

**Berry Yolken
Departs on Eternal Patrol**
(Please See Page 15)

THE PERISCOPE

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

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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

My beloved twelve-year-old Mac computer finally handed in its dinner pail recently, so for days I've been trying to set up a new one and get back to work. No easy task, it turns out, since *much* had changed in the the Mac World in the interim. But thanks to plenty of tech support from buddy Chuck Senior, as you can see, I'm back in the yeoman's saddle again. Thanks, man!—Jeff

General Atomics Develops Next Generation Submarine Propulsor

The Advanced Propulsor Experimental program, initiated by the U.S. DoD, will focus on efficiency, signature, mechanical design and limits.

(Reproduced from the Naval Technology website - Published July 3, 2023.)

By John Hill



This is the latest U.S. Navy submarine in development and it may look to integrate General Atomics' propulsion design. (Photo credit: HII / U.S. Navy / Naval Technology.)

General Atomics Electromagnetic Systems (GA-EMS) announced on 30 June that it has been contracted by General Dynamics Applied Physical Sciences (GD-APS) to come up with a design for next generation submarine propulsor technology.

The design concept comes under the Advanced Propulsor Experimental (APEX) program. The U.S. Department of Defense's (DoD) Defense Advanced Research Projects Agency (DARPA), which leads the program, will develop and demonstrate a new generation of propulsion technology designs to power submarines and other undersea vehicles.

"We are excited to leverage our expertise in system design, modeling, and analysis, along with our extensive manufacturing experience to support the APEX program objectives. We look forward to working with General Dynamics to develop and explore propulsion concepts focusing on efficiency, signature, mechanical design and limits, and operational considerations" said Scott Forney, president of GA-EMS.

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BASE COMMANDER - CO

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

VICE COMMANDER - XO

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

SECRETARY - OPS

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

TREASURER - WEPS

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

CHIEF OF THE BOAT - COB

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

MEMORIAL DIRECTOR

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

IMMEDIATE PAST COMMANDER

Bill Moak

L.A.-PASADENA BASE WEBSITE

www.socalsubvets.org

The Periscope is a monthly publication of the Los Angeles-Pasadena Base of USSVI

Newsletter Editor

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

From the Wardroom...



Dave Vanderveen,
Base Commander

Shipmates and Ladies,

Many of you live in parts of the United States where really bad summer weather is the norm, so I apologize in advance for complaining about our recent experience here in Southern California. It rained and snowed for a long time last autumn, through winter and on into spring, leaving behind record snowpack, and flooding areas which are usually dry. Then, it got hot and stayed that way. Then, a hurricane built off the coast of Mexico and scared the socks off the weather guessers who were compelled to scare everybody else. The hurricane quickly diminished to a tropical storm, our first in over eighty years, but dropped huge amounts of water in the central desert, flooding several communities. To top the excitement, a 5.1 magnitude earthquake occurred in the Los Angeles vicinity while areas to the east were flooding. The news media's new favorite word for all this was "catastrophic," and it must've been breathlessly uttered 900 times a day. Are you scared yet? I know, "it's California."

If you haven't voted in the base election yet, please send your ballot to lapasadenabse@gmail.com so it can be forwarded to the Elections Committee. Election results will be determined by the Committee and announced at the September base meeting.

Our shipmate Greg Paulson has generously offered the space in his garage overhead to store our base's submarine memorabilia, and ceremonial tools and equipment. We will organize a working party soon to clear the gear out of commercial storage so we can cancel the contract and stop that continuing expenditure of base money. More to come.

We learned early in August that Bremerton Base will host the 2024 Western Region Roundup. The organizing committee is hard at work on planning and contractual commitments, then will begin communicating with bases and members.

Bill Moak, Darin Detwiler and I attended the National USSVI Convention in Tucson in the last week of August, and we will get information and photographs out to you via e-mail in early September.

Our Charitable Contributions Committee will have a tough challenge in the first quarter of 2024, given the drawdown of our base treasury for commercial storage fees. They will have less to work with. Still, it will help them to know of candidates they can consider for contributions, so please offer your suggestions on the base email account to be forwarded to the committee. Candidates must be non-profit organizations involved in serving active service members or their families, or veterans or their families.

Bravo Zulu to Ron Jones. He is using our base logo artwork to have a sign made for posting at the VFW Hall entry driveway. VFW Post leadership wants to be sure passers-by see the variety of veteran organizations which conduct their activities in the facility and are associated with the Veterans of Foreign Wars. Thank you, Ron!

Dave

Dave Vanderveen, Commander
Los Angeles-Pasadena Base



Aug. General Meeting Sailing List

- Ed Barwick
- Bonnie Barwick
- Herb “Bo” Bolton
- Dennis Bott
- Darin Detwiler
- Ken Dorn
- Ron Jones
- Joe Koch
- Bill Moak
- Mike Swanson
- Dave Vanderveen



Minutes of August 19, 2023 General Meeting

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

Treasurer’s Report, Prior Meeting’s Minutes, and Base Financial Review:

Dave indicated that the July meeting’s Minutes and this month’s Treasurer’s Report had been approved by the E-Board. Mike Swanson then read the report, current as of August 18. (*The Treasurer’s Report appears in the E-Board Meeting Minutes elsewhere in this issue as usual.—ed.*) Dave further explained the base’s upcoming financial review’s origin and process as required by our By-Laws.

Memorial Update:

Dennis Bott reported the three new shrubs are doing well and growing. Dave mentioned Pittosporum had been selected specifically for their hardiness.

Election Reminder:

Ed Barwick and George Walrath are accepting ballots; the process ends on August 31. Ed passed out ballots to those present today who had yet to submit. Results will be provided at the September meeting, and an installation luncheon has been proposed for The Beach House in Seal Beach in October.

Storage Rental Update:

Ray and Cindy Teare had originally offered to store our items; they’ve now had to decline as family needs have prevented use of their residence. Greg Paulsen had previously volunteered his residence, so Dave will follow up with Greg.

National Convention:

Room availability and registration is ongoing. Members are encouraged to attend, as the locale has numerous interesting places to visit.

2024 Western Regional Roundup:

Bremerton Base will host the event in Washington State.

(concluded on next page)



**Ad Still Here by
Popular Demand!**

Wings'n'Pies



Just the Place for Killer MidRats!

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



General Meeting Minutes...

(concluded from previous page)

Membership Update:

While not on the original meeting agenda, Dave explained our membership is down to ninety-nine after the loss of shipmate Berry Yolken, who departed on Eternal Patrol on July 26. Once received, Dave will provide family contact information for anyone wishing to send condolences. Berry was a stand-up guy, and served well as our Treasurer some years back.

The Good of the Order:

Dave explained Bill and Kathleen's involvement with placing monthly flowers at the lost WWII boat markers at the Memoiral. Bill has asked for assistance, since monthly trips from Simi Valley to Seal Beach have become difficult and costly. No less than four shipmates have agreed to assume that responsibility. Darin will endeavor to prepare a schedule for those now involved. Bill thanked the new volunteers for doing so. Kathleen will continue as Sunshine Girl, sending out cards to members.

