of silence for our departed shipmates.

Dave indicated the September E-Board Meeting Minutes and Treasurer's Report had been accepted earlier in the day.

Treasurer's Report:

The Treasurer's Report as of October 20, 2023 was read by Base Treasurer Mike Swanson: *(It appears in the E-Board Meeting Minutes elsewhere in this issue as usual.—ed.)*

Memorial Update:

Dennis Bott had inspected the site, noting that the plants behind the horseshoe are thriving. While there he'd removed faded flags and dead flowers from the area. Darin is working on creating a responsibility to-do list, and the Lions Club has submitted a request to perform upkeep at the site in November.

Membership Update:

We now stand officially at 98 members. One candidate has yet to fully complete the application process. Ron Jones was lauded for his design and placement of the L.A.-Pasadena Base sign now appearing in the front of the Anaheim VFW entrance. BZ Ron!

WD-6 Commander Rocky Rockers Steps Down:

Rocky is retiring from his duties as District 6 Commander at the youthful age of 94. He has spent 10+ years over the past twenty in this position, returning many times as others have left or faltered. Rocky is to be commended for his dedication and duty shown to USSVI, and specifically to District 6. You will be missed, Rockstar Rocky, but we wish you all the best, shipmate!

It was announced that Dave Vanderveen has now stepped up to fill this position, and we all wish Dave the best in his new spot. We know these big new shoes will be well-filled.

Dwindling Meeting Attendance:

It was brought up that meeting attendance had noticeably declined recently. Dave indicated this is apparently happening to virtually all bases for many different reasons. Two local newspapers will be solicited for potential PSAs, and the Sea Daddy program will be reinstated to address the issue and encourage attendance. Mike and Darin will pursue the use of social media to promote and address this issue further.

Installation of Officers for 2024:

Peter Juhos, Western Regional Commander, installed the elected officers via Zoom communication. And while the connection was spotty at times, the function was completed, installing Dave Vanderveen as Base Commander, Ray Teare as Vice Commander, Darin Detwiler as Secretary, Mike Swanson as Treasurer, and Bill Moak as COB. Congrats to our new board, and please support their efforts to continue our base's operations.

(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)

(Secretarial aside: We need some new blood! Musical chairs have become the norm for far too long. Step up and be counted! You'll enjoy the duty.) Peter also installed Dave Vanderven as new WD-6 Commander immediately thereafter.

2025 Western Regional Roundup Update:

As was brought to the Board's attention last month, the membership vote at the August meeting had not been recorded in the Minutes with regard to L.A.-Pasadena Base's hosting the 2025 Western Region Roundup event. To comply with our By-Laws, that vote was officially conducted among the members present at today's General Meeting—and hosting the 2025 WRR passed unanimously. A base WRR committee will schedule future meetings, and progress updates will be regularly disseminated.

The idea of hosting the National Convention in our area will be tabled as a possibility for 2027.

October 28th Working Party to Transport Stored Materials:

Volunteers will meet at 0930 at our storage facility to move its contents to the residence of Greg Paulson. Trucks or vehicles capable of transporting items are welcomed. The site at Old Bolsa Chica Road requires a coded entrance. That is B2104* for both entry through the gate and to open the locker.

The Good of the Order:

Mike surmised that the price of today's luncheon may have kept many away. It was suggested that next year's installation be conducted at the VFW hall to gain better attendance.

Harold Staggs' condition was asked, and he was reported as doing well. He just turned 99, and a suggestion was made he be feted in some manner. It was noted that Bill Dillon is 100, and should also be included in anything we do to commemorate member longevity.

Darin asked for an update on our Storekeeper. Jack Mahan currently fills this post, but Bill will contact him to see if he would turn it over to Bill. Jack and Marlene have been experiencing quite a tough stretch, and this would relieve the burden for both.

Darin mentioned that he and his wife had been featured in a Seal Beach magazine, and were also interviewed at the Memorial.

The 50-50 drawing drew \$60, and the winner of \$30 was Ed Barwick.

There being no further business, Bill Moak motioned for adjournment; this was seconded by Ray Teare and approved by all present, adjourning the meeting at 1146 hours.

Respectfully submitted,

Bill Moak

Secretary, L.A.-Pasadena Base, USSVI

**November Meeting
at the Anaheim VFW Hall**

Nov. Meeting

Date: Nov. 18, 2023

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 — Main Dish

I-R — Salad or Vegetable

S-Z — Dessert

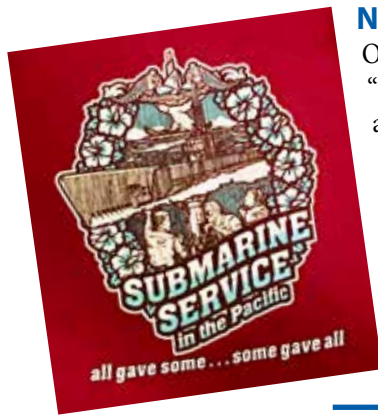
Nov. Birthdays

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

- Bill Long..... 11/1
- Rex Shields 11/1
- Gary Lee Wing..... 11/4
- David Detwiler..... 11/6
- Wally Walrath 11/7
- Bobby Mahaffey 11/8
- Dick Traser 11/11
- Jud Scott..... 11/16
- Ed Arnold 11/21
- Matt Turner 11/22
- Cheese Cheesebrough.. 11/22
- Larry Butler 11/29
- Craig Ignatowitz 11/29
- Ray Teare 11/30



Ship's Store

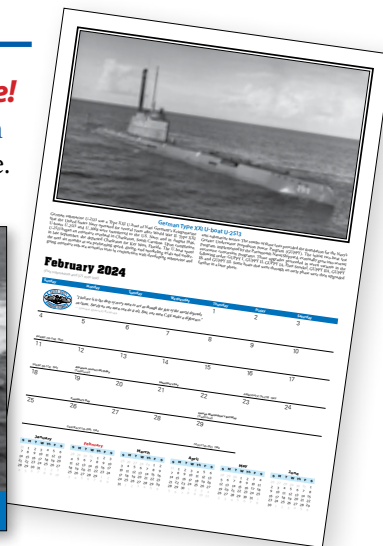


New Reduced Price on T-Shirts!

Our ever-popular L.A.-Pasadena Base "Submarine Service" tees are once again selling like fresh whites after a fall down the pump room hatch! Now a mere **ten bucks** apiece, there's no reason not to have a closetful. Contact Jack Mahan for yours, or just bring a few extra bucks to the next meeting, you skinflint!

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 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 • Robert Cailor
Darin Detwiler (multiple donations) • Karen Silverman • Ron Jones
Sally Moran • Ken Dorn (multiple donations) • Greg Paulson
Gary Wing • Grant Chambers • Harold Staggs**



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

NOVEMBER TOLLING OF THE BOATS



USS ALBACORE (SS-218)



USS GROWLER (SS-215)

USS ALBACORE (SS-218)

Lost on November 7, 1944 off northern Hokkaido. A recipient of two Presidential Unit Citations, *Albacore* had been on her eleventh war patrol when she struck a mine while running submerged. A nearby Japanese patrol craft had detected her and bore witness to her loss as she entered the minefield. Eighty-five officers and crew perished.

