



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

As predicted here earlier, critical federal funds for the Corp. for Public Broadcasting have just been gutted. This means PBS and NPR stations will likely go dark, at least in rural America, where they're needed most as the only broadcast source of emergency weather bulletins and other news. Also, content will disappear or be severely curtailed—like, for instance, the veteran-supporting work by local PBS outlets (example: recent TV interviews with our own subvet members). This goes right along with severe cuts now already made to the VA, its medical personnel and services—leaving many proud, deserving veterans of all branches with little or no care...just as had been warned before the election. What else to expect from powers referring to vets as "suckers and losers?" These are dark times in so many ways.—Jeff

## U.S. Navy Invests to Speed Up *Virginia*-Class Production to Keep Edge in Undersea Stealth

*(Reproduced from the Global Defense News website - Published June 5, 2025)*

*from Naval News - Navy 2025*



*Virginia-class fast-attack submarine USS Minnesota (SSN 783). (Photo: U.S. Dept. of Defense.)*

According to information published by the Defense Logistics Agency Land and Maritime on June 4, 2025, DLA Maritime Mechanicsburg has awarded a \$5 billion contract, known as the Maritime Acquisition Advancement Contract (MAAC), to six small businesses to accelerate procurement processes for *Virginia*-class submarines and active surface vessels. Structured as a firm-fixed-price, indefinite-delivery/indefinite-quantity agreement, the MAAC includes five annual options worth \$1 billion each, potentially reaching a total value of \$10 billion. The selected companies, ASRC Federal, Atlantic Diving Supply, Culmen International, Fairwinds Technologies, S&K Aerospace, and SupplyCore, will support the U.S. Navy's fleet of nuclear-powered fast attack submarines.

This contract comes at a time when concerns have been raised about the Navy's ability to meet production targets for the *Virginia*-class program, intended to replace the aging *Los Angeles*-class submarines. In an April 2025 Senate hearing, Navy officials emphasized the need to strengthen industrial capacity, citing workforce shortages,

*(concluded on page 11)*



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## From the Wardroom...



Dave Vanderveen,  
Base Commander

Shipmates and Ladies,

Our Independence Day parade was excellent this year! We were more than 100 entries closer to the front than before so people got to see us while they were still energetic and somewhat less inebriated than in the last couple of years. David Semrau used his '73 Chevy convertible and WWII Veteran Bill Dillon rode on the back of it like the parade star he is! That evening, we participated with the Bay Theater in Seal Beach on a discussion panel relating real life submarining and comparing it to the Hollywood stuff shown in that night's screening of *The Hunt for Red October*. I hadn't seen that in decades and it's a much better flick than I remembered. All in all, it was a good day! (*Plenty of photos elsewhere in this issue.—ed.*)

Bill Moak (our SK and COB) has 100 USSVI anniversary challenge coins available for sale among us. They commemorate 125 years of the submarine force and 250 years for the Navy. They look COOL, so get yours while you can. (*See page 9.—ed.*)

Ken Dorn (retired Firefighter!) has arranged for us to hold our next SubVet meeting on August 16th at the Los Angeles County Fire Museum: 16400 Bellflower Blvd. (just north of Oak Ave.) in Bellflower. The museum opens at 9:00 am and we will hold an abbreviated meeting for the general membership at 11:00. That should allow plenty of time to wander through the outstanding displays. *There won't be meal service or a potluck*, so perhaps you can patronize one of the nearby restaurants for an enjoyable lunch.

Just as a reminder, the USSVI National Convention in Orlando is only weeks away. If you plan to attend and haven't yet signed up, you may want to "get after it." Similarly, planning for the 2026 Western Region Roundup is well underway. It will be at Sam's Town in the northeast quadrant of Las Vegas in mid-April. More information to come!

Our annual base election process formally begins this month. Sam Higa has stepped forward to lead the Elections Committee and its search for candidates. The Base Commander job will be open and there may be others whose incumbents are ready for relief. If you have an interest in serving our base, please contact Sam at [sth19999@gmail.com](mailto:sth19999@gmail.com). The BC job is actually pretty easy because we have good folks in all the other base jobs—and detailed guidance is readily available through Western Region and our District. It's kinda like "bug juice." Try it—you'll like it!

As always, please let your own good sense guide your decisions. We don't want to lose you!

*Dave*

Dave Vanderveen, Commander  
Los Angeles-Pasadena Base



## July General Meeting Sailing List

Ed Barwick  
Bonnie Barwick  
Kathleen Carder  
Ken Dorn  
Joe Koch  
Bill Moak  
David Semrau  
Ray Teare  
Cindy Teare  
Dave Vanderveen  
Dennis Walsh  
Stan Westrick  
Tammy Westrick



## Minutes of July 19, 2025 General Meeting

Base Commander Dave Vanderveen called the General Meeting of the L.A.-Pasadena Base to order at Dennis Walsh's home in Brea, CA at 1100 hours. (The E-Board did not meet prior to this gathering this month because there was no financial business to conduct.)

The Minutes of the June meetings were reviewed. No changes or corrections were required. Bill Moak moved to approve the Minutes and enter them into the base record. This was seconded by Joe Koch. The motion passed without dissent.

### Treasurer's Report:

The Treasurer's Report, as represented below, was read aloud for group approval by Dave Vanderveen since Treasurer Sue Bolton wasn't on hand. There were no questions or corrections, so Dennis Walsh moved to approve and accept the Treasurer's Report into the base record. This was seconded by Stan Westrick. The motion passed without dissent.

### Treasurer's Financial Report via Sue Bolton's email:

The Treasurer's Report as of July 18, 2025 was read into the Minutes by Base Treasurer Sue Bolton.

Checking	\$25,749.34
Cash On Hand	\$50.00
Uncleared Checks:	\$00.00
Total	\$25,799.34

All vendors have been paid up-to-date.