Ken Dorn had brought along numerous pictures and posters for purchase by anyone interested. Earlier discussion at the E-Board meeting had determined the best idea would be to ship them as a donation to a museum, such as WWII in New Orleans, King's Bay Museum in Georgia, or another, which would be in line with our purpose of perpetuating the memory of submarines and lost shipmates. Ken will catalog (thank you Darin), pack and pay for shipping to a destination to be determined later by the base.

The Base will look into participating in the Seal Beach Christmas Parade, a three-block walk down Main Street, and one Dave highly recommends.

Joe Koch, who recently joined the Anaheim VFW, was curious if anyone else might attend next Friday's meeting. Ron Jones mentioned regular steak nights, fish nights, and other events every Friday at the VFW.

Bo Bolton encouraged those eligible to look into participating in Honor Flights.

Darin has spoken with National Office and Charitable Foundation to recognize those affected by the fires in Maui, and to include them in our organization's thoughts and prayers.

The 50-50 Raffle collected \$55, and winner Ron Jones donated his share back to the general fund. Thank you, Ron.

There being no further business, Dennis Bott motioned for adjournment; this was seconded by Darin Detwiler and approved by all present, adjourning the meeting at 1254 hours.

Respectfully submitted,

Bill Moak

Secretary, L.A.-Pasadena Base, USSVI

**September Meeting
at the Anaheim VFW Hall**

Sept. Meeting

Date: Sept. 16, 2023

This month we're again at Anaheim's VFW Hall with our potluck arrangement. So please bring your own plates and utensils, plus your own drinks and a dish to share (see below). Parking's behind the building.

Location:

**VFW Post 3173, Anaheim
805 East Sycamore Street
Anaheim, CA 92805**

Times:

- E-Board Meets: 10:00-11:00
- General Mtg.: 11:00-Noon
- Lunch: Noon
(must vacate premises at 1:00)

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

A-H — Salad or Vegetable

I-R — Dessert

S-Z — Main Dish



Sept. Birthdays

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

- Gary Wheaton..... 9/5
- Bill "Skippy" Dillon 9/6
- Jim Rogers 9/11
- Ron Jones..... 9/14
- Royal Harrison..... 9/21
- Ernie McNeece..... 9/21
- Vanessa Butler..... 9/22
- Ron Thompson 9/23
- Valerie Walrath 9/24
- Dennis Yure..... 9/27

Eternal Patrol Notice

WITH A HEAVY HEART I SEND THIS
PRELIMINARY NOTICE

**USSVI SAN DIEGO BASE
COMMANDER
STSC(SS) ROBERT J.
BISSONNETTE, USN (Retired)**

COMMENCED ETERNAL PATROL THIS
MORNING

DUE TO COMPLICATONS FOLLOWING HEART
SURGERY THIS PAST FRIDAY.



OUR THOUGHTS AND PRAYERS GO OUT
TO HIS WIFE CONNIE AND THE REST OF
HIS FAMILY.

FUNERAL AND MEMORIAL SERVICE
DETAILS WILL BE FORWARDED AS THEY
ARE FINALIZED.

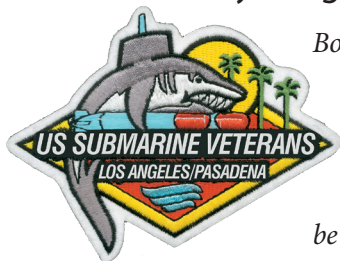
Jack E. Kane, YNC(SS), USN, Retired
Secretary San Diego Base USSVI

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



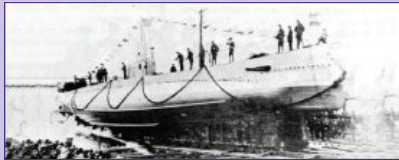
Booster Club and Flower Fund donations are welcome in any amount and are often also popular with 50/50 Drawing winners at our base meetings. Contributions can be made in cash or by check payable to L.A.-Pasadena Base of USSVI. Checks may also be sent to Mike Swanson at 1149 W. Santa Cruz Street, San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

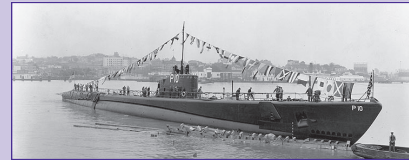
SEPTEMBER TOLLING OF THE BOATS



USS S-5 (SS-110)



USS GRAYLING (SS-209)



USS POMPANO (SS-181)

USS S-5 (SS-110)

Lost on September 1, 1920 when a practice dive went very wrong; she sank at a steep down angle, her bow touching bottom and her stern eventually rising about seventeen feet out of the water. In a dramatic rescue, her exhausted crew all squirmed out of a small hole cut into the exposed hull two days later. Elaborate salvage attempts were ultimately unsuccessful, and S-5 settled to the bottom, abandoned. No deaths nor serious injuries had been suffered.

USS GRAYLING (SS-209)

Presumed lost on Sept. 9, 1943 of unconfirmed causes near the Tablas Strait during her eighth war patrol. Some evidence suggests she may have been rammed in shallow water west of Luzon, but she may also have gone down as a result of operational error or other factors. She had sunk two enemy ships before never being heard from again. Seventy-seven men were lost, including a U.S. Army Air Force passenger whose presence aboard was only recently discovered.

USS POMPANO (SS-181)

Pompano was lost at some point in September or early October 1943, while conducting her seventh war patrol. Before her loss, she had sent two cargo ships to the bottom. Japanese records indicate a submarine in *Pompano's* patrol area off the Aomori Prefecture near Shiriya Zaki was destroyed on September 17 by an air and depth charge attack. But the exact cause of *Pompano's* loss remains uncertain: if not sunk by this air/sea attack, then she likely fell victim to a mine sometime between September 9—when she radioed in a ship sinking—and October 5, when she was set to return to Midway. Her suspected final ship sinking, the *Taiko Maru*, actually took place on September 25, so it's more likely her loss to a mine is the correct theory. *Pompano* went down with seventy-seven men.

USS S-51 (SS-162)

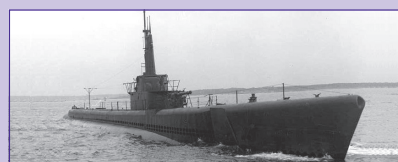
Lost on September 25, 1925 when she sank in a collision with the SS *City of Rome*, a British ocean liner, off Block Island, Rhode Island. Thirty-three men perished in the accident.

USS CISCO (SS-290)

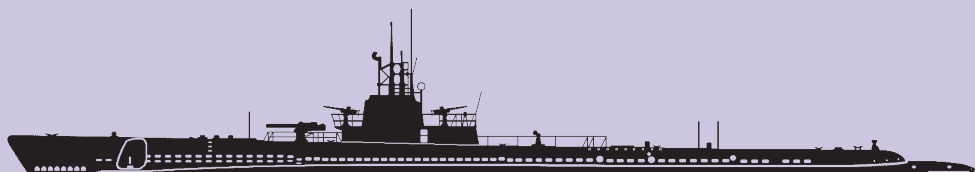
Lost on September 28, 1943, during her first war patrol in the Sulu Sea west of Mindanao. Seventy-six men were lost.