USS GROWLER (SS-215)

Lost on November 8, 1944 when she went down in the South China Sea. *Growler* had been awarded two Navy Unit Commendations and was on her twelfth war patrol when sunk while attacking a convoy—likely the victim of either a depth charge attack or the circular run of one of her own torpedoes. Eighty-six men went down with the boat.

USS SCAMP (SS-277)

Probably lost on November 9, 1944 near Tokyo Bay. Evidence indicates that during her eighth war patrol *Scamp* had been trailing oil—perhaps from mine damage—which had helped Japanese coastal defense vessels locate and destroy her with depth charges. Her full complement of eighty-three never came home.

USS CORVINA (SS-226)

Lost on November 16, 1943 when sunk just south of Truk during her first war patrol. *Corvina* is suspected of having been destroyed by torpedoes from a Japanese submarine. All eighty-two officers and men were lost in the attack.

USS SCULPIN (SS-191)

Lost on November 19, 1943 also near Truk. Severely damaged by depth charges after attacking an enemy convoy, *Sculpin* continued her fight on the surface. Once the captain was killed, the crew was forced to abandon ship and scuttle the boat. Forty-one men were taken prisoner, only twenty-one of whom survived the war. Among those choosing not to abandon ship, Captain John Cromwell, aboard as a potential wolfpack commander, rode *Sculpin* to the bottom, fearing that vital information he was carrying might be compromised under torture. For this, Cromwell was posthumously awarded the Congressional Medal of Honor. Forty-three men were lost when *Sculpin* went down.



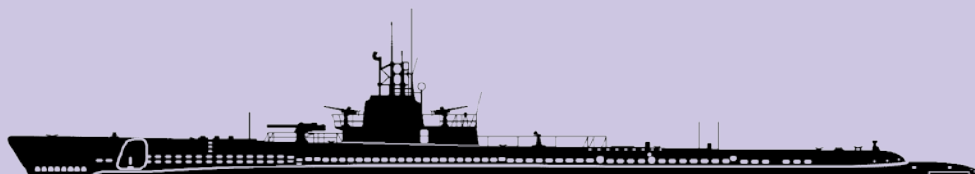
USS SCAMP (SS-277)



USS CORVINA (SS-226)



USS SCULPIN (SS-191)



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

No. Calif. Bay Area's Ideal Location for New Navy Shipyard

(Reproduced from the Aviation Geek Club website - published July 27, 2023.)

by Craig Hooper, Senior Contributor



Both California and the U.S. Navy would benefit from a new Bay Area submarine-oriented maintenance facility. (U.S. Navy photo.)

In the rush to add naval capacity to the Pacific, the U.S. Navy has almost completely overlooked the Bay Area. Central California's Cold War-era naval support facilities are long gone, but the Bay Area's gritty and often-overlooked riverine waterfront offers interesting potential for a Navy desperate to bulk up in-theatre options for nuclear submarine maintenance.

Every Navy admiral and Washington stakeholder agrees the Navy's overworked submarine fleet needs a new naval shipyard and more maintenance support. But Navy stakeholders, suffering from analysis paralysis and experiential bias, aren't looking too hard for sites outside of the Navy's existing network of superbases.

Dubious shipyard advocates are busy peppering the Navy with unwanted, unanalyzed and, ultimately unworkable shipyard ideas, while potentially viable and strategically useful shipyard sites in California's San Joaquin/Sacramento River delta are almost entirely off the Navy's radar.

With China looming, it's time to give central Calif. another look.

Everybody Wins with a New California Shipyard

A new sub maintenance facility in central California is a win for both California and the Navy.

It can happen. While the military, in general, gripes that California doesn't want manufacturing, a new Bay Area-based naval shipyard, focused on maintaining and repairing America's high-tech nuclear submarines, gives the Navy the in-theatre maintenance support it needs, while also aligning with California's wider efforts to promote a high tech, clean-energy future.

A new Bay Area nuclear submarine maintenance facility positions California for innovations ahead. In particular, the commercial maritime, responding to California's trend-setting demands for ever-lower vessel emissions, is inching towards adopting zero-emission nuclear power options. As host to three of America's ten largest cargo ports, California had best start preparing for this enormous shift in maritime propulsion.

When the adoption of nuclear in the maritime really gets go-

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North Korea's New Sub Carries Ten Nuclear Missiles

(Reproduced from the Naval News website - published September 8, 2023.)

by H.I. Sutton



The first images of the new sub show that it's a heavily modified Romeo-class (U.N. designation) boat. Ten missile tubes are visible.

North Korea has revealed its latest submarine, a “tactical nuclear attack submarine.” The new boat has been named *Hero Kim Gun-ok* and given the hull number 841. Our analysis indicates it’ll be armed with ten missiles.

Kim Jong Un was present for the launch of the North Korean Navy’s (KPN) latest submarine on September 6. The new submarine is actually a rebuilt Soviet-designed Romeo-class boat, but it’s been radically modernized.

Significantly, the submarine has had a missile compartment added mounting ten missile tubes. Given the Hermit Kingdom’s investment in ballistic missiles, it’s likely these will be nuclear capable.

Romeo-Mod Submarine

The modifications to the Romeo-class submarine are so extensive that it almost appears to be a new boat. The new missile compartment, with two rows of five missile hatches, is in a section built into the sail. The bow has been shortened, reshaped and the diving planes moved to the sail.

We can speculate that the missiles are the *Pukguksong* family of submarine-launched ballistic missiles. These are between 9.7 and 10.6 meters long and 1.5 and 1.8 meters

in diameter, depending on their exact version. The missile hatches however appear smaller, for either a shorter-ranged ballistic missile first seen in October 2021, or for a cruise missile. North Korea has recently presented the “Hwasal-2” cruise missile—which approximates the U.S. Navy’s famous Tomahawk weapon.

From an initial analysis of the available imagery, it’s also possible that the leading four missile tubes are a larger diameter than the rear six. This would imply a mixed load of four *Pukguksong* missiles and six of a smaller type.

Because of the way the sub has been reshaped, it’s possible it lacks any torpedo tubes in the bow. If there *are* any torpedo tubes, they’ll be in place at the expense of crew spaces.

Different from Earlier Images of No. Korean Submarine

The aft section of the diesel submarine remains unchanged. Although it’s likely nuclear-armed, the boat itself is not a “nuclear submarine” in that it isn’t nuclear power-propelled.

This submarine may indeed be the same one seen being rebuilt in July of 2019. That sub, termed *Sinpo-C*, was at the time under construction in the same shipyard where this new boat was launched. However, the new boat is signifi-

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New Korean Sub Carries Ten Nuclear-Tipped Missiles

(concluded from page 8)



The submarine appears to have had its bow crudely cut off and capped. (Photo credit: kcna.kp.)

cantly different from that one. So it may either represent an extensive redesign, or a different conversion. One hypothesis is that the first Romeo submarine conversion—armed with three *Pukguksong* missiles—was not successful. And that this boat then represents the latest thinking, empha-

sizing more yet smaller missiles.

It's too soon to complete a full analysis. *Naval News* will be monitoring carefully to determine the full capabilities of this new North Korean submarine.