Previous Month:	
Income:	\$503.00
Expenses:	\$1,279.76

### Flower/Booster Club Additions:

Ken Dorn	\$400.00
Ray Teare	\$26.00

### Base Elections:

Dave offered a reminder that base elections will formally open in August, urging anyone interested in running for office to contact Sam Higa, who's agreed to chair the Elections Committee.

Bill Moak showed off the newly received anniversary challenge coins (125 years for the submarine force, 250 years for the Navy). They sell for \$20 each and several sold immediately. (They're shown on page 9 of this issue.—ed.)

### For the Good of the Order:

Bill noted that Ron Thompson is nearing age 100. Ken reminded us the August meeting will be held at the Los Angeles Fire Dept. Museum in Bellflower. At Stan's request, Ray and Bill recapped the Independence Day Parade in Huntington Beach. We were fortunate to be much closer to the front of the procession than in prior years, and won the Patriotic Award for the third year running!

There being no further business, Ray made the motion to adjourn the meeting. This was seconded by Joe Koch. The motion passed without dissent, ending the meeting at 1114 hours. *PICNICCCCC!*

Respectfully submitted,

*Dave Vanderveen*

In Relief of Darin Detwiler,  
Secretary, L.A.-Pasadena Base, USSVI



# August Meeting at L.A. Cty. Fire Museum!

## Aug. Meeting

**Date: Aug. 16, 2025**

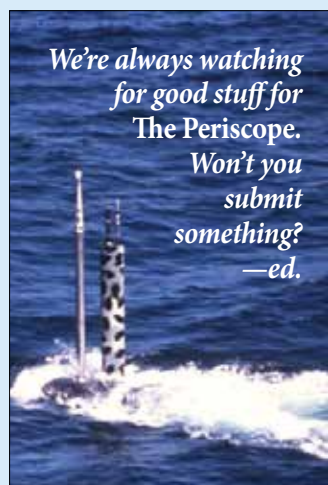
*This month we're at a special fun location set up for us by Ken Dorn: The Los Angeles County Fire Museum: 16400 Bellflower Blvd. (just north of Oak Ave.) in Bellflower. The museum opens at 9:00 a.m. and we'll hold an abbreviated meeting for the general membership at 11:00. (EBoard Meeting will take place by Zoom earlier in the week.)*

### Location:

**16400 Bellflower Blvd.  
Bellflower, CA 90706**

### Time:

• General Meeting 11:00 a.m.  
(No planned lunch.)



## Aug. Birthdays

Our happiest wishes to all our L.A.-Pasadena Base celebrants!

Ramon O. Aguilar ..... 8/9  
Jack Mahan ..... 8/11  
Charles B. McCarthy, Jr. ... 8/20  
Dennis Walsh ..... 8/23  
Sam Aboulafia ..... 8/25  
Stan Westrick ..... 8/29

## Ship's Store

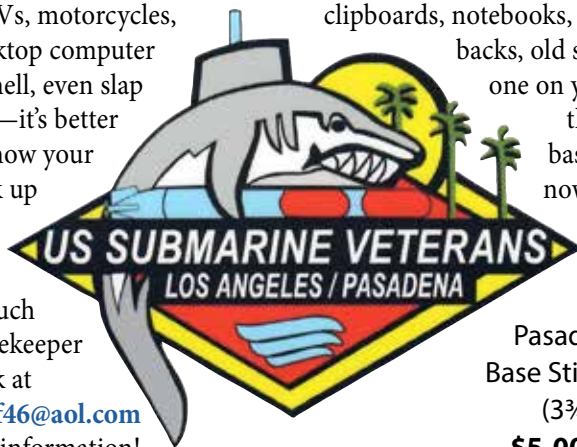


### Clearance Price on T-Shirts!

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

### L.A.-Pasadena Base Logo Stickers!

They're not just for the refrigerator, bubblehead! Stick 'em on cars, clipboards, notebooks, lap-backs, old steamer one on your forehead—it's better than a base pride tattoo! Show your and stock up



Get in touch with Storekeeper Bill Moak at [golfnsurf46@aol.com](mailto:golfnsurf46@aol.com) for more information!

L.A.-Pasadena Base Sticker (3¾x5) **\$5.00 ea.**



USSVI Logo Patch (9¾x6¾) **\$11.00 ea.**



L.A.-Pasadena Base Patch (3¾x5) **\$5.00 ea.**



Holland Club Member Patch (3x3) **\$6.00 ea.**

## LOS ANGELES - PASADENA BASE

# 2025 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:

- Bill Dillon • Bud Fox • Bob Schieve • Ken Dorn (multiple) • Sally Moran
- Scott Hultner • Willie Williamson • Greg Paulson • Dennis Bott (multiple)
- Harold Staggs estate • Dave Vanderveen • Ed Barwick (multiple)
- Robert Cailor (multiple) • Ray Teare



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 Sue Bolton at 13561 Iowa Street, Westminster, CA 92683-2637. To ensure proper credit, be sure to indicate Booster Club or Flower Fund on your check. Thanks!

# 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

## AUGUST TOLLING OF THE BOATS



### USS BULLHEAD (SS-332)

Lost on August 6, 1945 in the Lombok Strait during her third war patrol, *Bullhead* was sunk by a depth charge dropped from a Japanese army aircraft. She was the last U.S. submarine lost during WWII. Eighty-four officers and crew went down with her.



### USS FLIER (SS-250)

Lost on August 13, 1944 during her second war patrol. *Flier* had been transiting on the surface when she was rocked by a large explosion—probably a mine—and the ocean closed over her in less than a minute. Thirteen survivors, some injured, made it into the water to swim ashore. Eight survived, and six days later, friendly natives guided them to a coastwatcher who arranged for their safe evacuation by the USS *Redfin* (SS-272). Seventy-eight of *Flier's* total complement were lost.



### USS S-39 (SS-144)

Lost on August 14, 1942 after grounding on a reef south of Rossel Island in the southwestern Pacific during her third war patrol. Her entire crew was able to get off the boat for rescue by the HMAS *Katoomba*.



