

**Oct. Luncheon
at The Beach House, Seal Beach**
(Please See Pages 5 and 24)

THE PERISCOPE

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

Volume 19, Number 10 • October 2023



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."

What's Inside

Commander's Message	2
General Meeting Minutes	3
Tolling of the Boats	6
No Talking at Silent Running	7
China's New Sub Detection	8
Service No Longer Silent?	10
New Tang Being Built	12
Insufficient Ohio Ballasting?	13
Dex Armstrong	15
Chapter News	18
Upcoming Events Calendar	19
E-Board Meeting Minutes	20
Comatose Sub Sailor	21
Don't Leave the Hatch Open!	22
Mail Buoy	23
Luncheon Sign-up Sheet	24

Editor's Corner

Got this nice note from Bill Holmes in Nevada—a *Periscope* reader who's not even on our distribution list; he gets it forwarded from a buddy! "I wanted...you [to know] that this latest issue of the *Periscope* was outstanding. The articles and photos were totally interesting and brought back many memories." Many thanks, Bill! That's just the sort of reaction we're always working toward!—Jeff

U.S. Navy Needs Diesel-Electric Subs Now

SSK acquisitions would promise not just capable and affordable platforms but a diplomatic boon. Indivisible alliances stand the best chance of weathering peacetime strategic competition as well as hot war.

(Reproduced from the 19FortyFive website - Published July 21, 2023.)
by Dr. James Holmes, "The Naval Diplomat"



Taigei-class submarine. (Image Credit: Creative Commons.)

The U.S. Navy delivered a classified shipbuilding plan to Congress this week espousing a 381-ship fleet, not counting uncrewed vessels, of which it wants 150 or so. That's up from 299 in service today, and it would exceed the 355-ship fleet mandated by U.S. law by 26 hulls.

This is good news. Or it's good news provided the shipbuilding complex can handle the extra load. And provided Congress levies enough taxpayer money at last to construct, operate, and maintain such a fleet.

Whether lawmakers will follow through remains a nettlesome question. After all, it's pushing seven years since they imposed the 355-ship mandate. Yet the ship count dawdles around where it was back in 2016, even as Chinese shipyards mass-produce new surface combatants like sausages enroute to a 500-ship People's Liberation Army (PLA) Navy fleet.

Submarine maintenance woes have also been much in the news, and in a doubleplus-ungood way. Navy leaders have pegged the target percentage of nuclear-powered attack submarines (SSNs) in upkeep and overhaul at any given time at 20 percent of the fleet, which currently

(continued on page 16)



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From the Wardroom...



Dave Vanderveen,
Base Commander

Shipmates and Ladies,

Our Base election is complete, and the result was announced at September's meeting as required in our By-Laws. I regret that I was not able to attend the meeting, and I am part of the reason we did not have a quorum to conduct base business in the E-Board. I certainly enjoyed the family event I went to instead, though.

The installation of our newly elected officers will occur at our regular meeting on Saturday, October 21st beginning at 11:00 a.m. It will be held at The Beach House, 15 First Street in Seal Beach. Just turn from Pacific Coast Highway onto First Street and follow it until you drive into the parking lot at the end of the street. For reference, we used to meet at Glory Days Beachside Grill which is on PCH at Fifth Street in Seal Beach, very near to where you will turn onto First Street. Elsewhere in this issue, you will find the sign-up sheet for your lunch choice. As we have seen for most restaurant meals recently, prices are higher than we were used to and the cost will be \$38/person payable to **LA/PASADENA BASE, USSVI**. (See page 24.—ed.)

You may have heard that our base has been selected to host the Western Region Roundup in 2025. The first pieces of preliminary work are complete, and the Region's organizing committee will take over to negotiate with hotels, entertainment venues, and other providers. In late summer of 2024, we will look for members to help with some pre-meeting logistics, and then we will need several members to perform tasks during the Roundup meetings. More information to come.

During this summer, we lost two shipmates in our base to Eternal Patrol, but did not learn of it until well after the fact. Board members will plan a communication to our shipmates to help them and their families with the notification process. Some family members just do not know all the organizations which need to be notified when a loved one dies, and many of our shipmates have not set up their families to handle the myriad steps required after a death in the family. We will discuss how detailed our information should be, so it does not feel like a directive but helps families know who to notify and how to do it. Besides helping us provide more timely Eternal Patrol notices, it can help families trigger benefit payments.

We will continue to plan the transfer of our memorabilia, tools, and equipment for the Memorial to private storage so we can stop the continuing cost for commercial storage. More to come.

Bill Moak, Darin Detwiler and I participated in the recent USSVI convention in Tucson, and I personally learned a lot about our organization. It was good to renew acquaintances and to meet new shipmates. I am encouraged that our overall membership is strong despite losing many shipmates to Eternal Patrol, and USSVI's financial strength is very good. It was worthwhile, and I urge you to attend a convention. The next will be in Cleveland, which sports the Gato-class submarine *Cod* (SS-224) at their waterfront. The veteran's association there regularly runs *Cod's* Number One engine, and I would expect that and maybe other submarine functions will happen at the next convention, too.

Dave

Dave Vanderveen, Commander
Los Angeles-Pasadena Base



Sept. General Meeting Sailing List

- Ed Barwick (by phone)
- Herb “Bo” Bolton
- Darin Detwiler
- Sam Higa
- Ron Jones
- Joe Koch
- Bill Moak
- Paul Riggs
- Art Schwartz
- Mike Swanson
- Ray Teare
- Stan Westrick
- Mercedes Zilliacus
- Patrick Zilliacus



Minutes of September 16, 2023 General Meeting

Base Vice Cmdr. Darin Detwiler (filling in for Base Cmdr. Dave Vanderveen) called the General Meeting of the L.A.-Pasadena Base to order at the VFW Hall in Anaheim, CA at 1202 hours. Darin then led the recitation of the Pledge of Allegiance, followed by a reading of the USSVI Purpose, and then requested a moment of silence for our departed shipmates. After that he reminded all about the meeting’s 50-50 raffle, and that Mike Swanson was selling tickets for same.

Darin next indicated the August E-Board Meeting Minutes and this month’s Treasurer’s Report had been reviewed but not accepted because of the lack of a quorum at that meeting. Joe Koch motioned that the Minutes be formally accepted. This was seconded by Stan Westrick, and the motion carried by vote of all attending.

Treasurer’s Report:

Mike Swanson read the base’s financial report, current as of 9/15/23. *(It appears in the E-Board Meeting Minutes elsewhere in this issue as usual.—ed.)* Ray Teare then motioned to accept the report. This was seconded by Joe Koch, and it passed by voice vote of all present.

Darin then related that Greg Paulson will now store our material currently residing in the public storage facility, significantly reducing base monthly costs. Hearty thank you’s go out to Greg and his family. Mike Swanson then explained the spreadsheet of base expenses for the past fiscal year.

Memorial Update:

Darin mentioned the need to get a handle on related costs, and to see what could be done to reduce same. Mike mentioned an alternative to the current printed program, that it could be minimized to save on cost. There was talk of perhaps a QR code printed within this limited program, one linked to an explanation of the history and significance of the Memorial—perhaps even taking it further to describe who we are, what we do, and how submarine veterans can join us. Darin went on to consider establishing detailed responsibilities within our base to ensure the proper and smooth setting up of the Memorial Day Ceremony in order to avoid the snafu’s experienced this year.