USS S-51 (SS-162)



USS CISCO (SS-290)



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

Nuclear Submarine Officer Recalls His Sub Going Emergency Deep When Its Periscope Rose Inside a Cardboard Box at Periscope Depth

(Reproduced from the Aviation Geek Club website - published May 12, 2023.)

by Dario Leone



The L.A.-class attack sub USS Key West at periscope depth. (Photo credit: Photographer's Mate 1st Class Kevin H. Tierney / U.S. Navy.)

The periscope is designed to be the eye of the submarine. It was invented and developed solely for providing a means to view the surface while submerged—without fear of detection by surface craft.

Have submarines coming to periscope depth ever hit anything?

John Hartzog, former U.S. Navy nuclear submarine officer, recalls on Quora:

“While on patrol in the central Mediterranean on a fast attack one day in the early '90s, we were coming to periscope depth to get a satellite fix, get our radio traffic, etc. It was one of those rare days when the water is flat as a pond, and no one else was within twenty miles. Sunny, gorgeous summer day. We made routine preparations for coming to, including clearing baffles. Once we start driving the ship up, the periscope is raised, and the Officer of the Deck [OOD] trains the 'scope upward, and starts scanning the underside of the surface, looking for 'shapes and shadows,' while continually announcing, 'no shapes or shadows.'

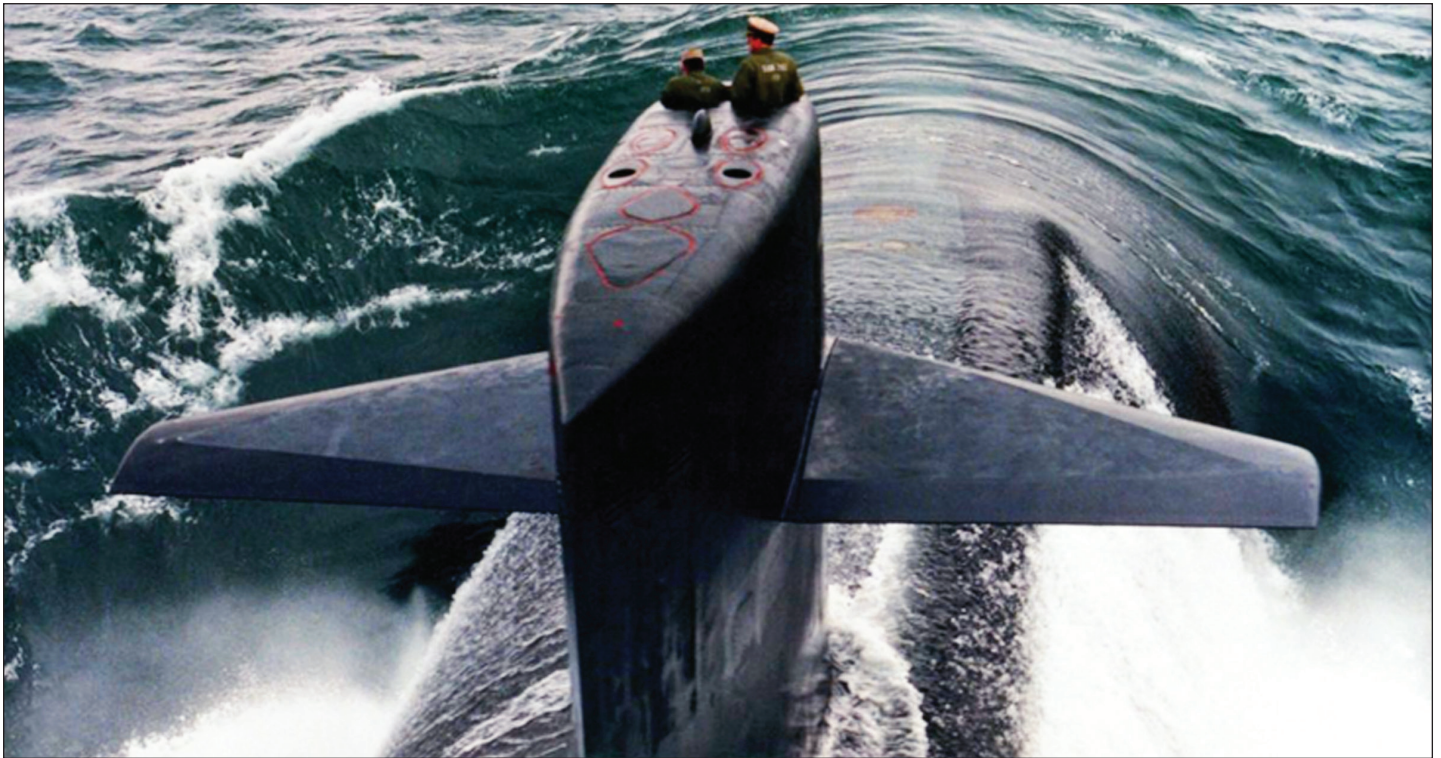
“Just as we approached the depth where the 'scope is breaking the surface, he yells, 'emergency deep!' ... This gets everyone's pucker factor up quickly, as it implies we were about to co-occupy a volume with something else,—i.e., hit it. Now, sonar had not heard anything, but passive sonar has its limitations. A sail boat on sail without an engine or generator running is pretty much impossible to hear, for instance. Emergency deep results in the control room crew immediately and automatically bringing the sub to a safe-from-being-hit depth—rapidly.”

Hartzog concludes: “So, we get to our safe depth (simply deep enough to pass under the deepest draft ship in existence, with some margin). The OOD explains that the 'scope went black dark just as it broke the surface. We again clear baffles. Nothing heard. So, we circle around where we previously attempted to come to up, and finally try again. When we get there, a cardboard box is floating upside down. Apparently, the 'scope came up inside the box. Not so much a needle in a haystack, more like threading a needle in a haystack.”

Submarine Weapons Officer Recalls Pressure at Depth Wedging Door to Lock Him in Stateroom for Two Hours

(Reproduced from the Aviation Geek Club website - published July 6, 2023.)

by Dario Leone



USS Boston (SSN-703) fast-attack submarine. (Photo credit: U.S. Navy.)

The intricate machinery aboard a nuclear-powered submarine is complex: these boats in fact have complicated diving systems consisting of many ballast tanks, trimming tanks, auxiliary tanks, emergency tanks, etc. Many valves (connected with pressure tanks filled with compressed air, which is gathered and stored during the surface cruise) with many backup systems control all of the systems listed above.

During surface running, the submarine is in a state called a positive buoyancy, because air fills the boat's diving tanks.

When a dive is ordered, the upper vents of the ballast tanks are opened, allowing stored air to escape as water floods the tanks from underneath. Now the submarine has achieved either neutral or negative buoyancy—it dives and can cruise under the water's surface.

Does a submarine's inside diameter get visibly smaller on a deep dive?

Mark J. Munkacsy, former USS *Boston* (SSN-703) fast-attack submarine weapons officer, explains the answer with this interesting story on Quora: “On Thanksgiving Day, 1981, the USS *Boston* got underway for sea trials after an extended period in the shipyard. After standing watch in the morning, I went to my stateroom to do some paperwork. While I sat there, the boat went down to test depth (the deepest it normally goes)

as part of the sea trials test program. When the Thanksgiving lunch meal was ready, a crew member knocked on my stateroom door to invite me to the meal. I walked to the door, turned the handle, and couldn't open the door,” he recalled with a smile.

