

Dennis Parry
Departs on Eternal Patrol
(Please See Pages 18-20)

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

The hot weather just seems to keep on keepin' on. Meanwhile, we stay busy here in the Yeoman's Shack—producing *Periscopes*, helping Chuck with the quarterly *American Submariner*, producing the *SubCommittee Report*... and trying not to let any of them interfere too much with the other! Thank goodness next year's submarine calendar is already done. One-armed paper hanger? That's me. And *loving* it!...as Agent 86, Maxwell Smart used to say.—Jeff

Submarine Industry Grows Less Fragile, But Still Needs Stability Going Into SSN(X) and Increased Repair Work

(Reproduced from Defense News / Navy League website - originally published July 21, 2021)

by Megan Eckstein



A Virginia-class submarine under construction on July 24, 2015. The Virginia class is the first U.S. Navy warship designed from the keel up for the full range of mission requirements in the post-Cold War era. Optimized for maximum technological and operational flexibility, these submarines will play a key role in the nation's defense with their stealth, firepower and unlimited endurance. (General Dynamics/Electric Boat photo.)

WASHINGTON – The U.S. Navy will ask the submarine industrial base to do a delicate dance in the coming decade: continue building two *Virginia*-class attack subs a year, ramp up the pace of building the much-larger *Columbia*-class ballistic missile sub, and begin designing and building the SSN(X) next-generation attack sub, all while restarting a submarine repair capability.

An industry leader says the timing should work out nicely to move skilled design and production employees heel-to-toe from one project to the next, as long as the Navy keeps

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From the Wardroom...



Dave Vanderveen,
Base Commander

Shipmates and Ladies,

Autumn has arrived and in Southern California that is mostly a calendar event. It remains hot and dry here while the angle of the sun changes subtly. Leaves on trees will probably not change until early November. I like living here!

As you will see elsewhere in this issue, the newly re-elected base officers will be installed during our October meeting, which will be conducted on Zoom. I have invited our new Western Region District 6 Commander, Rocky Rockers, to perform the swearing-in ceremony. Also, as required in our By-Laws, the Board conducted our annual review of base finances during the September meeting. In Navy-speak, the review was "satisfactory." BZ to Treasurer Mike Swanson for his attention to detail and clear record keeping!

Our base continues to attract new members. We have several candidates "in the pipeline" to join us. Unfortunately, we recently lost Dennis Parr, who departed on his Eternal Patrol on September 5th. His funeral will be conducted on Tuesday, October 5th, 1:30 p.m., at Riverside National Cemetery.

As difficult as it has been to conduct business during the pandemic with lockdowns, social distancing and the inevitable reluctance folks have to being in crowds, our base has succeeded well. Our early adoption of video conferencing made it possible to not only maintain contact, but welcome new members, meet our monthly milestones, and even continue our charitable donations program. Attendance has remained nearly consistent with our earlier in-person meetings, too. I applaud you all for your flexibility and your willingness to continue "making an effort" toward the success of our base. I will keep the details on the down-low, but know that some bases are beginning to wonder how they can continue. I am happy to say we are not among them!

Los Angeles-Pasadena Base will have a Holiday Celebration during lunch at the Eagle's Nest on the Navy Golf Course in Cypress beginning at 11:00 a.m. on Saturday, December 18th. (The contract is in place, and the range of menu choices has been set.) Of course, your health and peace of mind will be your top consideration when you decide whether or not to attend the luncheon! Sign-up forms will be available in early November in *The Periscope* and in your e-mail. I plan to be there, and I look forward to seeing all who are comfortable being included in that celebration.

As always, please protect your health and safety, and keep a thought for our military people wherever they may be serving.

Dave Vanderveen

Commander

Los Angeles-Pasadena Base



Minutes of Sept. 18, 2021 General Meeting on Zoom

Base Commander Dave Vanderveen called the Zoom General Meeting of the L.A.-Pasadena Base to order at 1105 hours.