Base Election Update:

Ed Barwick provided the results telephonically, and the running candidates were elected for each listed position. See the E-Board Minutes elsewhere in this issue for official results, and BZ to all officers; please support them by volunteering to serve our base.

Installation Luncheon:

Our forthcoming October 21 meeting will install our elected officers during a ceremony to be held at the Beach House, Seal Beach. Details to be published in *The Periscope*. *(See page 5—ed.)* The Holiday Luncheon this year may be the last we hold at the Golf Course site. Alternative locations are being considered.

Future Meetings:

We may also consider conducting meetings at locations other than the Anaheim VFW Hall, to perhaps be closer to some members—and potential new members as well.

(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)

Convention Recap:

Darin, Dave and Bill all attended, though on different days. Darin felt this was a good event, well attended by members, with a large contingent of vendors. Dave and Darin received interest in a possible BC Patch.

Darin attended a great talk regarding the Charitable Foundation and a newly established program of Ambassador positions being set up organization-wide. Darin has stepped up to be the first Ambassador—a permanent new base position planned to be passed along each year to another base member.

Costs are going up 15% for storekeeper items. Challenge coins, patches and such regarding the 60th anniversary of USSVI will become available in time.

The Chaplain pointed out that USSVI is now losing members at a rate of two or three daily. Questions arose concerning the age of officers, and how it's becoming more difficult for the Submarine Force to procure enough qualified sailors for submarine service. Rather than assign junior officers to boats in drydock, warrant officers will be so assigned, allowing junior officers to be assigned to active boats in the fleet, ideally to ensure more are qualified sooner through hands-on performance. The new program involvement with Australian submariners—including their attendance at U.S. nuke schools—will be increased. The purpose behind this is so that Aussies can fully qualify to operate nuke boats in the near future, given the growing threat to their part of the world.

2025 Western Regional Roundup:

The 2025 Western Region Roundup will be hosted by L.A.-Pasadena Base. Most of the planning and background work will actually be handled by the WRR committee. As the date approaches, however, we'll become more involved. Ray mentioned that the 2024 WRR will be held in Bremerton, WA next April/May.

The Good of the Order:

Joe Koch mentioned that Dennis Walsh's son had been in a bad motorcycle accident, hence the reason for Dennis's absence.

Patrick Zilliacus made a research query regarding a novel he's writing about the potential blockade of Taiwan: would transport of materials, oil, food, etc. by submarine be viable and believable as a means of getting such stuff through a blockade undetected? Many commented that this may be untenable, but others stated, "It's a novel"—believe it or don't. Paul Riggs related that in 1958, during his time in the force, refugees were indeed being transported by sub from mainland China to Formosa (now Taiwan). Patrick thanked all for their input.

Sam Higa mentioned being an escort for a Korean War Veteran on an Honor Flight. He reminded us that there's a website for the Honor Flights, and all should check it out.

The 50-50 drawing drew \$55, and the winner of \$27 was Art Schwartz. He donated his winnings back to the Booster Fund. Thank you, Art!

There being no further business, Ray Teare motioned for adjournment; this was seconded by Stan Westrick and approved by all present, adjourning the meeting at 1303 hours.

Respectfully submitted,

Bill Moak

Secretary, L.A.-Pasadena Base, USSVI

**October Meeting at
The Beach House, Seal Beach**

Oct. Meeting

Date: Oct. 21, 2023

This month we're installing our new slate of officers with a special celebraton at The Beach House in Seal Beach.

Location:

**The Beach House
15 First Street
Seal Beach, CA 90740**

Time:

• 11:00 a.m. Installation

Lunch:

• See menu on page 24

Format:

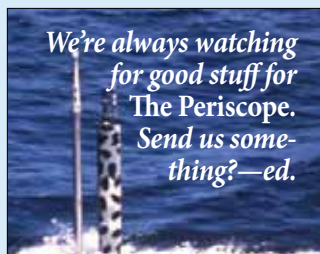
• Prepaid: see signup sheet on page 24; fill out and mail with check to Mike Swanson ASAP

Price:

• \$38 per person

Parking:

• \$2 minimum; see page 24



Oct. Birthdays

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

- Jimmy Carter..... 10/1
- Elliot Rada..... 10/13
- Gregory Paulson 10/14
- Steven Diumentti 10/15
- Harry Ross..... 10/15
- Paul Riggs 10/16
- Vernon "Max" Murphy.. 10/18
- Larry Long..... 10/20
- John Andersen 10/23
- George Wallace 10/23
- Willie Williamson..... 10/24

Eternal Patrol Notice

Daryl Brock

We recently learned that Daryl Brock has departed on Eternal Patrol. He was a member and past commander of Bonefish Base, and made the effort some years ago for Bonefish Base to participate with us in the Independence Day Parade in Huntington Beach.

He was an ETR2 (SS) when he completed his enlistment, having served first on USS *Bon Homme Richard* (CV-31), then completing Nuclear Power School and serving three years on USS *Nathan Hale* (SSBN-623).

His wife Julia's home address is:
4928 Rodeo Road, Riverside, CA 92504
...for those wishing to send condolences. More information will appear here when available.

Sailor, Rest Your Oar

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 • Ron Jones



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

OCTOBER TOLLING OF THE BOATS



USS SEAWOLF (SS-197)

Lost on October 3, 1944 near Morotai, when she was attacked and sunk by the USS *Richard M. Rowell* (DE-403) while tragically mistaken for a Japanese submarine known to be in the area. *Seawolf* ranks seventh among U.S. submarines for enemy ships sunk. Her crew of eighty-three plus seventeen U.S. Army troops went down with her.



USS S-44 (SS-155)

Lost on October 7, 1943 when sunk off Paramushiru, Kuriles, during her fifth war patrol. After attacking a target thought to be a merchant on the surface, *S-44* found herself in a losing gun battle with a heavily armed Japanese destroyer. Two men were taken prisoner and survived the war. Fifty-six men were lost.



USS WAHOO (SS-238)

Lost on October 11, 1943 in La Perouse Strait. Commanded by one of the great sub skippers of all time, LCDR Dudley “Mush” Morton, she had been exiting the Sea of Japan on her seventh war patrol. Awarded a Presidential Unit Citation and ranking fifth in number of ships sunk, *Wahoo* was lost to Japanese air and sea forces after being spotted on the surface by shore batteries. Patrol aircraft were alerted and dropped many bombs, the *coup de grâce* delivered later by subchasers, an auxiliary, and more aircraft. Eighty brave men were lost with this legendary boat.



USS DORADO (SS-248)

Lost on October 12, 1943 when she was sunk in the western Atlantic near Cuba. Newly commissioned, *Dorado* had departed New London, CT, en route to Panama. She may have been sunk by a U.S. patrol plane receiving faulty bombing restriction instructions—or by a German U-boat known to be in the vicinity. Seventy-seven men perished.



USS ESCOLAR (SS-294)

Lost on October 17, 1944 *Escolar* had been on her first war patrol and was most likely sunk by a mine somewhere in the Yellow Sea. Her crew of eighty-two never came home.

USS SHARK II (SS-314)

Lost on October 24, 1944 when attacked and sunk near Hainan. The second boat to carry this name during WWII, she had been on her third war patrol. *Shark* was lost to escorts after sinking a lone freighter. Compounding the tragedy, the torpedoed freighter had carried 1,800 U.S. POWs aboard. All of *Shark II*'s eighty-seven men were lost.