“It was wedged shut. As a result of some of the changes made while we were in the shipyard, as the hull had compressed, the deck above my stateroom was unable to shift properly on its ‘floating’ structure, which pressed on and distorted the frame of my stateroom door, wedging the door tight into the door frame.

“After a brief consultation with the test director (talking to me from the other side of the door), we concluded that the door could be taken apart if I really needed to get out. Otherwise, we'd just wait until the test depth testing was completed and we came back to shallow depth.

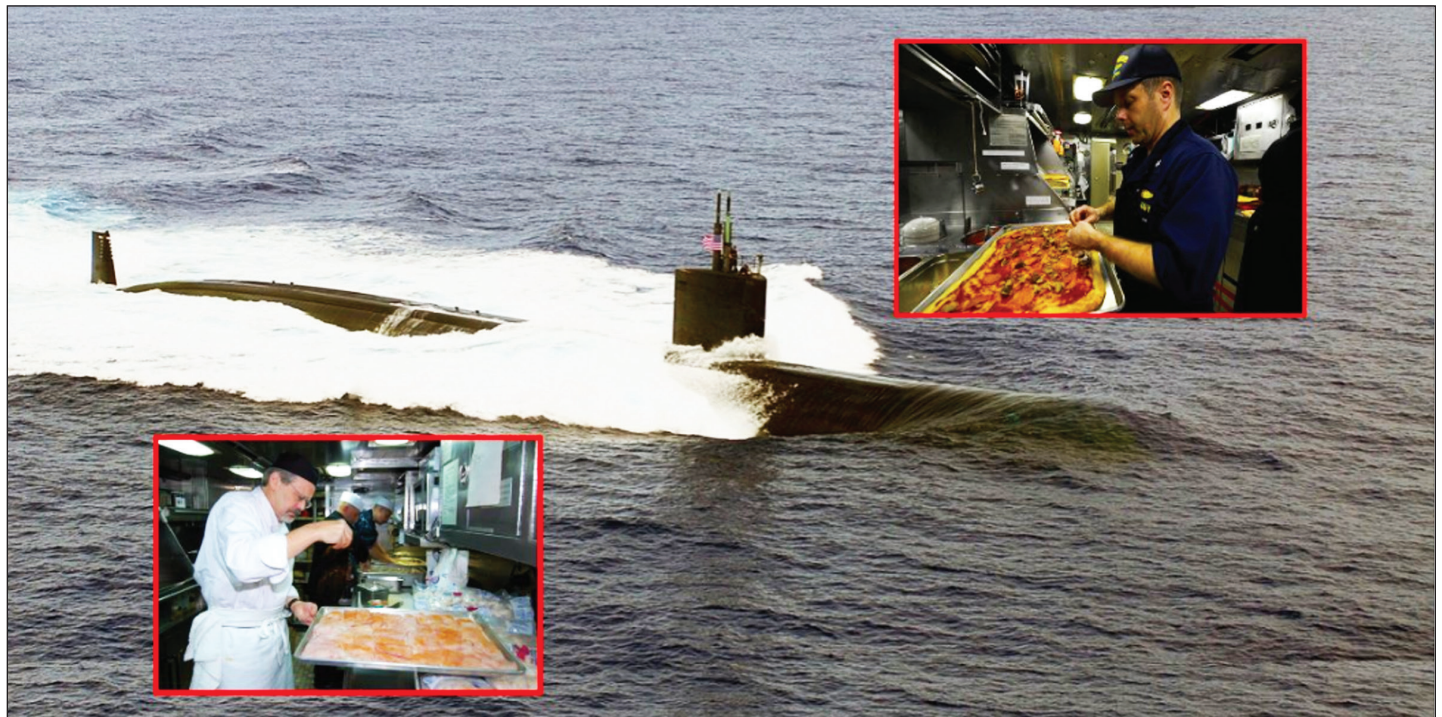
“So, I sat there for a couple of hours. Laughing crew members offered to slide me turkey under the door (which couldn't have worked either since the door was also wedged tight against the deck). As soon as we headed back toward more normal depths, the hull expanded, my door popped free of the door frame, and I was able to leave.”

Munkacsy concludes: “Stateroom door repair’ went onto the list of work items from sea trials.”

Sonar Watch Notifies Head Cook So Sub Can Nab and Serve Delectable Shrimp and Tuna When Detected at Sea

(Reproduced from the Aviation Geek Club website - published June 20, 2023.)

by Dario Leone



Quality cuisine aboard the USS Tennessee and USS Louisiana. (Photo credit: Mass Communication Specialist 1st Class Rex Nelson, Lt. Ed Early and Mass Communication Specialist 1st Class Hana'lei Shimana / U.S. Navy.)

U.S. Navy Culinary Specialists work as part of a team in kitchens, dining areas, living quarters and food service storerooms aboard ships and onshore bases. Culinary Specialist Submarines (CSS) have the opportunity to serve aboard submarines, and receive extensive training in cooking, baking, dining, and living area management.

CSSs are also able to improvise meals, sometimes in an unconventional manner, as Richard Morris, former U.S. Navy submariner, recalls on Quora: “The cooks and the sonar gang worked out a genius system, with the Old Man’s approval.

“Whenever we were steaming at periscope depth or slipping on batteries—and not on ops—sonar would notify the head cook. The head cook in our case was a miracle of a man: Jim Banneck. The man could make anything out of nothing. Never came up short. Always wowed everyone on the boat. Rumor was, the Old Man pulled solid gold strings to get him transferred to his command when he was assigned as CO.

“Jim would take sonar’s intel, relay it to the Old Man, and the two of them would discuss menu options! Seriously. And spices.

“On one occasion, sonar notified Jim that we were passing through snapping shrimp. Jim called the Old Man, we surfaced, the cook crew scurried out on deck, scooped up buckets

full of shrimp, and presented the crew with Shrimp Scampi, Shrimp Biscuits, Shrimp and Kelp Omelets, Shrimped Brioche, Shrimp Ceviche, Shrimp Lasagne—bearing in mind that this was a sixty-six-person crew on a five-meals-per-day rotation; so, the variety was much appreciated by all.

“On another occasion, we caught a tuna and other edibles that fed us through seven rotations. That’s 35 meals. Thirty-five.

“Jim was a magician. I’m glad I had the opportunity to work with him. As the NFG, I washed dishes, took care of stores, prepped, tried to keep the galley clean enough to satisfy our very, very scrupulous Chief Corpsman (medic), and did whatever Big Jim told me to do.

“As a newbie on sonar, I learned to relish opportunities to be a bit player in the conspiratorial drama that would deliver us all from the hell of canned food.