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Silverdale, WA 98398-3870

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

- ✓ Reach potential new members by sending three annual subscriptions of *American Submariner* to the boat or organization of your choice
- ✓ First-time sponsors receive a Boat Sponsorship Patch
- ✓ All sponsors entered into the quarterly Boat Model Giveaway drawing (one entry per sponsorship) — a \$500 value

SUBMARINES IN NEED OF ADDITIONAL SPONSORS

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

Questions?
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UK *Vanguard* Submarine Arrives Home Caked in Algae

The Royal Navy nuclear ballistic missile boat looked like a sea monster that had emerged from a long slumber at the bottom of the ocean.

(Reproduced from The War Zone website - published September 11, 2023.)

by Oliver Parken



Royal Navy long-patrol Vanguard-class SSBN pictured inbound, Faslane, Scotland, Sept. 11, 2023. (Photo: Sheila Weir.)

Here at *The War Zone*, we've seen our fair share of naval vessels looking, how shall we say, worse for wear. Long deployments at sea, reduced crew sizes, and heavy operations tempos can lead to the formation of heavy rust and corrosion on surface combatants. Compared to seamen aboard surface vessels, however, submariners don't have the luxury of ease of access to most of their vessel's structure to keep corrosion under control and the grime off, even if they wanted to. Ballistic missile submarines whose job it is to go find a hole in the ocean to hide for long periods of time spend little time on the surface regardless.

Recent images of a Royal Navy *Vanguard*-class nuclear-powered ballistic missile submarine (SSBN) taken by Sheila Weir—captured after the sub allegedly completed a six-month-long deterrent patrol—underscore the immense beating these leviathans of the deep can take while on missions for long stretches of time. The missile boat looks like a sea monster that has emerged from a long slumber at the bottom of the ocean.

The photos in question were taken as the submarine returned to HM Naval Base Clyde, which is also known as Faslane, on the west coast of Scotland, earlier today. Which specific submarine within the *Vanguard* class this was—there are four in all—and where it ventured during its six months at sea remain unknown. Secrecy surrounding the movements of these SSBNs is standard practice for the Royal Navy. One British SSBN always remains on patrol from HM Naval Base Clyde at any given time to ensure the country's second strike nuclear deterrence remains credible. Since 1998, the Royal Navy's SSBNs have provided the U.K.'s sole nuclear weapons capability.

What is immediately clear from the imagery is just how rough the sub looks. The surface of its hull is covered in a brownish-green hue, a very severe example of "marine [or bio] fouling"—the buildup of various marine organisms on vessels' surfaces. While anti-fouling paints can be applied to help prevent this, a technique the Royal Navy and U.K. Ministry of Defense continue to explore, the problem cannot be stopped entirely, as the pictures prove.

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UK Vanguard-Class Sub Covered with Algae

(concluded from page 10)

It should also be noted that many of the hull's anechoic tiles are missing in the pictures, which is typical after the completion of a long deployment. Anechoic tiles are designed to absorb the sound waves of active sonar, as well as minimize the sounds emitted from the sub to reduce the chances of it being detected via passive sonar. The images clearly show areas of rust having formed beneath the missing tiles.

Comparing the photos from today with those taken of a Vanguard-class sub outbound from Faslane in late-August reveals just how built-up the marine fouling can get. It also underlines how the length of the patrol was responsible for the sub's disheveled appearance, rather than its age. Nevertheless, the boats are admittedly far along in their careers.

The Royal Navy's four Vanguard-class submarines all entered service in the 1990s, with an intended service life of 25 years. As we've indicated in the past, each boat has 16 missile tubes for UGM-133 Trident II submarine-launched ballistic missiles (SLBMs). However, in practice only eight are used. Royal Navy SSBNs are able to carry a maximum of 40 warheads when conducting deterrence patrols, with each Trident missile able to carry multiple warheads, or multiple independently targetable re-entry vehicles (MIRVs).

The U.K. is currently embarking on the replacement of its Vanguard-class submarines with four Dreadnought-class boats, costing around \$43 billion in total. Those subs are expected to enter Royal Navy service in the early 2030s. Modernization of the Trident missiles, which will likely receive W93 warheads, will also occur.

As noted earlier, while the exact movements of the sub during its six months at sea remain unclear by design, this has not stopped expert commentators from trying to identify aspects of its travels. Tom Sharpe, an ex-Royal Navy commander, posits that the new images indicate the sub undertook warm-water operations, in littoral/shallow shores and at very low speeds.

Others have queried why the vessel was sent on patrol for six months, given that deployments normally last just two to three months. Hans Kristensen, the director of the Nuclear Information Project, Federation of American Scientists, has questioned whether the lengthy time spent at sea denotes a problem with one of the Royal Navy's other SSBNs—at any given time, one is always on patrol, one is in refueling overhaul, and two are supposed to replace or join the vessel on patrol if needed. Kristensen also suggests the patrol could have been a maximum endurance test.

Whatever the reason for the patrol's length, concerns have been raised in the past regarding elongated deployments of Royal Navy SSBNs, particularly in terms of operational safety. Back in December 2022, *The Guardian* newspaper reported that British Vanguard subs had been deployed at sea for record-breaking lengths of five months each that year. According to Commander Rob Forsyth, Royal Navy (Ret'd.), who skippered Polaris nuclear submarines in the 1970s, the length of such deployments can have serious implications for crew morale and safety standards.

"Today, reliable anecdotal evidence suggests that Royal Navy submariners serving aboard the United Kingdom's current Trident patrols are serving for 150 days or more. That's two to three times the length of just one of my own patrols," he said. "The great danger is that this unchanging routine, week after week, leads to boredom, complacency and an inevitable drop-off in standards."

With that said, lengthier nuclear submarine patrols are clearly becoming more commonplace within the Royal Navy. As a result, these not only test the endurance of crews, but clearly give the subs themselves a thorough beating—as these recent images show. In some ways, the deeply weathered submarine can be seen as something of a badge of honor for a crew who endured such long deployment deep below the waves.

Some anechoic tiles are clearly missing from the sub's hull.

(Photo: Sheila Weir.)



France Welcomes Arrival of Second Suffren-Class Sub

The Directorate General of Armament celebrates the reception of the Duguay-Trouin submarine under the Barracuda programme.

(Reproduced from the Naval Technology website - published August 16, 2023.)

by Harry McNeil



Barracuda Suffren-class nuclear attack submarines on its launching device. (Source: Naval Group.)

France's naval capabilities will leap forward as the Directorate General of Armament (DGA) officially welcomes the *Duguay-Trouin*, the second of six *Suffren*-class nuclear attack submarines (SSNs) developed in the *Barracuda* programme.

With the delivery of this submarine, France continues to enhance its maritime capabilities and solidify its position as a major global naval force.

Russia, France, and the UK are the only three countries in Europe acquiring nuclear-powered attack submarines as replacements for existing SSNs now in service, according to GlobalData's "The Global Submarine Market 2023-2033" report.

In a press release dated July 28, 2023, the DGA confirmed the successful reception of the *Duguay-Trouin*, marking a significant moment in France's naval modernisation

efforts. This achievement comes after rigorous sea trials and testing conducted over several months, ensuring the functioning of the submarine's systems and equipment.

These sea trials were executed under the oversight of the DGA, in close collaboration with the Atomic Energy and Alternative Energies Commission, and partnership with entities like the French Navy, Naval Group, and Technicatome.