USS DARTER (SS-227)

Lost on October 24, 1944 when she ran aground on Bombay Shoal off Palawan; she was later destroyed by cannon fire to keep from falling into enemy hands. *Darter*'s entire crew was safely rescued by USS *Dace* (SS-247). Awarded the Navy Unit Commendation, *Darter* had put a heavy cruiser on the bottom, damaged another, and was attempting an “end around” to gain an attack position on a battleship when she became stuck in the shallows.

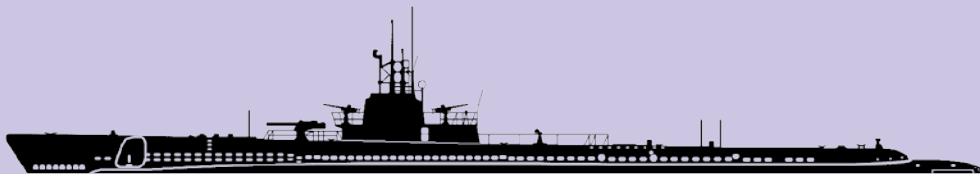


USS TANG (SS-306)

Lost on October 25, 1944 in the Formosa Strait while conducting her fifth patrol. During a daring night surface attack, *Tang* fell victim to a circular run by her own faulty torpedo. Nine of her crew escaped the sinking and were taken prisoner—including CDR O’Kane and five who had gained the surface from her spot on the bottom, 180 feet below. All survived the war. O’Kane was awarded the Congressional Medal of Honor. *Tang* ranks second in ships sunk and fourth in tonnage, and was awarded two Presidential Unit Citations. Seventy-eight men were lost.

USS O-5 (SS-66)

Lost on October 29, 1923 when she was accidentally rammed and sunk by the SS *Abangarez* off the Panama Canal. TM2(SS) Henry Berault received the Congressional Medal of Honor for his heroic actions. Three men were lost.



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

Sonar Technician Explains Why Even Talking Normally While Aboard a U.S. Navy Submarine at Silent Running Can Compromise the Boat's Stealthiness

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

by Dario Leone



The Los Angeles-class fast attack submarine USS Toledo (SSN-769) transits the Arabian Gulf. (Photo credit: Mass Communication Specialist 2nd Class Jonathan W. Hutto, Sr. / U.S. Navy.)

Silent running (or ultra-quiet) is a stealth mode of operation for submarines.

During silent running, the propellers have a characteristic RPM band in which no cavitation noise arises. Since this rotation speed is usually relatively low, the first electric submarines had special “silent running” engines designed for optimum performance at reduced speed.

Nuclear submarines can run even more quietly, at very low speeds only, by turning off active reactor cooling during silent running. The reactor is then only cooled by natural convection of the water.

The aim of silent running (a protocol that has been in use since the latter part of World War I, when hydrophones were invented to detect U-boats) is to evade discovery by passive sonar by eliminating superfluous noise: nonessential systems are shut down, and as explained above, speed is greatly reduced to minimize propeller noise while the crew is urged to rest and refrain from making any unnecessary sound.

“Being ‘quiet’ is more than not talking,” Dave Corley, former

U.S. Navy submarine officer (1977–1997), says on *Quora*.

“Any submarine CO, XO or Chief of the Boat (COB) worth their salt enforce silent operation as a boat’s policy—regardless of the boat’s nationality. To military aircraft pilots, “speed is life.” To submariners today, “stealth is life.” The principle way to relax stealth when at sea on a submarine is to be ‘not quiet’ in any way.”

Corley continues: “The CO on my second boat had a habit that he transmitted to his crew—when shutting a compartment door (not a watertight door), open the door handle before shutting the door. This removed the “click” sound when the latch hit the door jamb. The intensity of the sound when a door’s “click” occurred was not likely to be heard by any other submarine. But the habit overtly reinforced the idea to crewmembers to consciously think about their actions with respect to making noise throughout the day while at sea.

“On that boat,” Corley concludes, “that door-shutting was so much ingrained in the habits of my shipmates that we continued doing it even in overhaul. It’s easy to make specific rules—during ‘Rig for ultra-quiet,’ don’t flush the TDU—but it’s even better to make a simple habit that reinforces a life-preserving goal.”

China Reveals Next-Generation Submarine Detection Tech Breakthrough

Chinese scientists have successfully tested the world's first submarine-detecting device based on next-generation terahertz communication technology.

(Reproduced from the Interesting Engineering website - published August 30, 2023.)

by Amal Jos Chacko



(Illustration credit: imaginima/iStock.)

In a groundbreaking development that could reshape maritime security, Chinese researchers laid claim to have successfully tested the world's first submarine-detecting device based on next-generation terahertz communication technology, according to reports in the *South China Morning Post*.

This comes after reports earlier this month revealed the invention of a Chinese ultra-sensitive magnetic detector capable of tracking down the most advanced U.S. submarines—even over long distances.

The innovative terahertz device has demonstrated its ability to identify minuscule surface vibrations caused by low-frequency sound sources beneath the open sea, effectively detecting submarines with unparalleled precision.

Unleashing Terahertz Waves

Terahertz technology, situated between microwave and infrared radiation frequencies, has long held the promise of high data rates and low latency, making it a key candidate for the future of communication, often dubbed 6G.

Notably, this frequency range not only carries substantial information but also offers environmental insights. Terahertz screening devices are already in use in some airports in China, where the technology helps to identify concealed items on passengers. Recent investments in 6G research have propelled advancements in terahertz applications, opening doors to mass utilization.

The team of researchers envisions a future where the terahertz submarine detection technology could be reduced into a package small enough to be mounted on a drone.

“A small unmanned aerial vehicle (UAV) platform has the advantage of good mobility, low cost and flexible deployment,” noted the researchers in the paper.

The integration of this technology with other submarine detection methods like magnetic anomaly detectors, microwave radar, or laser systems could provide comprehensive and crucial information for identifying submarines.

(concluded on page 9)

Chinese Reveal Sub Detection Breakthrough

(concluded from page 8)

Overcoming Nature's Barrier

The experiment was conducted at an unspecified location in the city of Dalian on the Yellow Sea. An artificial sound source simulated the noise emitted by a submarine, and an extended arm of a research ship was used to mimic a drone.

A submarine traveling at high speed “produces significant radiated noise that propagates to the water surface and excites surface vibration,” noted the team. This disturbance, barely noticeable when it reaches the surface, was previously thought impossible to distinguish from oceanic waves.

However, the terahertz sensor managed to distinguish man-made ripples—as tiny as 10 nanometers—from the natural waves of the ocean, an achievement the team attributes to both hardware and software innovations.

The high frequency of terahertz waves contributes to their sensitivity, while the Chinese scientists pioneered an algorithm

capable of effectively identifying these nanometer-sized ripples over the dynamic ocean surface.

Beyond detection, terahertz technology has also demonstrated promise in the realm of submarine communication. Submarines, known for their stealth, can leverage this technology to establish contact with friendly aircraft or other naval assets.

“By detecting acoustically induced surface vibration signals, it is possible to invert the information conveyed by underwater sound sources,” the team said.