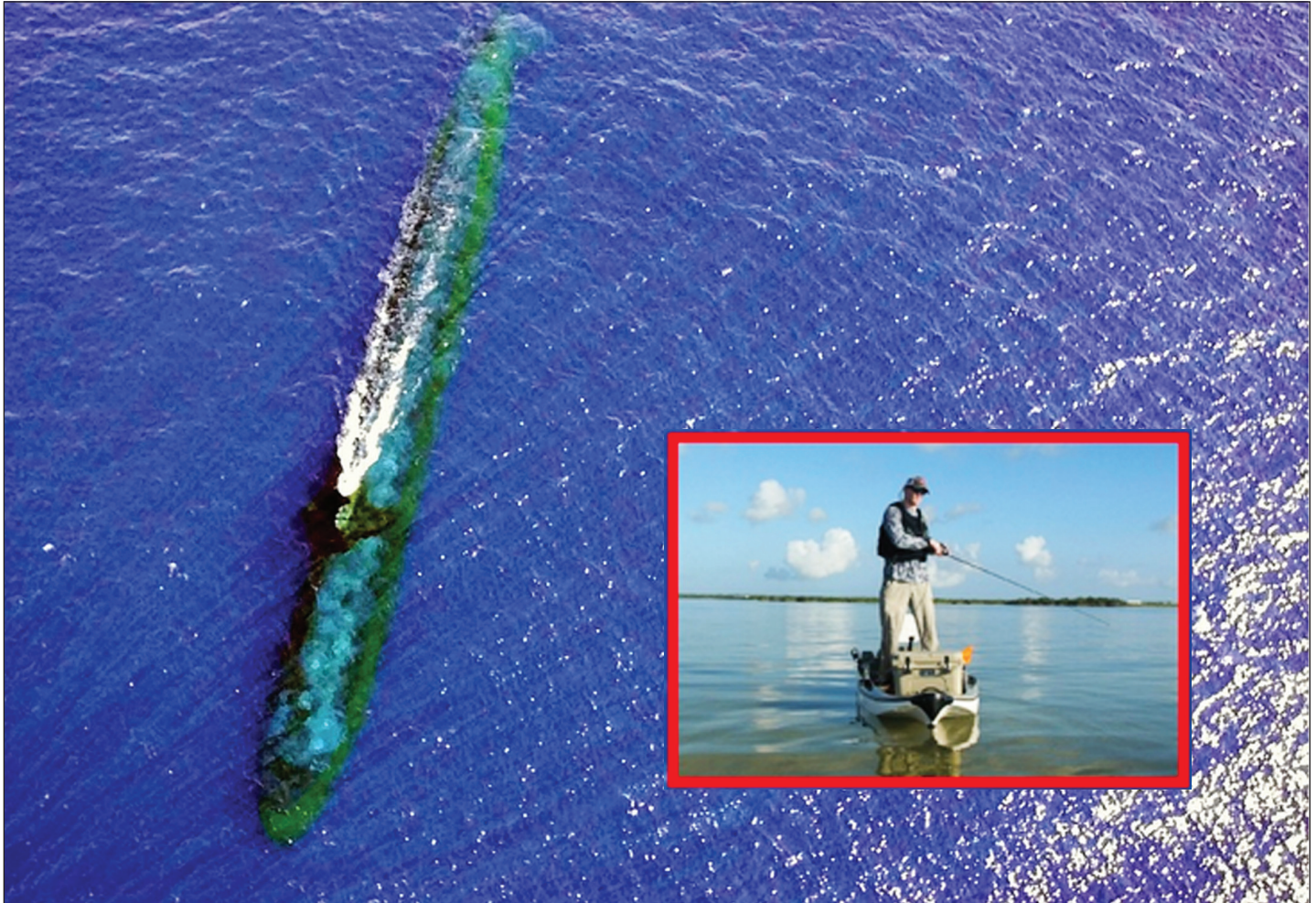
“When I evolved to the level of shipmate, dolphins proudly displayed, Jim and I would talk about his love for cooking, his hope for painting satisfaction on the faces of his shipmates ... what it meant to be part of something bigger than himself.”

Morris concludes: “Jim Banneck was a big man—a very big man. ‘See you on the other side, Big Man.’”

Nuclear Submarine Officer Remembers When His Sub's Periscope Struck a One-Man Fishing Boat

(Reproduced from the Aviation Geek Club website - published May 24, 2023.)

by Dario Leone



L.A.-class sub USS Chicago maneuvers submerged off Malaysia. (Photo: Photographer's Mate 1st Class Kevin H. Tierney / U.S. Navy / Stik boat.)

Mention the word “submarine” to anyone, and a host of images will spring to mind. The sleek, low, black silhouette pierces, or sliding through the ocean. The drama of an “emergency blow” as the boat broaches the surface in a volcanic eruption of water. And of course, the sinister image of the tip of a periscope feathering the surface, hinting at what lies lurking below.

Have submarines coming to periscope depth ever hit someone?

James Mowrey, former U.S. Navy nuclear submarine officer, recalls on Quora: “Funny story: We were in the Philippines in the mid-1980s. I was in the Control Room, but a friend of mine was the OOD. We were coming to periscope depth, and as usual, waiting for the OOD to call out “No Close Contacts” prior to speaking again. Or “emergency deep”—whichever was

appropriate. It was a beautiful day on the surface, and as the 'scope broke the surface, there was a muffled “bong” sound and the OOD was saying “Oh, sh*t!” He called out a rudder order to swing the back end of the boat out right then.

“Turns out, the 'scope had hit a small, one-man fishing boat (we called them bonka boats—not sure if that's really the name), and the OOD had a low power view of the fisherman's back as he fell overboard. The man swam back to the boat, grabbed the gunnels, and looking around a little scared and very confused, climbed back into the boat.”

Mowrey concludes: “I'm sure...he's still telling the story of 'something' hitting his boat, knocking him overboard, but then never appearing.”

U.S. Nuclear-Powered Submarine Which Ran into Underwater Mountain in the South China Sea is Going to Be Stuck in Repairs for Years

(Reproduced from the Insider website - published in June, 2023.)

By Jake Epstein



The Seawolf-class fast-attack submarine USS Connecticut (SSN-22) departing Puget Sound Naval Shipyard for sea trials following a maintenance availability. (U.S. Navy photo by Thiep Van Nguyen II/released.)

- A U.S. Navy nuclear-powered submarine ran into an underwater mountain in 2021.
- The USS *Connecticut* faces repairs set to cost about \$80 million and wrap up in 2026 at the earliest.
- Bloomberg reported that the drawn-out maintenance highlighted Navy shipyard backlogs.

A U.S. Navy nuclear-powered submarine which ran into an underwater mountain while transiting the South China Sea in 2021 will be sidelined from service for at least a few more years as it waits to be repaired.

The USS *Connecticut*, a highly revered fast-attack submarine, is stuck at a shipyard in Washington state waiting for maintenance to begin, Bloomberg reported this week. Repairs to the vessel's bow and lower rudder are set to cost about \$80 million and keep the *Seawolf*-class submarine sidelined until 2026 at the earliest.

The drawn-out repairs for the *Connecticut* highlight the repair backlogs and capacity issues the Navy is facing with regard to fixing damaged vessels. This has long been a serious problem—one that officials at the Government Accountability Office, a watchdog agency, have said is negatively affecting readiness, according to the report. Bloomberg reported, citing Navy records, that 18 of 49 attack subs were unavailable for service because of maintenance.