According to GlobalData's "France Defense Market 2023-2028" report, the French government ordered six new *Barracuda*-class (or *Suffren*-class) SSN vessels from Naval Group for a total cost of €10.4bn (\$12.4bn), or €1.3bn (\$1.6bn) per submarine.

The arrival of the *Duguay-Trouin* follows the previous delivery of the *Suffren* submarine to the French Navy in November, 2020. As part of the larger *Barracuda* pro-

(concluded on page 14)

HII's NNS and the U.S. Navy Collaborate to Lay the Keel for Future USS Oklahoma

The keel laying was a celebratory milestone in naval innovation and heritage at HII-Newport News Shipbuilding.

(Reproduced from the Naval Technology website - published August 4, 2023.)

by Harry McNeil



At left, welder Alex VanCampen welds the initials of the ship's sponsor, Mary Slavonic, onto a metal plate during the keel authentication ceremony for Virginia-class attack submarine Oklahoma (SSN-802). (Photo source: HII.)

A historic convergence of naval officials and maritime tradition took place at HII-Newport News Shipbuilding (NNS) on Aug 2, as senior Navy leaders, shipbuilders, and guests gathered for the keel-laying authentication of the Virginia-class submarine, the future USS Oklahoma (SSN-802).

The keel-laying, a step from design to realization, marks a juncture in the vessel's journey. The forthcoming USS Oklahoma, the 29th Virginia-class submarine and the pioneering Block V submarine, embody a naval and technological capabilities shift. This occasion commemorates a

first—the vessel's namesake hailing from Oklahoma. The Virginia-class nuclear-powered attack submarine is an advanced multi-mission submarine for deep ocean anti-submarine warfare and littoral (shallow water) operations. The estimated contract allocation for the program is \$73.1 billion (2022–32), with the 2023 budget allocating \$7.3 billion to the program, according to GlobalData's "US Defense Market 2022-2027" report.

Capt. Mike Hollenbach, Virginia Class Programme Manager, captured the essence of the ceremony, stating, "Today represents a culmination of hard work and skill performed

(concluded on page 14)

New French Nuke Boat

(concluded from page 12)

gram, which aims to revitalise the country's naval fleet, the remaining submarines (*Tourville*, *de Grasse*, *Rubis*, and *Casabianca*) are currently undergoing construction, with planned deliveries stretching into 2030.

This comprehensive effort aligns with the strategic goals outlined in the Military Programming Law 2024-2030, showcasing France's steadfast commitment to maintaining its naval prowess.

The *Suffren*-class SSNs, including the recently received *Duguay-Trouin*, represent truly advanced naval capabilities. These submarines are designed to fulfil diverse missions, such as supporting deterrence, safeguarding the naval air group, gathering intelligence, engaging in anti-submarine warfare, and executing anti-ship combat operations.

Notably, they outperform their *Rubis*-class predecessors in speed, endurance, and versatility, owing to their systems and enhanced capabilities. Including the Naval Cruise Missile allows these submarines to engage land-based targets located hundreds of kilometres away, further enhancing their strategic utility.

The successful sea trials of the *Duguay-Trouin*, which included stability, performance, and combat systems tests, validated the submarine's readiness to navigate safely and effectively. Technical experts from the DGA's Naval Expertise Centers analysed data collected from these trials, attesting to the submarine's technical capabilities.

With the *Duguay-Trouin*'s arrival, France stands poised to assert its influence and strategic presence on the world's oceans.

Keel Laid for USS *Oklahoma* (SSN-802)

(concluded from page 13)

by a talented shipbuilding workforce and a strong foundation for future sailors who will patrol the deep seas aboard *Oklahoma* in service of our nation."

This year, the U.S. Navy also christened a future *Virginia*-class submarine, named USS *Massachusetts* (SSN-798), at Huntington Ingalls Industries (HII) Newport News Shipbuilding (NNS) division in Newport News, Virginia.

Amidst the echoes of time-honoured Navy traditions, Ms. Mary Slavonic, the submarine's sponsor, witnessed a spectacle as an NNS welder inscribed her initials onto a ceremonial steel plate. This act is a testament to the bond shared between the sponsor, vessel, and crew.

"I am deeply honoured to be the sponsor for *Oklahoma*, named in honour of my beloved home state," Slavonic said. "This milestone marks the beginning of a lifelong bond between my family and *Oklahoma*, including the incredible shipbuilders constructing her and the brave sailors who will serve aboard this mighty submarine."

Versatility and Vigilance

These vessels redefine stealth, firepower, and maneuverability compared to their predecessors, underpinning their reputation as one of the world's foremost attack submarines. Armed with pinpoint-accurate Tomahawk cruise

missile capabilities, they dominate extended covert surveillance of sea forces, littoral waters, and terrestrial targets.

James Marques, aerospace, defense, and security analyst at GlobalData, commented on the *Virginia* class' capabilities: "In terms of firepower, they carry the latest torpedoes, cruise missiles and anti-ship missiles."

In embracing a multi-faceted role, these submarines show their versatility through Special Forces operations, mine-field analysis, anti-submarine and anti-ship warfare, cementing their contribution to regional stability and peace while upholding the principles of international law.

The keel authentication ceremony encapsulates the fusion of heritage and innovation, symbolizing HII's Newport News Shipbuilding's commitment to national defense. The forthcoming USS *Oklahoma* embodies the cumulative dedication of shipbuilders and service personnel.

HII announced second-quarter revenues of \$2.8bn in their Q2 2023 results, up 4.7% from the second quarter of 2022—driven primarily by NNS and MissionTechnologies growth.

Newport News Shipbuilding revenues for the second quarter of 2023 were \$1.5 billion, an increase of \$76 million, or 5.3%, from the same period in 2022, primarily driven by higher revenues in submarines and aircraft carriers.

Nuclear Submarine with Intercontinental Ballistic Missiles, New Aircraft Carrier, Destroyers and Frigates: China to Invest \$1.4 Trillion in Military Modernization with a Focus on Their Navy

(Reproduced from gagadget.com website - published in August 25, 2023.)

by Maksim Panasovskyi



Chinese SSBN at sea.

The People's Republic of China is ready to make monumental investments in the modernization of the People's Liberation Army. The main emphasis will be placed on strengthening their naval forces.

Here's What We Know

The situation around Taiwan and the ongoing territorial disputes in the South China Sea are forcing the PRC to invest in defense capabilities. From 2024 to 2028, the authorities intend to spend a crazy \$1.4 trillion to modernise the People's Liberation Army. The average annual growth rate will be 6.6 per cent.

The defense strategy emphasizes the formation of a dominant navy. To achieve this, China plans to implement several forward-looking programmes. In particular, to acquire a fourth aircraft carrier, as well as destroyers of the Type 055 class and frigates of the Type 054A class.

China wants also to commission a Type 096-class nuclear-powered submarine armed with ballistic missiles. The submarine will receive JL-3 intercontinental ballistic missiles with a launch range of up to 9,000 kilometres, capable of carrying three nuclear warheads.

Source: Navy Recognition

Seawolf: Sub that Changed Underwater Warfare

(concluded from page 1)

globe from the safety of the deep ocean. One of those vessels is the USS *Seawolf* (SSN-21), a nuclear submarine developed during the Cold War by the U.S. Navy to confront the forces of the Soviet Union. With its two sister ships, it remains among the most advanced, most lethal weapons fielded by any nation.