These encoded messages could be virtually undetectable by adversaries, enabling submarines to maintain secure and covert communication channels during large-scale military operations.

The research team published their work in the *Journal of Radars*, a Chinese-language peer-reviewed journal, on August 11. The technology “will have significant application potential in underwater vessel detection and other areas,” they remarked.



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

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

SUBMARINES IN NEED OF ADDITIONAL SPONSORS

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

Questions?

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The U.S. Submarine Force Should Be Silent No More

(Reproduced from the DefenseNews website - published August 23, 2023.)

by Bryan Clark



The U.S. Navy ballistic missile submarine Tennessee and a British Royal Navy nuclear submarine, along with aircraft, conduct bilateral training. (Photo credit: Naval Aircrewman [Operator] 1st Class Aaron Abbott/U.S. Navy.)

China's recent announcements of new submarine-hunting technologies are probably more hype than hardware, but they highlight Beijing's goal of countering the threat posed by U.S. attack boats, which remain essential to U.S. war plans. The U.S. submarine force will not be able to rest on its laurels as the world's finest for much longer. Soon it will need new approaches and capabilities to operate and potentially fight in the bastions that China and Russia consider their home waters.

China has been trying to up its anti-submarine warfare game for more than a decade. Today, sonar arrays like the United States' Cold War-era Sound Surveillance System network listen in the East and South China seas as well as the waters U.S. submarines would need to transit from Guam or Hawaii. They are complemented by capable low-frequency active sonars on Type 056 *Jingdao*-class corvette that would obviate the superior sound silencing of U.S. submarines. Around the most protected areas, like the Taiwan Strait, Chinese forces are likely to deploy mines as well.

Since the Cold War, the U.S. submarine force has relied on its stealth to surveil opponents and threaten denial or retaliation. When the primary targets of U.S. submarines were Soviet submarines in the far north or Soviet fleets in the open ocean, stealth was sufficient. After U.S. submarines launched attacks and could be detected, their targets were likely consumed with defense more than anti-submarine warfare.

Against China, and perhaps Russia, this dynamic no longer holds. U.S. submarines will likely need to launch missiles or torpedoes close to enemy coasts. While their targets may be tied up with defense, the rest of the enemy's forces at sea and ashore can devote themselves to counterattacks. U.S. submarines could find themselves on the run after their initial salvos and unable to further contribute to the fight.

To avoid being marginalized like hundreds of German U-boats late in World War II, U.S. submarines will need to suppress or confuse the sensors China or Russia will depend on for under-sea detection and targeting. In many ways, they face the same challenge as aviators conducting strikes in the face of modern

(concluded on page 11)

U.S. Sub Force Should Be Silent No More?

(concluded from page 10)

air defenses. And like their aerial counterparts, U.S. submarine forces will need to employ jamming, decoys, deception and destruction to break into contested areas undersea.

Another challenge submariners will share with aviators is how to suppress or defeat enemy defenses without giving up strike capacity in the process. U.S. air forces in Vietnam, facing the first generation of Soviet surface-to-air missiles, had to divert about a third of their strike packages to countering North Vietnamese defenses even though the new SA-2 was only effective about 2% of the time.

Uncrewed vehicles would be the best choice for deploying the acoustic jammers, radar and sonar decoys, and explosive warheads that will suppress or defeat Chinese or Russian undersea sensors or mines. But to preserve the submarine's weapons capacity and reduce its likelihood of detection, most of these vehicles should be launched by someone else.

Confusing or attacking enemy sensors depends on accurate targeting, which the challenges of undersea sensing and communication will make nearly impossible in real time. Instead, U.S. undersea forces will need to survey adversary sensors and networks in advance. Large uncrewed undersea vehicles, like the Navy's now-canceled *Snakehead* or the commercially available *Remus 6000*, could gather this intelligence, which may be impractical with smaller UUVs that may lack the necessary endurance or depth.

However, medium and small UUVs launched from shore, aircraft or unmarked ships would be well-suited to jamming and deception missions. Vehicles such as the in-development medium UUV or *Lionfish* small UUV could carry decoy systems like those on the Navy's Expendable Mobile Anti-Submarine Warfare Training Target that emulates submarine tones to draw

attention away from U.S. undersea operations. And to obscure both real and simulated submarine undersea activity, small or medium UUVs could carry noisemakers like those on existing active torpedo countermeasures.

The confusion created in the enemy's underwater picture by decoys, jamming and actual U.S. submarine operations would likely overwhelm the still relatively small anti-submarine warfare response capacity of Russia or China. However, U.S. submarines will need the ability to stand and fight when attacks come, rather than evade and regain their stealth. This will demand improved combat systems that can predict the effectiveness of an enemy attack and can guide new counter-torpedo weapons, much like the Aegis system and surface-to-air missiles do for surface combatants.

Once U.S. submarines reach the most contested areas where they are needed to launch missile attacks deep into enemy territory or stop ships invading an ally, they will still likely face the threat of undersea mines. This mission is where sub-launched and -recovered medium UUVs will be essential for finding a path around mines or—if necessary—destroying them.

The changes these operational concepts imply will be substantial. Instead of being the silent service, the U.S. undersea force will need to generate noise and hide in the resulting chaos. And rather than being alone and unafraid, U.S. submariners will need to rely on a team of crewed and uncrewed platforms on, above and below the water to reach their targets. Otherwise, America's world-leading submarine force could find itself viewing the action from the sidelines.

Bryan Clark is a senior fellow and the director of the Center for Defense Concepts and Technology at the Hudson Institute think tank.

USSVI Western Region Roundup

Hosted by Bremerton Base

April 11-13 in Silverdale, Washington

www.wrroundup.com

A Gathering of Submariners



The U.S. Has Begun Construction of the *Virginia*-Class Nuclear-Powered Attack Submarine *USS Tang*, Built to Carry Forty Tomahawk Cruise Missiles

(Reproduced from the GaGadget.com website - published August 23, 2023.)

by Maksim Panasovskyi



Virginia-class submarine. (Photo: U.S. Navy.)

The U.S. Navy ordered the *USS Tang*, a nuclear-powered attack submarine, on December 2, 2019. Nearly four years later, General Dynamics Electric Boat began construction.

Here's What We Know

USS Tang (SSN-805) is the next *Virginia*-class nuclear-powered submarine and the fourth Block V-level submarine. She will also be the first to receive the Virginia Payload Module (VPM). The name was officially announced on November 17, 2020.

The presence of the VPM in the center section will allow the submarine to be additionally equipped with 28 Tomahawk cruise missiles. Thus, *USS Tang* will be armed with a total of forty missiles.

The U.S. Navy is ready for a large investment in the project. *USS Tang* will be the 32nd *Virginia*-class submarine, and the service plans to receive more than forty submarines in total, including Block VI and Block VII variants. In addition, the first *Virginia*-class nuclear-powered submarines will begin receiving hypersonic weapons later this decade.

U.S. Navy Submarine Chief Petty Officer Explains Why It's Not True That *Ohio*-Class Submarines Lack Enough Ballast to Remain Submerged After Firing All Their SLBMs

(Reproduced from The Aviation Geek Club website - published in August 20, 2023.)

by Dario Leone



Ohio-class guided missile submarine USS Florida (SSGN-728). Florida was the second of four SSBN submarines to be converted to the guided missile SSGN platform. (Photo credit: Photographer's Mate 2nd Class Lynn Friant / U.S. Navy.)