“It will have taken *at least five years* of repairs for the USS *Connecticut*—one of our most formidable submarines—to return to the fleet,” Sen. Roger Wicker, the top Republican on the Senate Armed Services Committee, tweeted in response to the Bloomberg report. “This delay is a reminder of the kinds of monumental investments we need to make in maritime infrastructure.”

The Bloomberg report cited a Navy statement saying submarine repair delays were caused by “planning, material availability, and shipyard execution.” A Navy official told *Insider* that the

(concluded on page 12)

Connecticut Stuck in Lengthy Repairs

(concluded from page 11)

upcoming repairs also included routine maintenance that had been scheduled even before the 2021 incident.

Built at the end of the Cold War to hunt Soviet vessels, the *Connecticut*, one of three *Seawolf*-class submarines, is considered to be among the Navy's most capable submarines. These vessels are armed with Tomahawk cruise missiles and torpedoes.

Based out of Washington's Naval Base Kitsap, the submarine was transiting international waters in the South China Sea in early October 2021 when it collided with an undersea mountain, damaging the submarine and injuring several of the Navy sailors onboard. The accident was initially met with skepticism and accusations from China, which had accused the U.S. of being cagey and trying to cover up the accident.

Shortly after the incident the Navy sacked the vessel's command leadership over a loss of confidence before ultimately ordering a safety stand-down for its entire submarine force. An April 2022 declassified Navy report found that the accident was the result of several failings and was entirely preventable.

"A grounding at this speed and depth had the potential for more serious injuries, fatalities, and even loss of the ship," the report said, adding that it "resulted from an accumulation of errors and omissions in navigation planning, watchteam execution, and risk management that fell far below U.S. Navy standards."

"Prudent decision-making and adherence to required procedures in any of these three areas could have prevented the grounding," said the report, which also revealed that this wasn't the first time the \$3 billion *Connecticut* had collided with an object. The vessel struck a pier in San Diego a few months before the South China Sea accident.

Now the *Connecticut* must wait a few years before she can return to the open ocean as shipyards remain backed up, posing a problem for the Navy as tensions continue to rise with China and as the prospect of a conflict over Taiwan looms. Beijing boasts a numerically larger naval force than the U.S., according to Pentagon data, though experts have suggested that Washington still enjoys a considerable advantage due to the quality of its force and the advanced capabilities of its submarine inventory.



Next Generation Submarine Propulsor

(concluded from page 1)

Phase One of the APEX program will last twenty-four months, with GD-APS as the prime contractor. GA-EMS will perform propulsion system design, engineering and analysis in its Boston, MA facility, and any required manufacturing and testing in its Manufacturing Center of Excellence in Tupelo, MS.

Lithium-ion to be the “game changer” for submarine propulsor

In its report on “The Global Submarine Market, 2023-2033,” GlobalData intelligence says that the use of lithium-ion batteries will be the next big technological development in the submarine market.

The incorporation of lithium-ion batteries into diesel-electric submarines will provide a hybrid propulsion capability and significantly reduce the acoustic signature of a submarine, making it harder to detect.

Lithium-ion batteries have a lot of advantages, such as keeping their output steady even when the charge runs low. These batteries are lighter than lead-acid batteries, they can be charged exceptionally quickly, and they can store much more energy.

In March 2020, the Japan Maritime Self-Defense Force became the first to adopt lithium-ion battery technology on its *Soryu*-class submarines. The use of lithium-ion batteries increases submarines’ efficiency and endurance level.

The new technology provides reduced vibration and noise, greater onboard comfort, better propulsion efficiency, a lighter weight, and a compact size. The pump-jet is equipped with a ring-shaped electrical motor, which turns the vane rotor inside the pump-jet cavity to create thrust. The submarine becomes difficult to detect and is much quieter without a drive shaft. Furthermore, the new propulsor can reduce cavitation, which helps improve the acoustic signature performance of the sub as well.

Forney considered “efficiency” and “signature” to be some of the key factors in the design of GA-ESM’s new propulsor, which suggests the likelihood that the breakthrough battery will be incorporated into the new design for the U.S. Dept. of Defense.



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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?

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

Thirty-Five Years with a Metric-Built Blonde

by Bob “Dex” Armstrong

Keep a zero bubble...

Dex.



Have you ever wondered about the girls who married us? Did you ever think about what it must be like to be saddled with a life partner genetically linked to men with hydraulic oil, diesel smoke and salt water in their veins—and a childlike faith in adventure they can never shake? We should be eternally thankful that God made girls who could put up with us.

I married a Norwegian girl. A little homegrown, metric-built, blue-eyed blonde. Pretty little thing when I married her thirty-five years ago and a beautiful full-blown woman now. We’ve wrinkled up a lot of bed linen in all those years, but I wouldn’t trade her for all the oil in Saudi. She never made me grow up. I think the secret to long-range marriage is not trying to change the person you love.

We are going to return to Bermuda for our 35th Wedding Anniversary. Last time I was in Bermuda was in the mid-’60s when *Requin* dropped her hook there.

Everything was sky-high except rum and coke. That only set you back fifteen cents. You could get blurred vision and a head full of buzzing bees for a buck.

But one thing stands out in my memory. You could wear loud shirts.

My mom died when I was nine, and I went to live with an aunt who did her damndest to round off my sharp edges. Kids from East Tennessee aren’t securely bolted to the planet. At nine, I was full of fleas, devoid of social grace, and had cultivated a distinct aversion to combs, soap and water, proper manners, and brussels sprouts. My taste in literature was limited to Red Ryder funny books and *Popular Mechanics*. I later learned that these qualities were exactly what they looked for in diesel boat sailors.

My dear aunt wore herself out trying to saddle-break a kid who knew that his life’s path would not take him to a whole lot of places where putting your elbows on the table or failing to put your napkin on your lap actually mattered.

My first contact with the Submarine Force came when I saw *Operation Pacific* at the Tivoli theater in Chattanooga. John Wayne blew up a lot of Japs. At the time, blowing up as many Japs as possible was a good thing. Owning a Jap car would have made you very unpopular. Little did I know—sitting in that darkened theater, sharing popcorn and a box of Black Crows with my best pal—that someday I would call one of those iron monsters my home.

Once my aunt took me to J. C. Penny’s to buy me a couple of shirts for school. They had this printed flannel shirt there. It was made so that the fabric looked like irregular

pieces of spotted pony hide: brown-and-white and black-and-white horsehide had been laced together with rawhide. It was just the kind of shirt Red Ryder would have worn after his Saturday night bath, when he and Little Beaver would have gone into Dodge City to drink whiskey and pat saloon girls on the behind. To a ten-year-old, it was the most magnificent piece of clothing ever created. To my aunt, it was a tasteless rag fit only for white trash—totally devoid of any socially acceptable feature. I dream of that shirt to this very day. Somehow, I feel Cowboy and Old Gringo would understand.

It was hard to learn about women. There was no such thing as sex education in the ’40s. No kid had direct access to Masonic ritual, the plans to the atomic bomb or nekkit lady information. Outside of Renaissance art and *National Geographic* photos of buck nekkit women up the Orinoco river, nude females were an obsessive mystery.