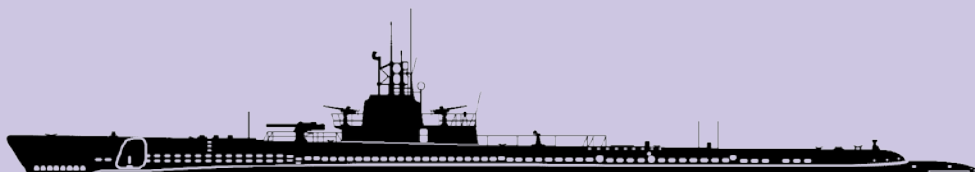
### USS HARDER (SS-257)

Lost on August 24, 1944 from a minesweeper's depth charge attack near Hermana Mayor Island off the west coast of Luzon. It was her sixth and final war patrol. *Harder* had received a Presidential Unit Citation for her first five patrols, and her skipper, Commander Sam Dealey, was posthumously awarded the Congressional Medal of Honor. Known as "The Destroyer Killer" for her notable success against these capable anti-submarine vessels, *Harder* is tied for ninth among American submarines in number of enemy ships sunk. Seventy-nine brave souls rode her to the bottom on their Eternal Patrol.



### USS COCHINO (SS-345)

Lost on August 26, 1949 after being jolted by a violent polar gale off Norway. Effects of the severe storm ignited an electrical fire and battery explosion, generating deadly hydrogen and chlorine gasses aboard the boat. In continued extreme weather, men of the *Cochino* and of the nearby *Tusk* (SS-426) fought for fourteen hours to save the stricken submarine. After another withering explosion, "Abandon Ship!" was called, and *Cochino* finally gave up her struggle and went down. Under the direst of emergency circumstances, *Tusk's* crew managed to rescue *Cochino's* entire complement except for one civilian engineer. Six *Tusk* sailors were tragically lost during the heroic rescue effort.



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

# World's First 20-Ton Twin-Sonar Drone Turns Oceans into Submarine Hunting Ground

*The ASW-USV is a 5.8-meter-long, 2-ton-class platform constructed from non-magnetic, fiber-reinforced polymer.*

*(Reproduced from the Interesting Engineering website - Published June 12, 2025.)*

*by Kapil Kajal*



South Korea's 20-ton twin-sonar sea drone turns oceans into sub hunting grounds. (Photo: SonarTech.)

**S**onarTech, a South Korean defense technology firm specializing in advanced sonar systems, has recently unveiled a prototype unmanned surface vessel (USV) for anti-submarine warfare (ASW) and mine warfare operations.

The vessel, ASW-USV or ASW-KUSV, represents a significant evolution in South Korea's maritime defense strategy and highlights the growing role of autonomous platforms in undersea warfare.

The country's Defense Acquisition Program Administra-

tion (DAPA) supports the program, and full development is expected to be completed by June 30, 2025.

Following that, the Republic of Korea Navy (ROKN) is expected to begin testing and evaluation of the vehicle, *Naval News* reported.

## Twin-Sonar Sea Drone

The ASW-USV is a 19 feet (5.8 meter) long, 2-ton-class platform constructed from non-magnetic, fiber-reinforced

*(concluded on page 10)*



# U.S. Unleashes Unstoppable Underwater Arsenal: Game-Changing Submarine with Autonomous System Revolutionizes Undersea Warfare

*In a groundbreaking leap for maritime warfare, the United States Navy has successfully integrated Unmanned Underwater Vehicles with submarines, promising to revolutionize naval operations by enabling missions in previously inaccessible or hazardous areas.*

*(Reproduced from VisegrádPost website - Published June 8, 2025.)*

*by Rosemary Potter*



*Integration of robotic and autonomous systems with submarines allows for a wider range of missions with reduced risk. (U.S.N. photos.)*

- **The U.S. Navy integrates Unmanned Underwater Vehicles (UUVs) with submarines for enhanced maritime operations.**
- **The Yellow Moray UUV can perform missions at depths up to 1,968 feet, offering strategic advantages.**
- **UUVs reduce risk to personnel by conducting dull, dirty, and dangerous missions autonomously.**
- **This technology opens new possibilities for clandestine operations and global naval deployment.**

**T**he ever-evolving landscape of maritime warfare is on the brink of a revolutionary shift as the United States Navy embraces the integration of Unmanned Underwater Vehicles (UUVs) with its submarine

fleet. This technological advancement promises to redefine naval operations by enabling missions in areas traditionally deemed inaccessible or hazardous for manned vessels. As the U.S. Navy continues to explore the potential of these autonomous systems, the implications for national defense and global maritime strategy are profound.

## Advancements in Submarine Technology

The recent deployment of the *Yellow Moray* (REMUS 600) UUV from the USS *Delaware* marks a significant milestone in submarine technology. This *Virginia*-class fast-attack submarine successfully launched the UUV through its forward torpedo tube, showcasing the potential for seam-

*(concluded on page 9)*

# Sunken WWI-Era American Submarine Noted “Remarkably Intact” Off Coast of San Diego

(Reproduced from the Live Science website - Published May 23, 2025.)

by Tom Metcalfe



A reconstruction made from detailed digital photographs and sonar data shows the U.S. submarine F-1 lying on the seafloor a few miles from San Diego. (Image by Zoe Daheron, © Woods Hole Oceanographic.)

Researchers have located the wrecks of two long-lost military vehicles on the seafloor a few miles from San Diego: an American submarine that sank during a training accident in 1917, and a U.S. Navy training aircraft that crashed nearby in 1950.

The USS *F-1* submarine sank in seconds after it was badly damaged in a collision with another U.S. Navy submarine. Nineteen of her crew drowned in the accident, and three were rescued by the other sub.