The *Ohio*-class SSBN was conceived in the early 1970s and at 560 feet, they became the largest submarines ever built by the U.S. Navy.

USS *Ohio* (SSGN-726, the first of her class of ballistic missile submarines [SSBNs] and guided missile submarines [SSGNs], and the fourth U.S. Navy ship to bear the name) joined the U.S. Navy on Nov. 11, 1981.

With the end of the Cold War, the first four *Ohio*-class SSBNs—*Ohio*, *Michigan*, *Florida* and *Georgia*—were scheduled to be decommissioned in the early 2000s. The other fourteen would remain in service as SSBNs, carrying the Trident II D-5 missile. But another plan was in the works—to use the versatile *Ohio* seaframe to carry Tomahawks or other payloads in lieu of ballistic missiles.

The result would be four platforms capable of supporting strike or special warfare missions around the world.

Under the new plan, twenty-two Trident launch tubes were reconfigured to carry canisters containing seven Tomahawks each—for a total of up to 154 missiles.

Given these unique features, the *Ohio*-class submarines provide the Navy with unprecedented strike capabilities.

But how true is the rumor that *Ohio*-class submarines lack enough ballast to remain submerged after they fire all of their submarine-launched ballistic missiles (SLBMs)?

James Clark, former U.S. Navy Submarine Chief Petty Officer, explains on *Quora*:

(concluded on page 14)

Do Ohios Have Enough Ballast?

(concluded from page 13)

“This is a misconstrued statement. Yes, if a Trident submarine launched all of its missiles, the water that backfilled into the now empty tubes would not have enough weight to keep the submarine sufficiently negatively buoyant to remain submerged.

“A Trident D5 missile has a mass of 59,000 kg. Water of the same volume has much less mass. The difference is so large that if multiple missiles have been fired, then the trim system would be incapable of handling it, thus [the need for] the existence of a separate system. That’s why onboard the ship, between the ship’s compartments, are massive compensation tanks that extend from the top to the bottom of

the ship and side to side and couple feet in length. Think of them as a giant spacer between the compartments.”

Clark concludes: “These are flooded during launch to bring on extra water to maintain proper buoyancy.”

Dario Leone is an aviation, defense and military writer. He is the Founder and Editor of “The Aviation Geek Club,” one of the world’s most read military aviation blogs. His writing has appeared in The National Interest and other news media. He has reported from Europe and flown Super Puma and Cougar helicopters with the Swiss Air Force.



According to former U.S. Navy Submarine Chief Petty Officer James Clark, Ohio-class submarines like this one won’t broach the surface from the buoyancy added by firing all her missiles.

Boys in Blue

by Bob “Dex” Armstrong

Once upon a time—many long years ago when the Navy paid E-3s less than a hundred bucks a month, sailors still wore uniforms on leave, and hitching rides was the only way a submarine bottom feeder could go from point “A” to point “B”—there was a place where you could find hundreds of idiots in dress canvas every Friday night.

It was called Falmouth, Virginia, and it was just across the Rappahannock River from Fredericksburg. Its proper name was indeed Falmouth, but to every bluejacket heading north it was “Foul-mouth.” The junction of Route 17 and Route 1. Starting at about 6:00 in the evening to well past midnight, it looked like three hundred yards of “Popeye the Sailor Man.” Idiots and AWOL bags. A single A-bomb could’ve wiped out most of the Second Fleet.

It was a bizarre sight. Sailors returning from overseas deployments hauling stuff home to Mama, their girls or wives, or dear old Aunt Tilly, were jackassing some of the damndest stuff ever seen on American highways after dark. One half-in-the-bag tincan sailor stood there one night in “freeze a penguin” weather next to a four-foot plaster statue of some Catholic saint. Must have been “Our Lady of Frostbite.” There we were, peacoat collars turned up, hands in our pockets, white hats inverted to cover our ears—stomping our feet and hoping for a ride. And there was this Saint statue standing next to an AWOL bag with a “Heading to Philly” cardboard sign propped up against her.

I remember some clown with a painting of a topless, well-endowed Polynesian girl on black velvet. Nobody was standing near the stupid bastard because you didn’t need an I.Q. better than six to know that no Christian family would pick you up from beside an artistic expression of bare tits as the focal point of the artist’s message.

Another guy had a giant witch doctor mask. And I once saw a kid wearing a foul weather jacket over a blue-and-white-striped robe and hospital issue pajamas.

“Hey, kid! I know it’s none of my gahdam business, but what kind of uniform is that?”

“I’m in Norfolk Naval Hospital. They take your damned clothes and lock ‘em up so you can’t leave until the bastards turn you loose.”

The kid proved there was a big hole in that bright idea.

Everybody had a cardboard sign:

“Will help pay for gas.”

“Just back from six months in the Med.”

“Mother near death.”

“Need ride to Baltimore.”

“Trying to get to New York on a 72.”

“New dad—boy—8lbs., 6 oz.”

“Going to sister’s graduation.”

“Heading to D.C. Or anywhere near.”

“Trying to get to a Colts game.”

I saw signs with more original bullshit than you could find in any major library in the world. You had to hand it to the U.S. Navy; we could create horse manure at a rate faster than Ringling Brothers and The Canadian Mounties combined.

In the summer all you had to contend with was, heat, dust and mosquitoes. It was winter that was hell.

Fortunately, civilian drivers were sympathetic to sailors standing out in the cold. They were kind.

Many of you have warm memories of the kindnesses and generosity of your fellow citizens. Husbands and wives who had sons or daughters in uniform. Truck drivers who had served, and old ladies who needed someone to spell them driving. Families with kids; little boys wanting to wear your “sailor hat.” Farmers hauling smelly animals who just wanted someone to talk to. Looking back, I met a lot of good people. Damned fine people.

Met a lot of good sailors too.

One night I was freezing to death and figured I’d walk across the U.S. 1 bridge over to Fredericksburg to get something to eat. Hit the head and warmed up long enough for the bluejacket mob to thin out. Then I walked into a place called “The Hot Shoppe.”

Hit the head again to get cleaned up. Took off my peacoat, hung it up, took a seat, then ordered a bowl of chili and a cup of coffee. While I was sitting there, a gentleman and

(concluded on page 17)

U.S. Needs Diesel-Electric Submarines Now

(continued from page 1)

stands at 49 SSNs.

At present, though, nearly 40 percent of the attack-boat fleet sits idle. That includes USS *Connecticut*, one of three of the navy's baddest-*** (badass-est?) *Seawolf*-class subs, and USS *Boise*, a *Los Angeles*-class SSN sidelined since 2015. That leaves just 31 boats to cover U.S. undersea commitments spanning the seven seas.

Clearly the republic's shipyards are struggling to maintain a submarine inventory the navy considers too small by 17 subs. (Last year's unclassified shipbuilding program called for a 66-boat fleet.)

And, also in submarine news, the navy released the first images of its *Orca* extra-large unmanned underwater vehicle (XLUUV) at sea. At first the 80-foot *Orca* will serve as a covert minelayer while defense manufacturers and the navy work to add new missions to its operational repertoire.