Ed began the meeting with the reading of the USSVI Purpose, followed by Dave with a request for a moment of silence for our departed shipmates. Dave then mentioned the recent loss of member Dennis Parr, and provided details concerning the service to be held for him at Riverside National Cemetery on October 5. (*See more info. elsewhere in this issue.—ed.*) Quite different from the recent service for Joe Lopez, there will be no attendee limits, and members are encouraged to attend.

Treasurer’s Report:

Mike Swanson provided monetary details for the account as of September 16, 2021. The specific numbers have been approved by, and are reported within, the E-Board minutes. Dave went on to describe the requirement for an annual report about our base to be sent to National, and what is reported. L.A.-Pasadena Base is four-oh for submission of this report.

Base Election Results:

Dave reported the results of our recent election, submitted to him by Joe Koch, who had been unavailable to attend this meeting. Those results are as follows;

- Base Commander - Dave Vanderveen
- Vice Commander - Ed Barwick
- Base Secretary - Bill Moak
- Base Treasurer - Mike Swanson
- COB - Ray Teare

Bo Bolton was elected to a new term as a now-retitled Director, and Chuck Senior and Ken Dorn also remain as Directors.

For the Good of the Order:

Ron Wagner offered two questions: a general query about the well-being of Dennis Bott (who Dave said he heard had been traveling), and a request for more info. about how to find the specific location of the Riverside Service for Dennis Parr. Dave then explained the process, including check-in at entrance kiosk, whereupon directions would be provided.

Dave further mentioned we are still planning to hold our annual Holiday Luncheon, provided we are still allowed by the venue’s ability to host us—official word on which we hope to have soon. Further details will be provided when known.

Once again, I personally encourage all members to attend these Zoom meetings in order to provide your input about issues facing our base. This meeting consisted of just twelve members out of our total of 107. Please give thought to participating.

With no further comments, Ed made a motion to adjourn. This was seconded by Mike and approved by voice count, adjourning our meeting at 1120 hours.

Respectfully submitted,

Bill Moak

Secretary, L.A.-Pasadena Base, USSVI



Sept. General Zoom Meeting Sailing List

- Ed Barwick
- Herb “Bo” Bolton
- Jack Mahan
- Bill Moak
- Bruce Neighbors
- Jeff Porteous
- Paul Riggs
- Mike Swanson
- Ray Teare
- Dave Vanderveen
- Ron Wagner
- Dennis Walsh



Oct. Mtg. Another Zoom Video Conference

Oct. Meeting

Date: Oct. 16, 2021

Again this month, our usual base meeting will be conducted via Zoom. With Building 6 still off limits to us, no new on-base venue yet established, and mobile connectivity remaining problematic, this will likely be our meeting status for awhile yet. Sure hope to see your face among the crowd!

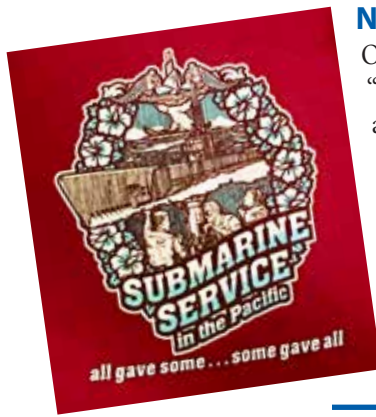
Oct. Birthdays

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

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



Ship's Store



New Reduced Price on T-Shirts!

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

2022 Calendars Now Available!

To order, click here: <https://bit.ly/3sM60PX>. Or see details elsewhere in this issue. Don't miss out—they're selling fast!



Get in touch with our Storekeeper, Jack Mahan, at 714-349-5878 for more purchasing information.

LOS ANGELES - PASADENA BASE

2021 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:

Ken Dorn (x9!) • Jack & Marlene Mahan • Mike Varalyia (x2!)
 Ed Kushins • Sally Moran • Skip Loveless • 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.



USSVI Logo Patch
 (9¾ x 6¾)
\$11.00 ea.