In World Wars I and II, submarines were largely tactical weapons, with a hybrid powertrain consisting of diesel engines and electric motors. At sea, a submarine commander had two options—speed, or stealth. On the surface, where its diesel engines could be run, a submarine might manage a speed of around 20 mph—enough to catch a cargo ship.

However, in order to safely attack, the commander would have to shut the diesel engines off, submerge, and rely on battery power for propulsion. Underwater, speed was halved, and a vessel could remain submerged for only as long as its heavy lead-acid batteries lasted—sometimes just a couple of hours. To make matters worse, if exposed to seawater, the fragile batteries of that era would leak dangerous chlorine gas.

Ironically, during those World Wars, the submarines fielded by the world's naval forces spent most of their time on the ocean's surface, submerging only for brief periods when it came time to attack. That all changed with the advent of nuclear power. Unlike their conventional diesel-powered forebears, nuclear-powered submarines can remain submerged indefinitely and keep up with surface vessels' speed, even underwater.

The only known example of a nuclear-powered submarine being used in combat was in 1982, when the British submarine HMS *Conqueror* sank the fast-moving Argentine cruiser *General Belgrano* after stalking it unseen for two days. A traditional, diesel-powered submarine would have been incapable of making such an attack.

The USS *Seawolf* can trace its lineage back to the mid-1950s, to the first-ever nuclear-powered submarine—USS *Nautilus*. Like the submarines of World War II, the *Nautilus* carried conventional torpedoes, but could fire quicker, further, and far more stealthily than the vessels that came before it. That's because, unlike diesel engines, nuclear reactors don't require oxygen to operate, and refueling intervals to top up the enriched uranium used for power are measured in decades, rather than weeks or months.

By the time *Seawolf* and its sister ships were being developed, nuclear power was a mature technology, but in other respects, its design was revolutionary. Compared to the *Los*

Angeles 688-class submarines (that still form the backbone of the U.S. Navy's submarine fleet), the *Seawolf* class features a stronger hull made of high-pressure HY-100 steel, and greatly increased weapons capacity—including twice as many torpedo tubes. *Seawolf* also boasts the highest tactical speed of any submarine in the U.S. fleet.

One of the main tactical advantages of the *Seawolf*, though, is that it's really quiet. USS *Seawolf* and its sister ships can operate around 10 times more quietly than even the quietest *Los Angeles*-class submarines, making it capable of “stealth” missions that would be impossible for previous-generation subs. These might include covert surveillance of sensitive areas or the insertion of special forces personnel.

Seawolf's motto, “*Cave Lupum*” (“Beware the Wolf”) is appropriate, given its impressive specifications. Exact performance figures are known only to the U.S. Navy, but officially, the submarine can make around 20 knots (~23mph) on the surface, and around 35 knots (~40mph) submerged.

Its operating depth is given at 800+ feet, with a safe depth of 1,600 feet and a rated “crash” depth of 2,250 feet—almost half a mile underwater. Its crew of around 140 sailors is in charge of a fearsome arsenal of weapons, including Tomahawk missiles, mines, and up to 50 advanced MK48 torpedoes.

The USS *Seawolf* was launched in 1995, commissioned in 1997, and completed sea trials in 2001. After 9/11, *Seawolf* was deployed that same year, taking part in several exercises with NATO forces. Since then, the USS *Seawolf* has been deployed multiple times on missions often lasting several months.

When *Seawolf* design work began in the early 1980s, the intention was to build a fleet of 29 vessels; but the end of the Cold War removed the need for so many. Ultimately, only three *Seawolf*-class submarines were built: *Seawolf* herself, the USS *Connecticut*, and the USS *Jimmy Carter*.

The USS *Jimmy Carter* is a highly modified version of the submarine and the last to be commissioned. It features an extended hull to accommodate a “multi-mission platform” (MMP) for classified missions. All three *Seawolf*-class submarines are based at Naval Base Kitsap-Bangor in Washington State.



PRIDE RUNS DEEP

Bay Area Great for New Navy Shipyard

(concluded from page 7)

ing, any state with a nuclear-ready workforce will be at a distinct advantage. With some 8,000 nuclear-ready engineers and advanced manufacturing workers employed at the nearby Lawrence Livermore National Laboratory, just an hour away from the San Joaquin/Sacramento River delta, the potential for growth, interagency collaboration and public-private technical innovation will increase.

A new shipyard makes strategic sense. The Navy knows the Bay Area's strategic utility, and California's central delta has a storied naval legacy. Mare Island Naval Shipyard, America's first West Coast naval base, was founded in Vallejo, where Northern California's waters enter San Francisco Bay. Virtually every commercial port in the delta got their start as a naval depot, fuel pier, or military logistical center.

Take Another Look at the Delta

The Bay Area's major river systems, stretching about seventy nautical miles inland, are an underrated strategic asset. Today, the riverine route to the deep-water ports of Stockton and West Sacramento offers some of the few remaining places on the West Coast where heavy industry has low-cost access to the sea.

With a deep 35-foot channel leading to communities that offer far lower waterfront real-estate costs, a more reasonable cost-of-living and a more ready workforce than many conventional West Coast shipyard sites, the region may well offer the U.S. Navy a viable spot for submarine refits, reconstituting some of the resources lost when the Navy closed the Mare Island shipyard.

If the waterfront potential of Sacramento or Stockton fail to suit, then, closer to the Pacific, the gritty Antioch and Pittsburg waterfronts await, replete with aging heavy industrial facilities and semi-abandoned brownfields. Unlike San Francisco and Oakland, these communities have yet to gentrify to the point where they are completely out of the Navy's reach.

In the California town of Pittsburg, an aging steel manufacturing plant is slated to close at the end of the year. Sporting a deep-draft wharf and great intermodal access, the old facility might be a good candidate to transform into a submarine service or some sort of undersea platform manufacturing site. But the Navy had better move fast—if the facility hasn't already sold, it'll soon become just another waterfront warehouse, gobbled up by a murky development firm or, worse, some trading company linked to the Chinese government.

Open spots with potential are disappearing. In Antioch, a slice of long-vacant waterfront is now host to Ampports, a vehicle storage and transport company. Nearby, the old Fulton Shipyard, a site that once produced Navy minesweepers and tugs, is slowly being gobbled up for municipal water intakes and recreational use. Land Stockton's eight World War II-era shipbuilders used to build everything from floating dry docks to berthing barges has long-vanished, appropriated for housing, ballparks and marinas.

The Federal Government still has some waterfront access in the Bay Area. While likely ill-suited for shipyard facilities, the U.S. Army's Military Ocean Terminal Concord (MOTCO), or the Department of Transportation's ever-shrinking Suisun Bay Reserve Fleet outpost in Benicia offer shoreside footprints that could, in a pinch, be evaluated for potential utility as a shipyard.

If the Navy is unable to move quickly, all is not lost. In time, one or more of the Bay Area's five fuel refineries will close. Unlikely to be easily repurposed, one of the facilities might offer an interesting opportunity for the Navy to expand. But, given the pressing need, coupled with the Bay Area's strategic utility, it is time for the U.S. Navy to start moving forward. Scouting out the Bay Area for a new shipyard is a good first step.