The *Orca* constitutes promising tech as the U.S. Navy tries to make good on its plan to disperse combat power among a much more numerous fleet rather than concentrate it in a few large, pricey, multi-mission hulls. Sinking a guided-missile cruiser or destroyer or knocking it out of action deducts a major share of the fleet's overall battle strength across multiple missions, meaning anti-surface, anti-submarine, and anti-air warfare along with ballistic-missile defense. By contrast, dispersing firepower, sensors, and command-and-control functions imparts resilience. The fleet fights on despite losing individual units.

And fighting on in the face of adversity is what it's all about in battle.

This roundup of the latest news adds up to a compelling brief on behalf of acquiring conventionally powered attack submarines (SSKs). Fleet numbers are stagnant, the silent service needs at least 17 more attack boats according to last year's shipbuilding plan, and no one pretends an 80-foot XLUUV, no matter how capable, can replace a manned sub displacing thousands of tons.

If the navy needs boats on the cheap and it needs them quick, why not procure diesel-electric SSKs in bulk?

We should. Think about the advantages that would accompany an SSK flotilla:

It Would Fit the Mission

U.S. Navy, Marine Corps, and joint concepts for future maritime warfare envision using the fleet in concert with ground and air forces to deny an aggressor access to vital waters and skies, chiefly those around and between the islands comprising Asia's first island chain.

Subs constitute a major part of the scheme. Seal the first island

chain and you bottle up the PLA Navy and Air Force, not to mention the Chinese merchant fleet, within the near seas and deny them maneuver space. Patrol duty is fairly static duty, an assignment well-suited to diesel subs. And submarine services operated by the likes of the Japan Maritime Self-Defense Force and Republic of Korea Navy, which rely on SSKs, have long excelled at it. The U.S. Navy could follow suit—and it should.

Proven Designs Exist, and So Do Builders

Japan's *Soryu*- and *Taigei*-class subs are acclaimed the finest large conventional attack boats in the world.

If the U.S. shipbuilding sector is under severe strain, and it is, it makes sense to turn to major shipbuilding nations that happen to be longstanding and loyal allies.

China may be the world's largest shipbuilder, but the next two largest are Japan and South Korea. Together they slightly eclipse China's shipbuilding capacity. One imagines, say, Mitsubishi Heavy Industries, which produced the *Soryu* and produces the *Taigei*, would be receptive to the idea of laying keels for the U.S. Navy.

Construction could take place either in Japanese yards or under some arrangement to manufacture them in North America. It's worth at least making the inquiry to probe interest. Let's buy foreign!

SSKs Are Cheap Compared to SSNs

The Japanese Diet budgeted a reported \$602.3 million for the latest copy of the JMSDF's *Taigei*-class boats, which come equipped with lithium-ion batteries to enhance their on-station staying power. Contrast that with the whopping \$3.45 billion per hull that the next "block" of *Virginia*-class SSNs will apparently cost the U.S. Navy.

Looks like five-plus SSKs for the price of one SSN by my tally. Making up that 17-sub deficit between the current fleet and navy aspirations would run the taxpayers about \$10.24 billion as opposed to the forbidding \$58.65 billion price tag for 17 Block V *Virginias*. That figure should please frugal budgeteers in Congress, returning adequate bang for a fraction of the bucks.

An SSK Buy Would Enhance AUKUS

Under the AUKUS accord, the United States will reportedly furnish the Royal Australian Navy with three to five *Virginia*-class SSNs, tiding over Australia's navy until such time as Australian shipbuilders manage to construct the infrastructure and amass the expertise to build SSNs of their own. If the U.S. shipbuilding industry is struggling to keep up the current U.S. submarine fleet, let alone expand it, let alone supply Australia with nuclear

(concluded on page 17)

U.S. Needs Diesel-Electric Submarines Now

(concluded from page 16)

boats, it makes eminent sense to turn elsewhere to advance the U.S. silent service's quest for numbers. Doing so would meet the navy's needs while letting America keep faith with arguably its closest ally.

Parting Thoughts

And lastly, buying Japanese would refortify the U.S.-Japan alliance, radiating a powerful deterrent signal to Chinese Communist Party leaders. If the U.S. Navy permanently forward-deployed its SSK contingent to the Western Pacific, the boats would be based close to potential battlegrounds along the first island chain as well as to yards capable of maintaining and refitting them. And if Washington agreed to place U.S. SSKs under the command of a truly combined U.S.-Japanese fleet, giving Tokyo a say in what they do, it would become plain to China and Japan that the United States has skin in the game of the common defense. No amount of bombast out of Beijing or bullying out of the PLA would loosen or break the alliance. U.S. sailors will be in harm's way, and thus the U.S. armed forces will be there when the chips are down. Knowing that, and cowed by adverse geostrategic circumstances, communist chieftains ought to desist

from aggression.

Would I like a submarine force made up entirely of SSNs?

Sure, in a perfect world.

But that's not the world we dwell in. Such a fleet will not take to the sea within an operationally relevant timeframe, while lawmakers will almost assuredly balk at the expense of building it. I would like a plentiful force more. We need numbers, and we need them fast. SSK acquisitions would promise not just capable and affordable platforms but a diplomatic boon. Indivisible alliances stand the best chance of weathering peacetime strategic competition as well as hot war.

So let's dive into the Pacific depths . . . in conventional submarines.

Dr. James Holmes, a Contributing Editor to 19FortyFive, holds the J. C. Wylie Chair of Maritime Strategy at the Naval War College. A former U.S. Navy surface-warfare officer, he earned the Naval War College Foundation Award in 1994, signifying the top graduate in his class. The views voiced here are his alone.

Boys in Blue ... by Dex Armstrong

(concluded from page 15)

his wife sat down at the table next to mine. The place was fairly empty. Then the man got up and came over.

"Pardon me, can't help noticing your Dolphins. Are you presently riding the boats?"

"Yes, sir. USS *Requin*: the 481. Subron Six, Norfolk."

"I rode The USS *So-and-so* during the war. Would you be so kind as to join us?"

I joined them. I was honored. And they were so kind. When I sat down, the gentleman asked where I was heading.

"D.C., sir."

"You're in luck, we're heading to Washington. We'll just have dinner and have you in D.C. by ten or eleven."

"That would be great, sir. Thank you."

"Now son, we're having dinner and we would like you to join us."

"Oh, no, sir... Couldn't do that. I just ordered some chili."

"I've cancelled that. I think I still outrank you. I am an active duty officer stationed in Washington. Now take this menu and order something substantial."

It's a fine memory. I have returned that favor many times. I write this to explain to today's bluejacket that there was a time when we wore our uniforms and were cordially embraced by a population who went out of its way to assist servicemen and honor their service. Volunteer service was accorded honor. We hitchhiked; it was not a forbidden practice. It allowed us to carry the pride we had in our service to the public.

I hope we haven't lost that. There have been a lot of changes in the Submarine Service, but I hope the pride in wearing your uniform in public with silver Dolphins over your pocket has not grown outdated. That would be a gahdam crying shame.

Keep a zero bubble... *Dex.*



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...



Recognize these party crashers? Yup, Base Veep Darin Detwiler and Base skipper Dave Vanderveen attended the recent national USSVI Convention—with relish!



Here Darin buys a painting of his old boat from noted subvet submarine artist, Thomas Denton.



A random shot of the convention banquet—a well-attended affair. Somewhere in the crowd, Bill Moak was hobnobbing as well!



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

(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 - Location TBA
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 September 16, 2023

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted on the morning of Saturday, September 16, 2023.