L.A.-Pasadena Base Patch
 (3¾ x 5)
\$5.00 ea.



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

UNITED STATES SUBMARINE FORCE LOSSES ON ETERNAL PATROL

“I can assure you that they went down fighting and that their brothers who survived them took a grim toll of our savage enemy to avenge their deaths.”

— Vice Admiral Charles A. Lockwood, USN

OCTOBER TOLLING OF THE BOATS

USS SEAWOLF (SS-197)

Lost on 3 Oct 1944 with the loss of 102 officers and men when she was sunk just north of Moritai by USS *Rowell*, a destroyer escort (DE). In this tragic error, *Rowell* mistook *Seawolf* for a Japanese submarine that had just sunk another destroyer. *Seawolf* ranks seventh for enemy ships sunk.

USS S-44 (SS-155)

Lost on 7 Oct 1943 with the loss of 56 men when it was sunk off Paramushiru, Kuriles. *S-44* was on her fifth war patrol. After attacking a target thought to be a merchant on the surface, *S-44* found herself in a losing gun battle with a heavily armed Japanese destroyer. Two men were taken prisoner, and survived the war.

USS WAHOO (SS-238)

Lost on 11 Oct 1943 with the loss of 79 men near La Pérouse Strait. Under command of one of the great sub skippers of World War II, LCDR Dudley “Mush” Morton, *Wahoo* was on her seventh war patrol. *Wahoo* was awarded a Presidential Unit Citation and ranks fifth in the number of enemy ships sunk. She was lost to depth charges dropped by a Japanese patrol aircraft.

USS DORADO (SS-248)

Lost on 12 Oct 1943 with the loss of 78 men when she was sunk in the western Atlantic near Cuba. Newly commissioned, *Dorado* had departed New London, CT and was enroute to Panama. She may have been sunk by a U.S. patrol plane that received faulty instructions regarding bombing restriction areas or by a German U-boat that was in the vicinity.

USS ESCOLAR (SS-294)

Lost on 17 Oct 1944 with the loss of 82 men. *Escolar* was on her first war patrol and was most likely lost to a mine somewhere in the Yellow Sea.

USS SHARK II (SS-314)

Lost on 24 Oct 1944 with the loss of 90 men when she was sunk near Hainan. The second boat to carry this name during World War II, she was on her third war patrol. *Shark* was sunk by escorts after attacking and sinking a lone freighter. Compounding the tragedy, it turned out that the freighter had 1800 U.S. POW's on board.

USS DARTER (SS-227)

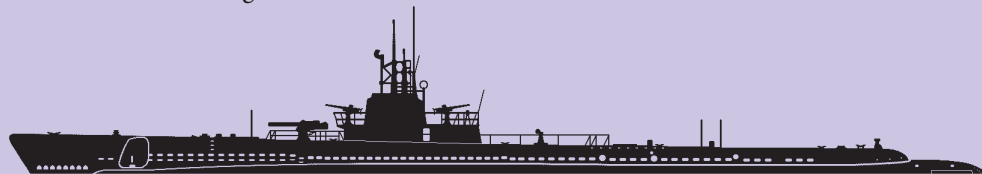
Lost on 24 Oct 1944 when she became grounded on Bombay Shoal off Palawan and was then destroyed to prevent her falling into enemy hands intact. The entire crew was rescued by USS *Dace*. Awarded the Navy Unit Commendation, *Darter* had sunk a heavy cruiser and damaged another and went aground while attempting an “end around” on an enemy formation in hopes of getting in an attack position on a battleship.

USS TANG (SS-306)

Lost on 25 Oct 1944 with the loss of 80 men in the Formosa Strait. *Tang* was on her fifth war patrol. *Tang* ranks second in the number of ships sunk and fourth in tonnage, and was awarded two Presidential Unit Citations. During a daring night surface attack, *Tang* was lost to a circular run by one of her own torpedoes. Nine of the crew were taken prisoner, including CDR O’Kane, and five who had gained the surface from her final resting place 180 feet below. All survived the war, and CDR O’Kane was awarded the Congressional Medal of Honor.