Craig Hooper offers uncompromising guidance on national security issues, writing for the Washington Post, L.A. Times and elsewhere.

USSVI Western Region Roundup

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

A Gathering of Submariners



Enginemen...God's Worst Creation

by Bob "Dex" Armstrong

Did you ever wonder why diesel boat enginemen all live to be 105, and have to be terminated with sledgehammers? The forward and after engine-rooms on smokeboats were what the EPA calls hazardous waste sites. They had germs roaming around in there the size of snapping turtles. Any engineman who could survive six months in that environment developed a level of immunity that could stand up to anything below the level of a ground zero nuclear blast.

Take Mike Hemming. In the world of natural selection, Mother Nature would normally provide something that would eliminate something as ornery and socially maladjusted as the "Boy Throttleman." But if a rattlesnake bit Hemming, the damned snake would die. Why? Because he was an engineman.

When we ran out of clean coffee cups on *Requin*, the cooks would send a messcook to the enginerooms to locate, round up, and come back with the vast collection of cups that had migrated there but never returned. When enginemen made coffee runs, it was a one-way trip for whatever the coffee went aft in. An engineman will drink coffee out of anything he can pour it into: cup, bean tin, Band-Aid box, left boot off a dead yardbird. Just didn't matter.

I have collected cups in enginerooms that a cat would have covered up in a litter box. Enginemen identified which cup belonged to which snipe by the patterns of black, greasy fingerprints covering the outside of the cups.

A first class motor mac once handed me a cup containing what had to be a week's worth of Beechnut chewing tobacco spit roaming around in it.

"Hey kid, when you haul your worthless ass forward, how 'bout a fresh cup."

"Sure. It'll take me a minute to wash out your cup."

"What for? Just run some water in to get the chunky stuff out and draw me a fresh one."

"Fresh one" was an alien concept to a gahdam snipe. Just as soap, razor use, and socially acceptable vocabularies always were.

Snipes lived in a world never fully understood or appreci-

Keep a zero bubble...

Dex.



ated by their shipmates. In a word, they were—by far—the weirdest of the weird. I have no idea where the Navy found these sunsabitches. My guess was they had to turn over a helluva lot of rocks...and then they just crawled out hauling big tools.

They were the only creatures in any of our armed services who considered acceptable personal hygiene could be achieved by turning their skivvy shirts inside-out every three weeks.

On the plus side, they were also, hands down, the least self-absorbed, most generous bastards who ever lived. To them, an empty beer glass was unacceptable. Whatever they saved on soap, blades and laundry money went to pay for rounds of beer and taxi fares to haul drunken shipmates back to the D&S piers.

Knowing full well that it's a gross violation of the Torpedoman's Oath to ever say anything positive about anything that ever crawled out of the lower flats on an enginehouse, I—make that we—all knew that come anything from a bar brawl to a Mother's Day collection, the first three guys in line would be throttlemen and oilers.

By the time Hemming crossed the brow and became one of the Great Unwashed on *Requin*, Stuke and I had mastered E-3 survival skills, could operate thirteen-button blues without peeing on the flap, and were known as "The Two Idiots off *Requin*" by every Master-at-Arms on *Orion*. Hemming was called "Boy Throttleman" because he was operating Fairbanks Morse on *Tench* boats fifteen minutes after his mom tossed his Cub Scout uniform in the Salvation Army collection box. He was soon bossing around guys old enough to have changed his three-cornered pants. He was already studying maintenance manuals when his contemporaries were still reading *Little Golden Books*.

He took big-time heat, but teenage rock-crusher drivers are as scarce as virgins in Little Rock. But he had the beer drinker's tapeworm and ranked right up there on the enginemen's scuzzy scale. *And* he was also butt ugly and came with the vocabulary of a sewer digger's cockatoo.

Flo married him. Gawd knows why. Coulda been the victim of some post-hypnotic suggestion, I suppose, but she loved the unrepentant rascal anyway. Being married to Flo would redeem the worst sinner. And probably did.

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...



Our newly elected E-Board team lineup: Darin Detwiler as Secretary, Mike Swanson as Treasurer, Dave Vanderveen as Base Commander, Ray Teare as Vice Commander, and Bill Moak as COB.



The guys are officially sworn in, right hands in the air, via online Zoom connection with Western Regional Commander, Peter Juhos. Though the tech was twitchy, it all worked out in the end.



Newly "installed," the guys are ready to celebrate with a beachfront feast. That's the way to do it!

More Chapter News

The Latest on Our Boy Bill

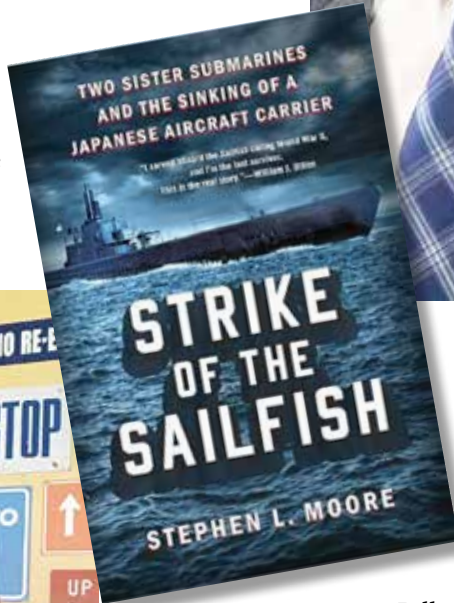
Membership Chairwoman Marilyn reports in with the following update from Unstoppable Force Bill Dillon.

Bill: “I’ve been invited to the Nimitz WWII Museum to be a part of their December 7th (Pearl Harbor Day) activities, including a book signing appearance for *Strike of the Sailfish* with author Steve Moore. I’ll first be spending several days in and around San Antonio and Fredericksburg, then spending December 7th at the Museum.”

From Marilyn: Any of our members traveling to Texas at that time would surely be delighted to attend. Texas area L.A.-Pasadena members Angus McColl and Jud Scott, take special note. Dallas area subvets may also want to check out this event.

Here’s the schedule of December 7th activities:

- 10:00 am - Wreath Laying
- 10:15 am - Honoring of Mr. Dillon
- 10:30 am - Pearl Harbor Documentary
- 11:30 am - Book Signing with Mr. Moore
- 12:30 pm - Pearl Harbor Documentary
- 1:30 pm - Book Signing with Mr. Moore



Bill Dillon, one of our chapter’s two oldest members—the other being Harold Staggs. Both are rapidly approaching their century marks!

Bill again: “I’ll be with my close friend, full Army Colonel Darryl Hensley. He may even be introducing me to the book signing audience. Here’s a photo of me with Col. Hensley. Also, the L.A. Galaxy soccer team just honored me as ‘Hero of the Match’ yesterday. My daughter Tania, along with my granddaughter, Kelli, both attended. It was fabulous! It went on for hours, including a meeting with the company CEO and his wife and family—who extended us invitations to future games if we desire! We even watched the game from their private suite!”

Hearty congratulations from L.A.-Pasadena Base as always, Bill! Your shipmates are proud of you! As Marilyn says, there’s certainly no grass growing under *your* feet!