The sub wreck was located by accident in the 1970s, but the expedition to the site earlier this year by researchers from the Woods Hole Oceanographic Institution (WHOI) and the U.S. Navy was the first time it had been surveyed with high-resolution imaging since the sinking. It now lies on the seafloor at a depth of more than 1,300 feet (400 meters). That's too deep for human divers, so the wreck was surveyed by operators in the human-occupied underwater vehicle (HOV) *Alvin* and the autonomous underwater vehicle (AUV) *Sentry*, which were both based on the

WHOI research ship *Atlantis*.

“These two important oceanographic tools work extremely well together,” Bruce Strickrott, manager of the *Alvin* group at WHOI, told Live Science in an email. “The combined strength of the two capabilities has transformed deep sea oceanographic research and exploration, and is becoming a routine part of *Alvin* scientific missions.”

Bradley Krueger, an underwater archaeologist for the U.S. Navy's Naval History and Heritage Command (NHHC), was on board *Alvin* during some of the dives and outlined the fatal 1917 sinking.

“USS *F-1* was conducting a 48-hour engineering run and performance test traveling from San Pedro and San Diego, CA, when the accident occurred,” Krueger told Live Science in an email. “[Navy submarines] USS *F-2* and USS *F-3* were alongside performing similar testing when all three vessels entered a fog bank. USS *F-3* collided with

(concluded on page 12)



## U.S. Unmanned Underwater Vehicle

(concluded from page 7)

less integration of robotic and autonomous systems. The UUV's pre-programmed mission profile demonstrated enhanced subsea and seabed warfare (SSW) capabilities, offering a glimpse into the future of clandestine operations and tactical supremacy.

Vice Admiral Rob Gaucher, Commander of Submarine Forces, emphasized the importance of these advancements, stating that the capability allows for extended reach with additional sensors at depths beyond the limitations of manned submarines. This strategic advantage not only reduces the risk to submariners but also enhances the operational flexibility of the Navy's fleet. The deployment of UUVs represents a pivotal moment in military innovation, setting the stage for further exploration and worldwide deployment.

### The Strategic Role of UUVs

At the core of the UUV's strategic role is its ability to undertake missions with reduced risk to personnel. Tasks such as seabed mapping, mine detection, and intelligence gathering are now possible in environments previously deemed too dangerous for human operators. The autonomous nature of these vehicles allows them to navigate areas inaccessible to manned submarines, providing invaluable situational awareness to operational commanders.

Despite initial challenges during launch and recovery, the Submarine Force and UUV Group 1 demonstrated resilience and technical prowess by swiftly overcoming obstacles. This adaptability underscores the Navy's commitment to leveraging cutting-edge technology in enhancing its operational capabilities. As the integration of UUVs continues to evolve, the potential for these systems to revolutionize maritime warfare becomes increasingly apparent.

### Engineering Marvel: The *Yellow Moray* UUV

Engineered for long-range, high-endurance operations, the *Yellow Moray* (REMUS 600) UUV is a testament to modern engineering excellence. Developed by HII's Hydroid division, the vehicle measures 10.7 feet in length with a diameter of 12.6 inches, capable of operating at depths of up to 1,968 feet. Its modular design accommodates a variety of mission payloads, ranging from synthetic aperture sonar to inertial navigation systems, enabling complex operations in both shallow and deep waters.

The UUV's ability to function autonomously in GPS-denied environments further enhances its operational versatility. This capability ensures reliable performance in

diverse mission scenarios, reinforcing the UUV's role as a vital asset in the Navy's arsenal. As technological advancements continue to push the boundaries of maritime innovation, the *Yellow Moray* exemplifies the fusion of engineering prowess and strategic foresight.

### Implications for Future Naval Operations

The integration of UUVs with submarines heralds a new era of naval operations, providing the U.S. Navy with unprecedented tactical options. The ability to deploy these systems globally enhances the strategic flexibility of Combatant Commanders, allowing for rapid adaptation to evolving threats. The potential to conduct dull, dirty, and dangerous missions with minimal human risk marks a significant shift in operational paradigms.

As the Navy continues to expand its UUV capabilities, questions arise regarding the broader implications for international maritime security and the ethical considerations surrounding autonomous warfare. How will these advancements shape future naval engagements, and what measures will be necessary to ensure responsible deployment in the ever-changing theater of maritime conflict?

*Our author used artificial intelligence to enhance this article.*

### New USSVI Challenge Coin Available



Bill Moak, our Base Storekeeper, reports he's brought in the new 125th U.S. Submarine Force Anniversary USSVI Commemorative Coins and now has them available to order at \$20 apiece. See him at the next meeting or contact him at [golfnsurf46@aol.com](mailto:golfnsurf46@aol.com) for more information. (Thanks, Bill!—ed.)

## World's First Twin-Sonar Drone

(concluded from page 6)

polymer material.

The hull adopts a wave-piercing design, which reduces fuel consumption and acoustic signature, offering an impressive endurance of 150 operational hours.

According to *Naval News*, the vessel combines a 50kW electric motor with a diesel generator, achieving speeds up to 14 knots.

Regarding detection, the platform incorporates two important sonar systems: Long-Range Active Sonar and Side-Scan Sonar.

The Long-Range Active Sonar can detect targets from 20 meters to 30 kilometers (18 miles).

This system deploys a vertical array with transmitter/receiver sensors that can be submerged to 787 feet (240 meters), which is ideal for deep-water submarine tracking.

The Side-Scan Sonar is located in the vessel's 7.8 foot (2.4 meter) long underwater gondola. This sonar offers target classification at a search depth of 492 feet (150 meters) and lateral coverage of 1968 feet (600 meters).

Uniquely, the system integrates eight sonar sensors, a configuration not found on any comparable USV.

Sungjoon Hong, SonarTech's Strategic Planning Director, told *Naval News* that this arrangement enhances depth resolution by capturing a wider array of acoustic returns.

These systems are designed to work in concert with unmanned aerial vehicles (UAVs), maritime patrol aircraft, surface combatants, and sonobuoy networks, enabling the ASW-USV to serve as both a standalone surveillance unit and a node in a distributed sensor web.