Once camping, a kid unfolded a little piece of paper that was the insertion instructions out of his older sister’s box of Tampax. We knew that somewhere on this tiny slip of folded paper lay the key to unravelling the entire mystery of human reproduction. But—damned if we could figure it out. We knew we had a schematic diagram of the unknown but even studying it like the Dead Sea Scrolls came up with zilch. Not so good for a future boat sailor. I would later deeply learn how to read complex drawings and that the equipment we were trying to master could not be adequately understood from a piece of paper the size of a bubblegum cartoon. Life deals future sub sailors a lot of setbacks before you reach New London. But well, I’m wandering again.... Back to the subject.

Bermuda is a place where a man can wear a totally tasteless shirt and fit right in. I can remember tourists wearing shirts that would make a vulture shoot his lunch.

I have ordered a catalog from a place called “Paradise on a Hanger.” They sell “Aloha shirts”—Aloha being the Polynesian word for “Wild-ass, bark at the moon, totally tasteless.”

These folks sell stuff you can only view through welders’ goggles. Radioactive prints of tropical flowers, bright parrots, pineapples, palm trees, even one with assorted surface craft. These people have elevated tacky tastelessness to a level understood only by blind Hindus, Zamboanga chief petty officers, and smokeboat personnel. They even make them in 3X for lads who have spent a lifetime loading retirement rations.

This kid is going to get his socially unacceptable shirt and take his bouncing bride to an old liberty port.... Drink a little rum and chase her around a two-hundred-dollar-a-night beach cottage. It just doesn’t get any more diesel boat than that.

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

Eternal Patrol Notice



Berry Yolken

07/26/2023

We learned recently through two outside sources that our shipmate Berry Yolken departed on Eternal Patrol on July 26th. He had been a member of the Los Angeles-Pasadena

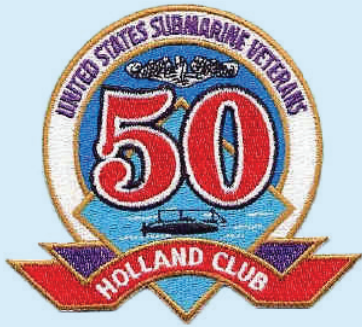
Base for many years, serving twice as Treasurer. He qualified in submarines aboard USS *Cod* (SS-224) in 1958, and left the Navy as a Lt.(jg). He subsequently invested many years in the aerospace industry.

Berry was born February 24, 1934, making him 89 years old when he passed. He had been married to Audrey J. Yolken, who preceded him in death in November of 2015. They'd had four children, including a son, Bruce, to whom condolence correspondence may be sent at this address:

Bruce Yolken
21852 Rushford Drive
Lake Forest, CA 92630-6503

Berry's services were held at Forest Lawn Cemetery, Long Beach, on Friday, July 28; his full obituary may be viewed online at their website.

Sailor, Rest Your Oar



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

*(75-year members noted with *)*

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

(concluded next page)



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

- January 21: Monthly Meeting - Glory Days Beachside Grill
- February 18: Monthly Meeting - Glory Days Beachside Grill
- March 18 Monthly Meeting - Glory Days Beachside Grill
- April 15 Monthly Meeting - Anaheim VFW Hall
Call for Memorial Day Prep Volunteers
- May 20 Field Day at the Memorial Site - 0900
Monthly Meeting - at the Memorial Site
Nominating Committee Appointed
Call for participants in the
Huntington Beach 4th of July Parade
- May 27 Tarp Prep at the Memorial Site - 0900
- May 29 Memorial Day Service - 1100
Submarine Memorial, West
- June 17 Monthly Mtg. - Annual “SteakFest” at Anaheim
VFW 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 - Location TBA
Annual Officer Installation Luncheon
- November 18 Monthly Meeting - Location TBA
- December 9 Annual Christmas Luncheon
at the Los Alamitos Golf Course

(Holland Club Roster, concluded)

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
John L. Von Ulmen 2008
Francis R. Traser 2006
Ronald K. Thompson 2004
Robert L. Conboy 2003
James Rogers 2003
John E. Savela, Jr. 2003
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 August 19, 2023

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted on the morning of Saturday, August 19, 2023.

In attendance:

- Dave Vanderveen, Base Commander
- Darin Detwiler, Base Vice Commander
- Bill Moak, Secretary
- Mike Swanson, Treasurer
- Dennis Bott, Memorial Director
- Ken Dorn, Director

Base Commander Dave Vanderveen called the meeting at the VFW Hall in Anaheim to order at 1001 hours with a quorum present. Minutes of the July meeting were reviewed with no revisions requested. Mike Swanson moved to accept the Minutes; this was seconded by Bill Moak and approved by voice vote.

Treasurer's Financial Report: Mike Swanson

The Treasurer's Report as of August 18, 2023 was read into the Minutes by Base Treasurer Mike Swanson:

Checking	\$19,811.18
Cash On Hand	\$50.00
Uncleared Checks:	\$0.00
Total	\$19,861.18

All vendors have been paid up-to-date.

Income:	\$455.00
Expenses:	\$745.00

Flower/Booster Club Additions:

Ken Dorn	\$200.00
Harold Staggs	\$25.00

Inkind Donations:

\$00.00

Again, there were no questions or corrections. Darin Detwiler moved to accept the Treasurer's Report; this was seconded by Bill Moak and approved by voice vote. This was followed by a discussion regarding the upcoming review of base finances at the September meeting.

Memorial Report:

Dennis stated there wasn't much to report. He mentioned his concern regarding the plants at the ellipse of the Memorial, but both Bill and Dave indicated having recently visited and seeing good, green growth while there.

(concluded on next page)

Nazi-Smuggling Sub Found in Argentina Causes International Stir

Argentina's security ministry reportedly halted all investigations after receiving an independent report of the wreck.

(Reproduced from the Jerusalem Post website - orig. published June 23, 2023.)

by Jerusalem Post Writing Staff

After a suspected World War II submarine was discovered in Argentinian waters in 2022, confidential government documents secured by British investigative journalist Laurence de Mello Simon present the possibility of a Nazi smuggling route created by the U.S. in partnership with Argentina, according to a May report.

The sub, which was found near the beaches of Costa Bonita and Arenas Verdes, has the potential to confirm theories that Nazis escaped to Argentina toward the end of the war.

However, de Mello explained that the Argentinian government has failed to provide any transparency in their investigative attempts to identify the sub. Rather, according to her, Argentina has refused to publicly identify the ship which cost the government \$300,000 to investigate.

The investigation was meant to identify the sub's origin, the date that it sank and whether there were any passengers of significant military interest aboard at the time of sinking.

Argentina's security ministry reportedly halted all investigations after receiving an independent report of the wreck, despite the United Nations Convention on the

(concluded on next page)

E-Board Meeting Minutes...

(concluded from previous page)

Election Report:

Ed Barwick and George Walrath are accepting ballots. Eighteen have now been received. Voting ends in August, and official results will be provided at the September meeting.

We hope to then have an installation luncheon at The Beach House in Seal Beach.

Storage Update:

While the Teares had originally offered to store our items, they have since declined due to family needs. Dave will check with Greg Paulson to see if we still can use his residence.