A Very Moving L.A.-Pasadena Experience

Yes, "L.A.-Pasadena Base is on the move!" (;-)Thanks, Darin!) On Saturday, October 28, volunteer operatives from L.A.-Pasadena Base (Dave Vanderveen, Ken Dorn, Dennis Bott, Darin Detwiler and your *Periscope* editor) rolled up their collective sleeves and got to work moving stored materials and memorabilia from an expensive facility in Westminster (which had been draining our base budget!) to the homestead garage of generous base members Greg and Vanessa Paulson. They showed true team spirit by allowing our base to bivouac this bunk at their bunker. Many thanks, you two—you're the best!



Scene of the crime: what this storage place had been costing us was criminal! ;-)



"Fair winds and following road conditions..."

Yes, this vehicle was purchased expressly to haul large model submarines—and is rigged for such specific work today!



One of our sad casualties: yes, some broken glass cleanup today.



Roll 'em heaped, stack 'em deep—sell 'em cheap? Dunno yet what will happen to much of this stuff!



Where the big glass-encased model sub wound up.

Closing up shop at the storage place: "We're outta here!"



Last load: "Roll 'em, roll 'em, roll 'em... raw hands!"



Access to the inner sanctum—where most stuff disappeared.



Too heavy to make "the ascent," these big crates got tucked into a corner.



Our rockstar helpers at Greg's garage: grandson Zack (top) and bud Chris. They were super!

Thanks so much for the use of your garage, Greg! Um, see that those tarps get put somewhere, wouldja?



**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

(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 Post - Nominees for 2024 Base Officers
- July 4 116th Annual...
Huntington Beach 4th of July Parade
- July 15 LeRoy Stone Memorial “Picnic” and
Auction - VFW Post in Anaheim
- August 19 Monthly Meeting - Anaheim VFW Hall
2024 Base Officer Candidates Announced
- September 16 ANNUAL BUSINESS MEETING
Election of Officers - VFW Post in Anaheim
- October 21 Monthly Meeting - The Beach House, Seal Beach
Annual Officer Installation Luncheon
- November 18 Monthly Meeting - Anaheim VFW Post - Potluck
- December 9 Annual Christmas Luncheon
at the Los Alamitos Golf Course

(Holland Club Roster, concluded)

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
 Robert L. Conboy 2003
 James Rogers 2003
 John E. Savela, Jr. 2003
 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 October 21, 2023

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted on the morning of Saturday, October 21, 2023.

In attendance:

- Rocky Rockers, District 6 Commander
- Dave Vanderveen, Base Commander
- Darin Detwiler, Base Vice Commander
- Bill Moak, Secretary
- Mike Swanson, Treasurer
- Dennis Bott, Memorial Director
- Ken Dorn, Director
- Ray Teare, COB

Base Commander Dave Vanderveen called the meeting at the Beach House Restaurant in Seal Beach to order at 1019 hours with a quorum present. Minutes of the September meeting were reviewed with no revisions requested. Bill Moak moved to accept the Minutes; this was seconded by Dave Vanderveen and approved by voice vote.

Treasurer's Financial Report: Mike Swanson

The Treasurer's Report as of October 20, 2023 was read into the Minutes by Base Treasurer Mike Swanson:

Checking	\$19,578.99
Cash On Hand	\$50.00
Uncleared Checks:	\$0.00
Total	\$19,628.99

All vendors have been paid up-to-date.

Income:	\$275.00
Expenses:	\$245.00

Flower/Booster Club Additions:

Ken Dorn	\$200.00
Art Schwartz	\$27.00
Pat Zilliacus	\$20.00

Inkind Donations:

\$00.00

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

Memorial Report:

Dennis reported visiting the site and removing both flowers that had died and faded vinyl flags. It was determined that dead flowers should be removed, the urn cleaned, and the flowers replaced. Flowers are to be placed one time only, anytime during the month.

(concluded on next page)

Mobile County Austal USA Receives \$10.6 Million Order for Deck Modules for 3 Submarines

(Reproduced from WKRG
Mobile, AL Channel 5 CBS-
TV News website - published
September 11, 2023.)

by Pat O'Donnell

MOBILE, Ala. (WKRG)— Austal USA received a \$10.6 million order to manufacture and outfit three electronic deck modules for the Virginia-class submarine program, according to an Austal USA release.

Construction is set to begin this fall, and the modules are set to be delivered “by the middle of 2025,” according to the release.

The construction of the three modules is the result of the strategic partnership between Austal USA and General Dynamics Electric Boat “to take a strategic sourcing approach to expanding the production capacity of the submarine industrial base.” The partnership and construction is supported by the U.S. Navy.

“This order signifies the confidence Electric Boat and the Navy have in Austal’s talented workforce to maintain a steady production line building quality modules on time and on budget,” Austal USA Vice President of New Construction Programs Dave Growden said. “We are excited to play an important role in the submarine industrial base and about being part of a program critical to our nation’s security.”

E-Board Meeting Minutes...

(concluded from previous page)

As relief for Kathleen and Bill, Darin will create a schedule for posting flowers on the monthly boat losses, and circulate it to those who have volunteered to perform that task.

Darin will also be creating a duty list, which will include specific responsibility for the various requirements in preparation and conduction of the Memorial ceremony.

The Lions Club has recently submitted a request to SBNWS to perform Memorial upkeep in November.

Membership:

Marilyn now reports 98 current numbers, with one candidate still awaiting application completion.

Dwindling Meeting Attendance:

It was brought up that meeting attendance had noticeably declined recently. Dave opened up the discussion for suggestions. Bill asked about putting PSAs in local papers, citing Parche Base doing this monthly in the Ventura area. Dave inquired as to possibly arranging a joint meeting with Parche Base. Bill will look into this. Darin does a lot of social media, and will look into creating a plan for future use.

Western Region Roundup, 2025:

As was brought to the Board’s attention last month, the membership vote at the August meeting had not been recorded in the Minutes with regard to L.A.-Pasadena Base’s hosting the 2025 Western Region Roundup event. To comply with our By-Laws, that vote will now be conducted among members present at today’s General Meeting. The idea of hosting the National Convention in our area will be tabled as a possibility for 2027.

Work Party to Relocate Stored Base Materials

The 28th of this month will be the date for moving base materials from the current public storage unit to the residence of Greg Paulson. Ken Dorn offered assistance by providing a vehicle for this purpose, and anyone with a pickup or similar will be welcomed. Meeting time at the storage facility will be 0930.

Good of the Order:

There being no Good of the Order or further business, Bill Moak motioned the meeting be adjourned; Dave Vanderveen seconded and it was passed by all present, ending the meeting at 1055 hours.

Respectfully submitted,

Bill Moak

Secretary, L.A.-Pasadena Base, USSVI

Chinese Scientists Propose Using 6G Cellular Networks to Detect, Identify, Determine Speed and Direction of Enemy Submarines

(Reproduced from the gagadget.com website - published September 4, 2023.)

by Maksim Panasovskyi

Chinese scientists propose using 6G cellular networks to detect, identify, and determine the speed and direction of enemy subs.

Sixth-generation communications can help detect submarines. This is the conclusion reached by Chinese scientists.

Here's What We Know

Chinese specialists from the National University of Defence Technology conducted an experiment in the Yellow Sea. They published an article about it in the peer-reviewed journal *Journal of Radars*.