### Responding to North Korean Underwater Threats

The ASW-USV emerges at a time of growing concern about North Korea's fleet of submarines and mini-submarines, which are often deployed in the shallow, contested waters around the Korean Peninsula.

These small, low-signature vessels pose a unique detection challenge for conventional platforms.

As tensions persist in the region, the need for uncrewed, persistent surveillance assets has intensified.

The ASW-USV offers the ROKN a low-cost, autonomous solution that can loiter for days at sea, scan large areas, and feed real-time acoustic intelligence back to command centers without risking manned platforms in contested waters.

SonarTech's unveiling comes amid a broader surge in global demand for USVs.

According to industry estimates, the unmanned surface vehicle market is projected to grow from \$1.2 billion in 2023 to over \$2.7 billion by 2030, driven by increasing investments from the U.S., China, Israel, and NATO allies.

Platforms are being fielded for missions ranging from mine countermeasures and ISR to electronic warfare, hydrographic survey, and ASW.

Major naval forces are integrating USVs into their mosaic warfare doctrines, where multiple autonomous systems operate as a force multiplier for traditional fleets.

South Korea's introduction of this new USV that focuses on sonar technology shows its commitment to developing its defense capabilities, especially for coastal protection.

As testing continues in the coming months, this ASW-USV could become a key part of the ROKN's growing system for monitoring maritime activities. It may also attract interest from other countries for export versions.

SonarTech's innovation fits into a global trend of combining human skills with machines in naval operations. This makes the ASW-USV both a technological and strategic success.

*Kapil Kajal is an award-winning journalist with a diverse portfolio spanning defense, politics, technology, crime, environment, human rights, and foreign policy. His work has been featured in publications such as Janes, National Geographic, Al Jazeera, Rest of World, Mongabay, and Nikkei. Kapil holds a dual bachelor's degree in Electrical, Electronics, and Communication Engineering and a master's diploma in journalism from the Institute of Journalism and New Media in Bangalore.*

## Virginia-Class Program Speeded Up

(concluded from page 1)

supplier delays, and infrastructure constraints. The Department of Defense aims to produce two *Virginia*-class submarines per year, but the delivery rate in 2024 remained below this objective at 1.13 units.

BAE Systems is also contributing to this modernization effort through a \$70 million contract awarded by General Dynamics Electric Boat to manufacture Virginia Payload Module (VPM) missile tubes for Block VI *Virginia*-class submarines. These modules will expand the payload capacity of the vessels and support long-range undersea warfare capabilities.

The *Virginia*-class program is a central component of the U.S. Navy's undersea force structure, with a planned fleet of 66 units by 2043. According to the Congressional Research Service, 40 submarines have been ordered as of fiscal year 2024, including 22 currently in service and 18 under construction. These submarines are designed for a range of missions, including anti-submarine and anti-surface warfare, intelligence collection, precision strikes, and support for special operations. The latest variants include the VPM, which significantly increases Tomahawk cruise missile ca-

capacity, with a total estimated payload of up to 65 weapons.

The program also plays a strategic role in the U.S. Indo-Pacific posture, particularly under the AUKUS security partnership, which includes the planned sale of three to five *Virginia*-class submarines to Australia. To offset these transfers, the U.S. Navy must build additional units to maintain its own operational readiness in both the Atlantic and Pacific. This dual objective places additional pressure on industrial capacity. Since 2022, production rates have declined to approximately 1.2 units per year. In response, nearly \$10 billion has been invested to reinforce the submarine industrial base, recruit skilled labor, and upgrade shipyard facilities. The goal is to restore production to a rate of 2.33 subs per year by 2028 to ensure availability.

The MAAC award and the VPM missile tube contract for BAE Systems represent a coordinated effort to enhance the U.S. Navy's undersea capabilities. These initiatives occur within a broader strategic context that encompasses the AUKUS partnership and reflects the Department of Defense's intention to rebuild its full-scale submarine production capacity in response to increasing global challenges.



# Take the Plunge!

## Send three *American Submariner* subscriptions to your favorite boat!

- Sponsorship is only \$30 a year
- Add a USSVI Calendar for only \$7 more

**Mail your check to:** USSVI Boat Sponsorship Program  
P.O. Box 3870  
Silverdale, WA 98398-3870

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

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

### SUBMARINES IN NEED OF ADDITIONAL SPONSORS

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

### Questions?

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



## Lost F-1 Sub Surveyed Off San Diego

(concluded from page 8)

USS *F-1*, and following the collision, USS *F-3* remained on scene to help rescue survivors from the water.”

Stickrott said he had worked out the submarine wreck’s rough location from Navy records and that the AUV *Sentry* was sent out to survey the area. It located the wreck on the first afternoon of searching.

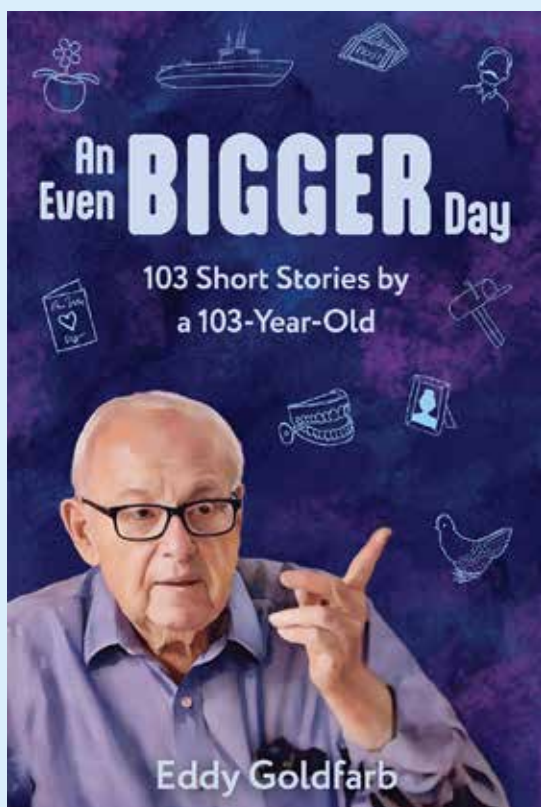
The *F-1* submarine now lies on her starboard (right) side with her bow (front) to the northwest, and subsequent explorations with the HOV *Alvin* showed the sub was “remarkably intact” after being underwater for more than 100 years, Stickrott said.