In attendance:

- Darin Detwiler, Base Vice Commander
- Bill Moak, Secretary
- Mike Swanson, Treasurer
- Ray Teare, COB
- Paul Riggs

Base Vice Commander Darin Detwiler (filling in for Cmdr. Dave Vanderveen) called the meeting at the VFW Hall in Anaheim to order at 1001 hours. With no quorum present, discussions were informal and informational, rather than of an official capacity.

The Minutes of the August meeting were temporarily accepted, pending later formal approval by the general membership.

Treasurer's Financial Report: Mike Swanson

The Treasurer's Report as of September 15, 2023 was read to the group by Base Treasurer Mike Swanson.

Checking	\$19,671.18
Cash On Hand	\$50.00
Uncleared Checks:	\$0.00
Total	\$19,721.18

All vendors have been paid up-to-date.

Income:	\$280.00
Expenses:	\$395.00

Flower/Booster Club Additions:

Ken Dorn	\$200.00
Ron Jones	\$27.00

Inkind Donations:

\$00.00

This was followed by a description and summary of total base finances over the past year from a prepared spreadsheet. Darin then indicated a desire to see an itemized list of costs outlined in the spreadsheet; i.e., Holiday Luncheon, Memorial Ceremony, Installation Luncheon, etc.

(concluded on next page)

USS San Francisco Electronics Technician Recalls Sailor Going Comatose Learning Submarine's Depth

(Reproduced from The Aviation Geek Club website - published Aug. 13, 2023.)

by Dario Leone



USS San Francisco (SSN-711).
(U.S. Navy photo.)

As is often noted, being on a submarine is not for everybody. As U.S. Navy Petty Officer 2nd Class Khamani Conklin, Torpedoman's Mate aboard the USS *Maine* (SSBN-741) *Ohio*-class ballistic missile submarine, explains in the article "Living in the Deep" appearing on the U.S. Department of Defense website, you have to be able to be comfortable with no sun and no outside communication.

"Submariners are different from everyone else in the Navy," he says. "There is also a different kind of camaraderie down there."

Given the unique environment aboard submarines, submariners can sometimes lose their cool while stuck underwater for months at a time.

Glenn Johnson, former electronics technician and electronics systems manager ET1(SS) aboard the USS *San Francisco* (SSN-711) *Los Angeles*-class

(concluded on next page)

E-Board Meeting Minutes...

(concluded from previous page)

Memorial Report:

Darin suggested a clear separation of assigned responsibilities/duties involving the Memorial setup and ancillary action to ensure proper and seamless conduction of said ceremony.

Membership Update:

Marilyn had earlier reported a total of 99 current numbers, plus one potential new member who might later be attending today's General Meeting .

Election Results:

All candidates had received unanimous votes: Dave Vanderveen, Base Commander; Ray Teare, Vice Commander; Darin Detwiler, Secretary; Mike Swanson, Treasurer; Bill Moak, COB; Chuck Senior, Director.

Installation Luncheon:

The October 21st meeting will be held at the Beach House, Seal Beach, for installation of officers. Details will be published in the *Periscope*. (See page 5.—ed.)

Convention Recap:

Darin gave his takeaway from the National Convention, also attended by Dave and Bill. There were a number of speakers, but he was most taken by the Commodore's comments concerning our allies, Europe and Australia—the latter to attend U.S. nuke schools, and to then become half of submarine crews for hands-on training. Also of concern was his statement of USSVI losses of two or three members a day.

2025 Western Regional Roundup to be Hosted by L.A.-Pasadena Base:

Our base duties won't have to be overly involved, thanks assistance from the WRR Selection Committee; it'll handle most of the planning and reservation activity.

Good of the Order:

A returning WWII member, Patrick Zilliacus, and his wife, gave us highlights of his time aboard the USS *Spot* (SS-413), and had been present when the boat was later transferred to the Chilean Navy. He recalls what the CO of the receiver stated as their motto: "To sail on a ship is to live, to live on a submarine is to live twice."

There being no further business, the meeting was adjourned at 1103 hours.

Respectfully submitted,

Bill Moak

Secretary, L.A.-Pasadena Base, USSVI

Sub Sailor Goes Comatose

(concluded from previous page)

attack submarine, told *The Aviation Geek Club*:

“We had a group of replacements report aboard and just put to sea for their first time. I was sitting with one of the “newbies” eating dinner.

“The young lad was very inquisitive and asking questions when he pointed to a dial and asked what it was. I told him it was a depth gauge. He leaned over to read it, looked at me and asked if we were at [that depth]. When I said yes, his eyes glazed over and he went stiff and completely unresponsive—even when I snapped my fingers inches in front of his face.

“I reached up behind me for a sound-powered phone and called: “Control, Crews Mess: Have a corpsman lay to the Crews Mess.” The Doc poked his head into crew’s mess, and with a few hand gestures I conveyed to the Doc that the guy had just tripped offline. The Doc disappeared for a few moments, then reappeared with a straitjacket over his shoulder while drawing a sedative in a hypodermic. We put the young man in his rack, heavily sedated until we returned to port.”

Johnson concluded:

“It’s very startling to have someone go comatose in front your eyes.”



PRIDE RUNS DEEP

How to Sink a \$3 Billion Nuclear Submarine: Just Leave the Hatch Open

by Peter Suci (from the 1945 website—published July 26, 2023.)

Going to sea in a military uniform has never been without risks—sailors have often lost their lives due to the dangers of the sea. But in a few cases, tragedy was simply due to stupid mistakes.

Sometimes it’s been the result of poor planning or design. This was certainly the case with the *Vasa*, described as the most high-tech warship built in the 17th century. But this impressive Swedish warship sank within just twenty minutes of setting sail when a gust of wind capsized the vessel—likely due to the heavy cannons on her gun deck.

Other naval accidents have been the result of “human error” of the most extreme kind. At the end of WWII, a German Type VIIC submarine nearly sank on her maiden voyage because the boat’s new deepwater high-pressure toilet was “used improperly,” reportedly by the captain, no less! Seawater flooded the boat’s batteries, causing them to generate chlorine gas and force *U-1206* to surface. The crew then scuttled the sub after it was bombed by British patrols. Three men drowned in the heavy seas.

A Hatch Left Open

Perhaps the most embarrassing mishap in military maritime history befell the *INS Arihant*, India’s first nuclear-powered ballistic missile submarine, in 2017.

The then-brand new \$2.9 billion submarine was left completely inoperative for nearly a year simply because a hatch was left open, allowing seawater to rush in, almost sinking the boat in the process.

The submarine was the first of an expected five in her class, designed and constructed as part of the Indian Navy’s Advanced Technology Vessel project. The *Arihant* carried a dozen K-15 short-range missiles or K-4 intermediate-range nuclear missiles. While her weapons and capabilities were advanced, the training of her crew certainly wasn’t.

In addition, the *Arihant* faced a number of problems during her development and manufacture, and that included delays in construction and notable differences between her Russian-supplied design and her indigenous fabrication. They were all minor, of course, compared to the damage occurring later from human error.

When the hatch was left open, not only did the propulsion compartments fill with seawater, but there was substantial damage to conduits running through the submarine. Given how corrosive seawater can be to various pipes, including those that carry pressurized water coolant to and from the ship’s 83-megawatt nuclear reactor, all had to be cut out and replaced. The 6,000-ton *INS Arihant* remained docked and out of service while water was pumped out and piping replaced. The process took ten months.