The experiment used a manipulator with a sensor sensitive in the terahertz range. A sound emitter was lowered into the sea water. It simulated the noise of the submarine's propulsion system. As it turned out, in clear weather, the sensor was able to detect ripples of 10-100 nm in height on the sea surface.

It's believed that such sensors can be integrated into unmanned aerial vehicles. The drones will be able to patrol the sea area and collect important data. The information obtained will make it possible to detect and identify the submarine, as well as determine its speed and direction of movement.

USS *Nebraska*, a Ballistic Missile Submarine, Holds Her Change-of-Command Ceremony

by Zack Wendling (from the Nebraska Examiner website—published August 2, 2023.)



Cmdr. Vance Scott, C.O. of the Blue Crew of the Ohio-class ballistic missile submarine USS Nebraska (SSBN-739), passes through side boys at the conclusion of a change-of-command ceremony at Naval Base Kitsap-Bangor, Washington, July 27, 2023. Scott relieved Cmdr. David Crescitelli as commanding officer of Nebraska. (U.S. Navy photo by Mass Communication Specialist 1st Class Brian G. Reynolds.)

LINCOLN — A Navy ballistic missile submarine named after the Cornhusker State has a new commander.

The Blue Crew is one of two stationed on the USS *Nebraska*, which is one of eight ballistic missile submarines homeported at Naval Base Kitsap-Bangor in Silverdale, Washington. The ship is now led by Cmdr. Vance D. Scott after David M. Crescitelli passed along command in a change-of-command ceremony on July 27, according to the Defense Visual Information Distribution Service.

Scott, a Baltimore native, is a 2004 graduate of the U.S. Naval Academy with a degree in electrical engineering. He later received master's degrees in leadership, national security and strategic studies and engineering management from the University of Maryland, U.S. Naval War College and Old Dominion University, respectively.

“Every crew has one captain and one captain only,” Scott said at the ceremony. “I am a reflection of you, and you are a reflection of me. I know by virtue of being your captain, I command your respect, but to me, that’s not good enough. As we get more acquainted, I endeavor to earn your respect.”

Naval Base Kitsap-Bangor is an undetectable launch platform for submarines such as the *Ohio*-class USS *Nebraska*. The base provides the country with its “most survivable leg of its strategic deterrent forces,” according to DVIDS.

Crescitelli, a San Diego native, graduated from the U.S. Naval Academy with a degree in oceanography in 2002. He assumed command of the *Nebraska* Blue Crew on Jan. 21, 2021.

“I very much appreciate the banter and relationships...I’ve enjoyed with [you all]” Crescitelli said at the change of command. “I very much appreciate the hard work and dedication of the crew.”

Zack Wendling is a senior at the Univ. of Nebraska-Lincoln, double-majoring in journalism and political science. He has interned for The Hill and The News Station in Washington, D.C., and has reported for the Nebraska News Service and The Daily Nebraskan.

2024 United States Submarine Veterans Calendar

GUPPY CONVERSION SUBMARINES

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

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



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

The all-new 2024 USSVI Submarine Calendar

Order Now!

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

Barry Commons

USSVI National Storekeeper

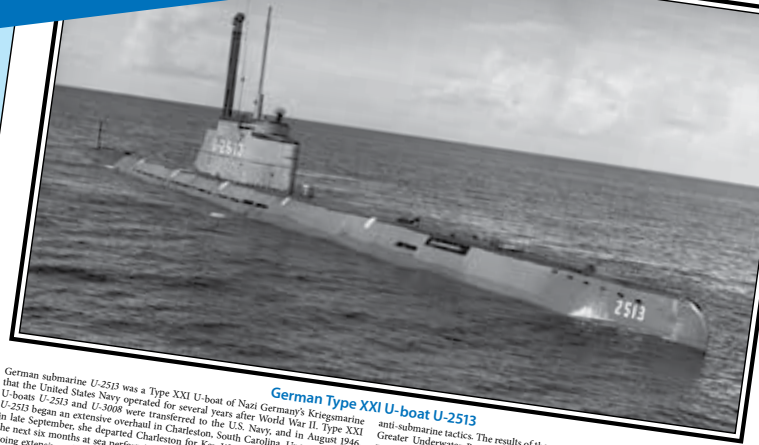
2063 Main St. PMB 293 • Oakley, CA 94561

Email: NSK.USSVI@yahoo.com

Phone: (925) 679-1744

Quantity discounts available.

Up for any mission, GUPPYs fill in between epochs.



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

February 2024

(Five submarines and 371 men lost)

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

RARAE (05-300) 1945
 SHARK (05-176) 1942
 ABRAHAM LINCOLN'S BIRTHDAY (Traditional)
 VALENTINE'S DAY
 PRESIDENT'S DAY
 GEORGE WASHINGTON'S BIRTHDAY (Traditional)
 AMERICA (05-200) 1943
 GRAYBACK (05-200) 1944
 TROUT (05-202) 1944

January	February	March	April	May	June
S M T W Th F S	S M T W Th F S	S M T W Th F S	S M T W Th F S	S M T W Th F S	S M T W Th F S
31 1 2 3 4 5 6	28 29 30 1 2 3	25 26 27 28 29 30	30 1 2 3 4 5 6	28 29 30 1 2 3 4	26 27 28 29 30 31

Proceeds to benefit USSVI operations and projects.

THE L.A.-PASADENA BASE USSVI ANNUAL CHRISTMAS LUNCHEON

On Saturday December 9, 2023 the USSVI L.A.-Pasadena Base will hold its annual Christmas Luncheon for the year 2023. The Luncheon will be held at the Los Alamitos Golf Course; On the Greens Conference Center, 5660 Orangetwood Ave., Cypress, Ca 90630

It is a time of year to visit with our submarine friends and their guests. More time will be devoted to this activity. This year rather than the Tolling of the Boats, Dave Vanderveen is preparing a special presentation.

Social Hour: 11:30AM. - Luncheon served 12:15PM



This Year's Menu is as Follows:

Tossed Garden Salad with Ranch and Italian dressings on the side

Entrée Selection:

Chicken piccata

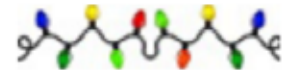
Oven-roasted Potatoes and Green Beans Almondine, Dinner Rolls and Butter

Grilled flat iron Steak

Oven-roasted Potatoes and Green Beans Almondine, Dinner Rolls and Butter

Vegetarian Option

*Mushroom Raviolis
Dinner Rolls and Butter*



Beverage: Coffee, iced tea

Dessert: Cheesecake with Raspberry Drizzle

Sparkling Cider/Champagne Toast

As always, it is very important that you get your reservations in ASAP so that we can give the Golf Course a firm headcount no later than 12 days before the luncheon.

The cost of the luncheon will be \$40.00 per person. Cocktails will be available from the main bar.

Please send your check and reservations (checks made out to L.A.-Pasadena Base USSVI) to the address shown below. Be sure to indicate your choice of entrée and how many of each.

Name: _____ Name: _____

Guest: _____ Guest: _____

Mail to: Mike Swanson
1149 W. Santa Cruz St.
San Pedro, CA 90731
Phone: 310-832-5981



Chicken piccata _____

Flat iron steak _____

Mushroom ravioli _____

Total # of dinners _____ X \$40.00 \$ _____



*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