The wreck is now a war grave for the nineteen crew who died in the 1917 accident. WHOI and the Navy agreed not to make contact with the wreck, “to preserve its condition and be respectful of its legacy,” he said.



*The expedition also surveyed the wreck of a U.S. Navy Grumman TBF Avenger torpedo bomber being used for training in 1950 when it crashed nearby. The dives enabled the Navy to identify the aircraft and confirm no lives were lost in the accident. (Image by Anna Michel, Woods Hole Oceanographic Institution; NSF GEO; © Woods Hole Oceanographic Institution.)*

### New Book by Renowned Batfish Sailor



**103-year-old WWII *Batfish* (SS-310) veteran** and toy inventor Eddy Goldfarb has a new book of 103 short stories! Includes thirteen stories about his experiences on *Batfish* and in WWII, plus others about toys, life, love and aging. Buy your signed copy now and be inspired by a true original! <https://eddyworld.net>

### Grumman Training Bomber

The *F-1* submarine expedition also surveyed the nearby wreck of a U.S. Navy Grumman TBF Avenger torpedo bomber, which crashed in the same area when it was being used as a training aircraft in 1950.

Stickrott explained that the bomber wreck had been known to WHOI for several years and had sometimes been the target for engineering and training dives on *Alvin*. But the wreck’s location had been unknown to the U.S. Navy, so the site was surveyed to add information to the Navy’s records, he said. The dives enabled the NHC to establish an official identification of the aircraft and to confirm that the crew on board had escaped alive from the crash, Stickrott explained.

He added that he had always been curious about the number “13” stenciled on the engine nacelle of the sunken aircraft—an “obvious superstitious element.” The number turned out to refer to the training squadron that the aircraft belonged to at the time of the crash, “but I often wonder what the pilot and squadron personnel thought,” he said.

*Tom Metcalfe is a freelance journalist and regular Live Science contributor who is based in London in the United Kingdom. Tom writes mainly about science, space, archaeology, the Earth and the oceans. He has also written for the BBC, NBC News, National Geographic, Scientific American, Air & Space, and many others.*

## Norfolk Late Night Radio *by Bob "Dex" Armstrong*

Anyone out there ever stand topside watch in Norfolk and listen to late night Norfolk Radio? I know you weren't supposed to do it, but everybody did. You were supposed to be informed. Weather and ball scores fell under some kind of informational category. Besides, in its raw form, topside watch and mushroom farming have to rank side by side as man's most boring activity.

Every boat had one—some idiot at the absolute lower end of the submarine social structure who would be given a white pistol belt and a side arm and be sent forth to see that in the dead of night, the Tooth Fairy didn't hijack your boat.

When you got tired of inspecting mooring lines, welcoming drunks and inventorying the Pier 22 rat collection, you listened to Norfolk Late Night Radio. There was always some silly bastard out on Military Highway trying to sell you a used car for no down payment and thirty five cents a week for life. It was always a cream puff owned by some nun being transferred to Tibet.

Then there were naval tailors. "Old Bill" was the biggest marketeer on the late night airwaves. Old Bill was immediately prepared to put you in a set of doeskin blues for \$29.95, and if you acted within twenty-four hours, Old Bill would toss in free alterations, rate patch and hashmarks. What Old Bill failed to tell you—but past experience had taught you—was that anyone operating a sewing machine at "Old Bill" smiled a lot and couldn't speak one gahdam word of anything remotely resembling the English language. All the people who did alteration work at Norfolk's naval tailors came from remote third world countries where the indigenous male population had highly miniaturized crotch fixtures. And that in the post-purchase phase of ownership of your \$29.95 dress blues, you would spend a great deal of time attempting to relocate your testicles. This made a four to six hundred mile trip on a Greyhound bus an adventure not to be forgotten. It also added fun and excitement to a trip to the head after you were half in the bag.

The Jolly Roger Bar and Grill wanted you to drop in and meet your shipmates for good food and good times. Sure, it was a good time if you rode DDs or DEs. If you rode the boats, it was a good place to go for broken teeth and a date with the Shore Patrol.

Little Italy: a touch of Italy on Hampton Boulevard. If you were an E-3 drawing sub and foreign duty pay, Little Italy was a wonderful place to go—assuming your folks owned a

major railroad or you had just successfully robbed the Tidewater Savings and Loan and wanted to celebrate by dining on spaghetti and drinking a little vino. The table decorations included Chianti bottles with candles and ashtrays that read "Little Italy—Fine Italian Food."

When I mustered out and cleared the receiving station at N.O.B., I said to myself, "Horsefly, stay the hell out of Bells. You'll get hammered and blow all your dough."

Maturity was attempting to enter my life, so I went to Little Italy. When they handed me the menu, I thought they were trying to sell me the place. You could buy a boxcar load of Franco-American Spaghetti for the price of a lunch.

Between hawking stuff to the sleeping fleet, Norfolk Radio also dedicated songs.

"To Pete, my handsome Machinist Third and all his buddies on the USS *Tinkerbelle*, from your Agnes."

"To my little Marine. Love you forever, Trixy."

"For Bubbles, from you-know-who."

"To all the boys in Liberty section Two, USS *Doo-Dah*, meet you at Cindy's Place. From Red Hot Mamma."

And there were songs in the night. Patti Page, Julie London, The Big Bopper, Theresa Brewer, Johnny Cash, The Everly Brothers, and Benny Goodman.

I couldn't have survived four hours of do-nothing boredom every other night without my old friend Mr. Radio.