National Convention in Texas:

Spots are still open and available to register for attendance. Dave, Darin and Bill are going.

2024 Western Region Roundup:

Bremerton Base is hosting next year's roundup in Washington.

Dave then took time to mention the passing of Shipmate Berry Yolken on July 26. Dave will furnish family member contact information once received. *(See page 15.—ed.)*

Good of the Order:

Bill stated that since Marlene Mahan's health issues, Kathleen and he had temporarily volunteered to place flowers each month with the lost boat markers at the Memorial. Kathleen also took over Sunshine Girl responsibilities to send cards on birthdays and other occasions, which she is happy to continue. However, the burden of commuting from Simi Valley to Seal Beach each month has become difficult and costly. Bill is asking if anyone local could cover at least some months, or even assume full responsibility. Dave will mention this at the general meeting.

Ken Dorn then described all the pictures he brought along to today's meeting, and that all are available for sale, with proceeds going into the base treasury. He also had a framed flag that had flown over the WWII Memorial on April 10, 2013, during the 50th anniversary of *Thresher's* loss, and suggested it be made available to anyone interested. The group suggested former Associate Member Claudia Ritchie, whose brother had been lost aboard *Thresher*, be the recipient. Dave will contact her about it.

Further discussion took place centered on perhaps donating to the WWII Museum in New Orleans, since Darin had described his visit as seeing little about submarines except for the impressive *Tang* virtual presentation. The museum in Kings Bay, FL, was also mentioned. Ken will endeavor to catalog and prepare items for shipping, agreeing to send them as the base decides. Dave indicated a letter recognizing Ken as donor would accompany any shipment.

Darin mentioned the Seal Beach Christmas Parade, and wondered whether there was any interest in participating. He will look into the entry fee, etc.

There being no further business, Darin Detwiler motioned the meeting be adjourned; Mike Swanson seconded, and it was passed by all present, ending the meeting at 1058 hours.

Respectfully submitted,

Bill Moak

Secretary, L.A.-Pasadena Base, USSVI

Nazi Sub in Argentina?

(concluded from previous page)

Law of the Sea legally requiring that the wreck be returned to the country of origin.

“Conducting dives at this site presents substantial challenges due to the muddy seabed and turbid water. The position and relentless strong currents impede the natural clearing of mud and debris, severely restricting visibility. But it is imperative to undertake a comprehensive investigation to precisely ascertain the origin of this wreck.”

Some analysts have stated that the Argentine government has been unwilling to provide information on the submarine because of the upcoming 2023 presidential elections, the outlet said. Some have gone so far as to say that the Argentinian government is engaging in a coverup.

The Simon Wiesenthal Center’s reaction

In an exclusive with de Mello, Dr. Ariel Gelbung, Director of The Simon Wiesenthal Center Latin America said, “In situations where the government remains silent on a specific issue, such as the recent discovery of what may be a WWII submarine, it is crucial for the government to respond to any concerns raised, regardless of any historical, political, or financial constraints. Failing to do so only fuels speculation and suspicion.

“Truth requires acknowledging both the positive and negative aspects of a story and maintaining objectivity when examining historical events, particularly those related to WWII. While no government is perfect, we cannot ignore the grave and ugly mistakes that have been made in the past.”

The Navy Will Soon Have a ‘Secret Weapon’ That No Nation Can Match

While she might be delayed, the Block V Virginia-class submarine will be the best sub on the planet when she heads out to sea.

By Maya Carlin (from the 1945 website—published June 28, 2023.)

While she might be delayed, the Block V *Virginia*-class submarine will be the best sub on Earth when she heads out to sea: Government auditors made it known earlier this month that production of the U.S. Navy’s Block V *Virginia*-class submarines will be delayed by at least two years. The Government Accountability Office explained that a more realistic schedule for these sophisticated vessels should be finalized this year.

According to the report, staffing issues are to blame. In fact, the primary manufacturer, General Dynamics Electric Boat, has already tapped Austal USA to pick up some of the production work, as General Dynamics is also currently developing *Columbia*-class ballistic missile submarines.

With the delays, the already hefty cost of these submarines is expected to increase. The Navy plans to request additional funds to complete the Block V variant.

The History of the *Virginia*-Class Submarines

Under the Centurion Study, the *Virginia* class in the 1990s became the first U.S. Navy warship developed in part by 3D visualization technology. It was intended to be a less pricey alternative to *Seawolf*-class submarines, and engineers at Electric Boat were able to shave roughly \$1 billion from production costs by using off-the-shelf commercial components. Electric Boat and Newport News Shipbuilding developed the first *Virginia*-class ship in the early 2000s, and the two manufacturers remain the sole engineers behind this formidable class of nuclear-powered submarines.

Specs and Capabilities

Since entering service in 2004, the *Virginia* class of fast-attack submarines has incrementally improved. Today, these vessels feature the latest stealth attributes, weapons systems, technology, and intelligence gathering capabilities.

The ships displace nearly 8,000 tons, with a hull length measuring more than 377 feet. Being nuclear-powered gives the boats a high top speed of around 25 knots. The subs are smaller than *Seawolf*-class boats, but their advanced technology is a big advantage. The Block II *Virginia*-class submarines feature modifications that focus primarily on production efficiency. Eight vessels make up the Block III *Virginia*-class, which was redesigned to lower acquisition costs and enhance flexibility. Block III boats include technology taken from *Ohio*-class submarines, including the replacement of one dozen vertical launch tubes for Tomahawk land attack missiles with two 87-inch diameter tubes capable of firing larger payloads. (Each houses six Tomahawks.)

What Makes the Block V Variant Stand Out?

Block V *Virginia*-class submarines will host even greater capabilities than their sister variants. Perhaps the most significant addition will be the Virginia payload module (VPM), which is essentially a hull plug that can increase the boat’s payload, allowing the Block V submarines to carry three times as many missiles as their predecessors. According to *The Drive*, the new VPM fitted to upcoming Block V *Virginia*-class ships features a “similar hull plug that stretches eighty-four feet that would be adapted to the seabed warfare role instead of hauling around cruise, hypersonic, and other missiles.”

While the production line for the *Virginia*-class submarines may be delayed, the eventual introduction of these vessels to service will undoubtedly enhance the Navy’s sea-based capabilities.



Your *Periscope* Editor's new 1:72 scale 52" radio-controlled USS *Harder* (SS-257) anchors off a South Pacific atoll. ;-)

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

SEALION	CORVINA	SCAMP
S-36	SCULPIN	SWORDFISH
S-26	CAPELIN	BARBEL
SHARK I	SCORPION	KETE
PERCH	GRAYBACK	TRIGGER
S-27	TROUT	SNOOK
GRUNION	TULLIBEE	LAGARTO
S-39	GUDGEON	BONEFISH
ARGONAUT	HERRING	BULLHEAD
AMBERJACK	GOLET	
GRAMPUS	S-28	
TRITON	ROBALO	
PICKEREL	FLIER	
GRENADIER	HARDER	
RUNNER	SEAWOLF	
R-12	DARTER	
GRAYLING	SHARK II	
POMPANO	TANG	
CISCO	ESCOLAR	
S-44	ALBACORE	
DORADO	GROWLER	
WAHOO		