India had attempted to conceal the mishap, but without much success. *INS Arihant*’s absence was first noted in the Doklam border standoff with China during the summer of 2017. At the time, the Indian military confirmed only that the submarine had undergone repairs in early 2018.

As naval mishaps go, the *Arihant* may have been among the more embarrassing—but at least the incident resulted in no loss of life. Despite such a rough start, however, the submarine has reportedly had a largely successful service history since.

A Letter from Marilyn Senior, Membership Chairwoman

September 21, 2023

Shipmates:

It's with a sad heart I must report another of our submarine veterans has departed on Eternal Patrol. Bill Moak, who's filling in for our Sunshine Gal, reported to me that John's birthday card was returned with the following information: "In dispute, unable to forward." This sent me on an internet search for information on John—and I discovered his obituary:

John Lee "Jack" Von Ulmen

August 4, 1936 - May 14, 2019. Passed to Eternal Life Tuesday, May 14th, 2019 at the age of 82 years. Loving brother of Joan (Jerry) Frankenberg and the late Gerald "Bud" Ulmen. Also survived by nieces, nephews, other relatives and many friends. Interment at Southern Wisconsin Veterans Cemetery.

After he left the Navy, John was in the diplomatic service for the Republic of Guatemala, as Honorary Consul. (Published by the *Los Angeles Times* May 18 & May 19, 2019.)

Final Resting Place
Southern Wisconsin Veterans Memorial Cemetery
21731 Spring Street
Union Grove, WI 53182

John Was a Life Member of United States Submarine Veterans, Inc. since 2003. He was also a Life Member of Los Angeles/Pasadena Base, USSVI.

John Qualified on the USS *Batfish* (SS-310) in 1958
He was QMSN (SS) E-3 Seaman
Served in the Navy from 1955 - 1961

I have no information at this time regarding next of kin.

Sailor Rest Your Oar

Regards,

Marilyn

Marilyn Senior, Membership
Los Angeles-Pasadena Base USSVI
1278 W. Sepulveda Street
San Pedro, CA 90732-2948

email: marilyn.senior@gmail.com
Cell: 310-503-3915 (can call or text)



Installation of Base Officers, 11:00 am
Lunch Meeting at The Beach House
15 First Street Seal Beach, CA
Lunch Selection

Fish and Chips or **Hamburger & Fries** or **Chicken Salad**

With dessert and iced tea, coffee, or soft drink

As always, it is important to get your reservations in ASAP. The cost of the luncheon will be \$38 per person. No-host cocktails will be available. Please note that the City owns the parking lot and charges \$2 for first hour, \$1 each additional hour.

Please send your reservations and check (payable to LA/Pasadena Base, USSVI) to the address below. Be sure to indicate your menu choice and how many.

Your Name _____ Fish & Chips _____

Guest Name _____ Burger & Fries _____

Guest Name _____ Chicken Salad _____

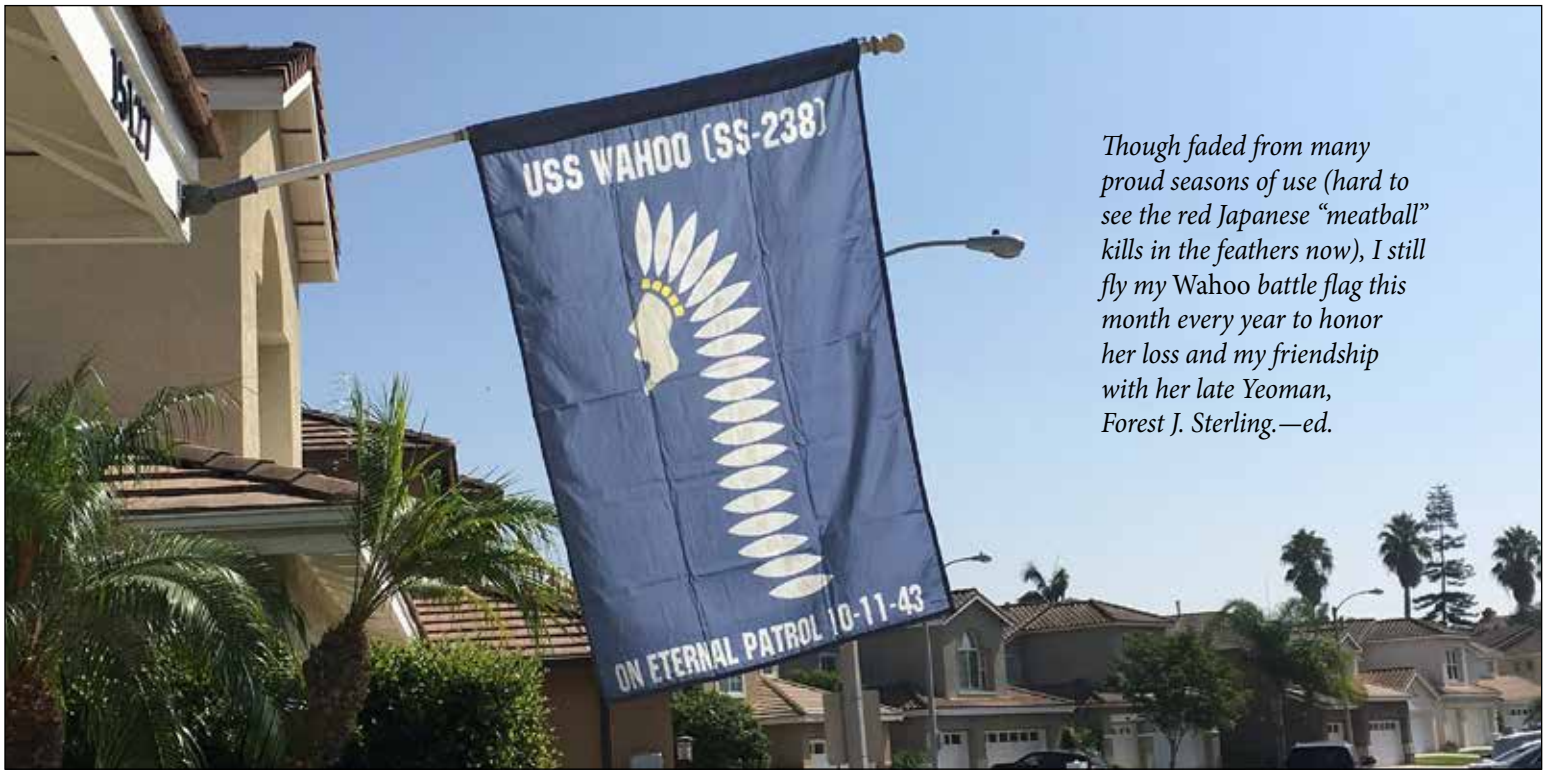
Total number of lunches _____ x \$38.00 \$ _____

Mail to: Mike Swanson 1149

W. Santa Cruz St.

San Pedro, CA 90731

Phone 310-832-5981



Though faded from many proud seasons of use (hard to see the red Japanese “meatball” kills in the feathers now), I still fly my Wahoo battle flag this month every year to honor her loss and my friendship with her late Yeoman, Forest J. Sterling.—ed.

*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