"Hey sailors, this is Old Bill unloading Seafarer nut-huggin' blues. Come on down today and I'll have Mr. 'You Looking Good' Wong Ho make you look sharp for that special girl. And have that sweet thing wondering why you are constantly trying to find a way to keep Mr. Willie from being worn out with tailor-made crotch friction."

They promised us the world and gave us Dinah Shore and Jo Stafford. It never got any better than that if it didn't rain.

*Keep a zero bubble... Dex.*





## New Members

We proudly welcome aboard:

### Frank M. Berezney

SK2(SS) E-5 Petty Officer (2nd)  
Contact: daughter Catherine  
528 S. Cardiff Street  
Anaheim, CA 92806-4334  
cell: 714-337-3936  
email: frank.berezney@gmail.com  
Qualified in 1969 on USS *Spinax*  
(AGSS-489); served 1967-1971.  
Also on *Greenfish* and *Gudgeon*.

**Brian M. Senior**, Life Member  
(EM1-SS E6—Petty Officer 1st Class)  
Son of the Seniors; Spouse: Tamar  
2015 Windmill Lane  
Alexandria, VA 22307-1951  
cell: 202-594-2050  
email: briansenior@hotmail.com  
Served '82-'94; qual'd on *Silversides*  
(SSN-679) in '86; Nuc Operator;  
in Navy Reserves 1990-1994.

### Kathleen A. Carder

Associate; Significant Other of  
Bill Moak; sponsor: Ray Teare  
2865 Helm Street  
Simi Valley, CA 93065-5257  
cell: 662-335-5602  
e: KathleenCarder@Outlook.com

### David "Dave" Geske

(ICC-SS) E-7 Chief Petty Officer)  
Spouse: Evelyn  
4567 Pennyroyal Drive  
Corona, CA 92878-3283  
cell: 801-889-0178  
email: dave.geske@outlook.com  
Served '75-'86; qualified on *Thomas Jefferson* (SSBN-618) in '77. Also  
aboard *Ohio* (SSBN-726) '79-'82.

**Charles B. "Charlie" McCarthy, Jr.**  
(LCDR - 04 - LCDR) Spouse: Anita  
19068 Shadow Ridge Lane  
Yorba Linda, CA 92886-2763  
cell: 714-720-3837  
email: cbmatylca@aol.com  
Qualified in 1966 on *Geo. Bancroft*  
(SSBN-643); served 1959-1976.

### Laurie Ann Mabry

Associate; niece of Shipwreck  
Kelly; sponsor: Ron Jones  
Spouse: Harry  
5923 Mildred Avenue  
Cypress, CA 90630-4631  
cell: 714-309-2367  
laurieannmabry7082@gmail.com



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

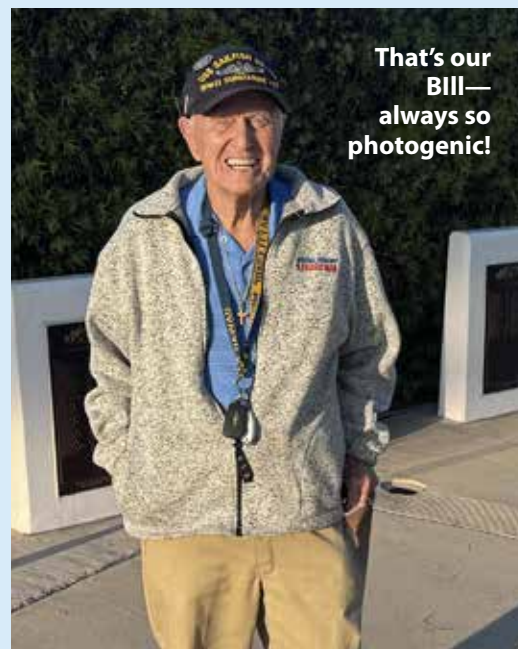
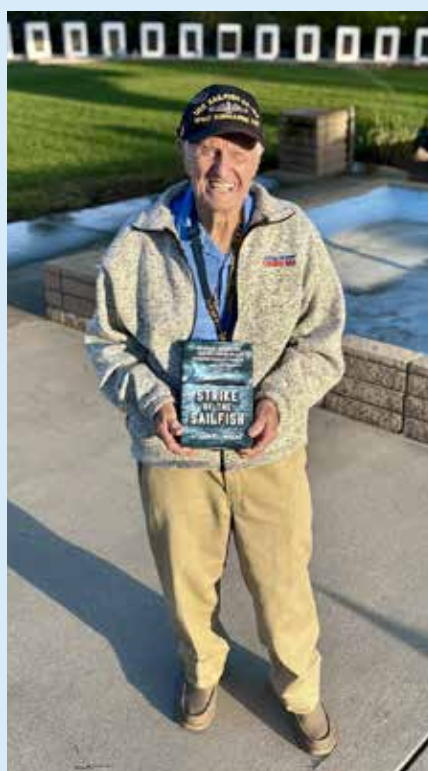
*When News Breaks, We Pick Up the Pieces...*

## Bill Dillon Visits the Memorial with Darin Detwiler

*A long time coming, and a wonderful photo op!*



Bill shows us where  
he is in the *Sailfish*  
crew shot on  
the back of  
Stephen  
Moore's  
new book.



That's our  
Bill—  
always so  
photogenic!





More Chapter News...

## L.A.-Pasadena Base Appears in Huntington Beach 4th of July Parade

*An annual tradition for our group, always fun for the participants!*



The whole merry band of marching minstrels.



**Intrepid Bill Moak taking point on the banner with Ray Teare.**







More Chapter News...

## L.A.-Pasadena Base Appears in Huntington Beach 4th of July Parade

*More shots below from the annual holiday shindig.*



Is that ZZ Top's "Legs" I hear riffing in the background?



Representatives of our base's New Guard (Darin) and Been Around Awhile Guard (Chuck)—now old friends.



Above: It's only fair and appropriate for our base, right?







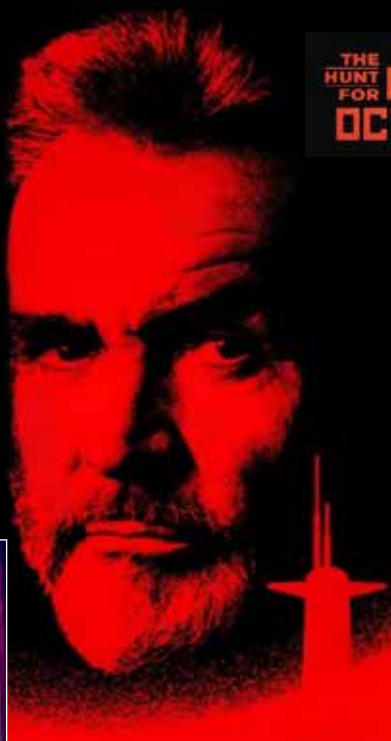
More Chapter News...

## The Hunt for Red October Stops Here—in Seal Beach!

L.A.-Pasadena Base Screens Blockbuster '80s Sub Movie, Takes Questions After...



Our thanks to Darin for creating the event!



THE HUNT FOR RED OCTOBER

Subvets take the stage after the screening.



A spellbound audience!



An L.A.-Pasadena subvets production!



"Next question: you in the front row..."



Of course, effervescent Mr. Dillon was on hand too!



An informative, historical subvet Q&A session, plus an iconic action-packed big-screen submarine movie first! How can you beat that?! "One ping only, Jonesy!"



(more next page) THE PERISCOPE • AUGUST 2025





More Chapter News...

## Annual LeRoy Stone Base Picnic Held at Dennis Walsh's Place

*Did everyone get enough to eat? Here are snapshots by Ray Teare.*



**The gang gathers in Dennis's yard. Sea stories, anyone?**



**Ken Dorn holds court.**



**Stealthy conversation. Submariners, no doubt.**

*(more picnic pics on page 20)*



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

(75-year members noted with \*)

Arthur B. Schwartz..... 2025  
 Scott Hultner..... 2024  
 Stanley O. Westrick ..... 2024  
 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  
 Frank M. Berezney ..... 2019  
 David H. Vanderveen..... 2019  
 Dennis Bott ..... 2018  
 Robert "Mike" Cailor ..... 2018  
 Robert Miller..... 2018  
 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  
 Charles B. McCarthy, Jr.... 2016

(concluded next page)



## Los Angeles-Pasadena Base **2025 Calendar of Upcoming Events**

January 18	Monthly Meeting at Taco Surf, Los Alamitos
February 15	Monthly Meeting at VFW Hall, Anaheim
March 15	Monthly Meeting - Radiant Brewery, Anaheim
April 19	Monthly Mtg. - Clearman's Galley, San Gabriel
May 10	Field Day at the Memorial Site - 0900
May 17	Monthly Meeting at VFW Hall, Anaheim Nominating Committee Appointed Call for participants in the Huntington Beach 4th of July Parade
May 24	Field Day at the Memorial Site - 0900
May 26	Memorial Day Service - 1100 Submarine Memorial, West
June 21	Monthly Mtg. - Simi Valley Military Museum Call for nominations for 2026 Base Officers
July 4	116th Annual... Huntington Beach 4th of July Parade
July 19	LeRoy Stone Memorial Picnic at Dennis Walsh's Residence
<b>August 16</b>	<b>Monthly Meeting - L.A. Fire Dept. Museum</b> <b>2026 Base Officer Candidates Announced</b>
September 20	ANNUAL BUSINESS MEETING Election of Officers
October 18	Monthly Meeting Annual Officer Installation Luncheon
November 15	Monthly Meeting - Thanksgiving Theme
December 20	Annual Christmas Luncheon at the Los Alamitos Golf Course



*(Holland Club Roster, concluded)*

Gary Wheaton.....	2016
Lawrence R. Butler .....	2015
Samuel T. Higa .....	2015
Harry P. Ross.....	2015
Charles H. Senior .....	2015
Larry E. Smith.....	2015
Sam Aboulafia.....	2014
David Palagyi .....	2014
Earl Thomas Peratt, Jr. ....	2014
David D. Semrau, DDS ....	2014
Ray Tracy Teare.....	2014
Milton Harry Boudov .....	2013
Kenneth Jon Dorn .....	2013
M. Mark Hoffer.....	2013
Michael P. Klein .....	2013
Ronald L. Levenson.....	2013
Edward L. Arnold.....	2012
T. Michael Bircumshaw ...	2012
Raymond Cheesebrough .	2012
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. Diumententi .....	2009
David Whittlesey .....	2009
Dennis A. Yure.....	2009
Armen Bagdasarian.....	2008
Paul A. Riggs .....	2008
Rex L. Shields .....	2008
Francis R. Traser .....	2006
Ronald K. Thompson .....	2004
James Rogers .....	2003
*William F. Long.....	1999
*Kenneth E. Chunn.....	1998
*Patrick Zilliacus. ....	1994
*William J. Dillon .....	1993

## More Chapter News...

# Annual LeRoy Stone Base Picnic Held at Dennis Walsh's Place

*Wherein the guys get together to chew the fat and enjoy submarine fellowship. LeRoy would've wanted it that way....*

**Ray, Ed, Joe:**  
**Smile for the**  
**camera,**  
**guys!**



**The girls stand alone.... ;-)**





An obviously Photoshop-tweaked promotional image released by the Navy (in the late '90s or maybe 2000) of the mighty USS *Helena* (SSN-725). This helicopter shot from the days before drone photography has appeared on t-shirts (I own one!), in ads, and elsewhere, and it remains one of your editor's very favorites because a big copy was also included in a packet of souvenir materials given to me by the boat's skipper when I lucked into a Distinguished Visitor Embark aboard her way back in March of 2001. What a ride! Alas, as we go to press, the aging boat was slated for decommissioning last week (July 25) to make way for another incoming *Virginia* class—which is why we honor her here today. Thank you for your amazing service, old girl. And for the once-in-a-lifetime ride!—*editor*

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*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