USS O-5 (SS-66)

Lost on 29 October 1923 with the loss of 3 men when rammed and sunk by SS *Ababgarez* off the Panama Canal. TM2(SS) Henry Berault received the Congressional Medal of Honor for his heroic actions.



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

Check Out This *Los Angeles* Class Nuclear Submarine Transformed Into a Floating Schoolhouse

The USS San Francisco was already cut up once after impacting a seamount. The submarine was chopped up again to make it into a floating schoolhouse.

(Reproduced from The War Zone website—published August 23, 2021)

By Joseph Trevithick



The USS San Francisco after her conversion into a Moored Training Ship. (U.S. Navy photo.)

Last week, the U.S. Navy towed a curious-looking *Los Angeles* class nuclear attack submarine, with a new boxy, building-like sail that looks like it belongs to a submarine-themed amusement park attraction, to its new home in Charleston, South Carolina. This submarine, the *USS San Francisco*, is actually now not much of a submarine at all, and is set to be used as a Moored Training Ship, or MTS, for sailors learning how to operate and maintain nuclear reactors.

What will eventually be formally redesignated as the MTS *San Francisco*, with its hull number subsequently changing to MTS-711, arrived in Charleston on Aug. 16, 2021. The training vessel will be assigned to Nuclear Power Training Unit (NPTU) Charleston, which already has another MTS converted from a decommissioned *Los Angeles* class boat, the former *USS La Jolla*, which was delivered back in 2019.

“This project has definitely been a marathon rather than a sprint, but the project team has kept up its endurance as we near the finish line,” Charles Brock, the superintendent of the conversion project, which was carried out at Norfolk Naval

Shipyards (NNSY) in Virginia, said in a statement. “Given the extensive work required, it’s taken a lot of effort and teaming not only within every department in the shipyard but with all nuclear-capable shipyards, both public and private, and all naval nuclear laboratories to get the ship tested and ready for tow. We were excited to see the future MTS-711 head down the river to finish the last of its testing and ultimately fulfill its new mission.”

San Francisco spent 34 months in drydock as part of the conversion into an MTS. Beyond the new sail and the installation of another boxy structure over the boat’s stern, the process involved cutting the submarine into three parts and installing three new hull sections in between.

“The new hull sections arrived from General Dynamics Electric Boat via barge,” according to the Navy. “NNSY craned hull sections, averaging 700 tons, into the dock and attached them to *San Francisco*.”

At least one of those new sections arrived fully equipped and ready to be installed, which the Navy said saved more than 10,000 man-days worth of work. This was a lesson learned from the

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Retired L.A.-Class Boat Becomes Training Center

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What is set to become the MTS San Francisco, a Moored Training Ship to help teach sailors how to operate and maintain nuclear reactors. (U.S. Navy photo.)

conversion of *La Jolla* into an MTS.

“Throughout the conversion, the project team leveraged lessons learned from *La Jolla* on a variety of jobs ranging from piping installation to component outfitting to tank restoration,” the Navy explained. Other “innovations supporting the project team included implementing a cold cut hull cutting process, installing several hatch enclosures to improve submarine access for both personnel and equipment, pre-testing of the diesel generators using temporary systems to expedite final testing, and deploying a new scaffolding system to improve worker safety during the vessel’s 34 months in drydock. This scaffolding system has since become widely used at NNSY.”

The Navy did not detail the exact nature of the conversion work. However, since the submarine will no longer need to sail, dive, or otherwise conduct regular operations, there is certainly a significant amount of equipment that could be removed to both free up room for new training spaces and to simplify the logistics of sustaining the MTS.

In the case of *La Jolla*’s conversion, the Navy did say that the reactor plant had been upgraded to reflect more modern designs, which would be important for its new training role. *La Jolla* and *San Francisco* have both been described as “next-generation training ships” as well. They are set to replace NPTU Charleston’s two existing MTSs, which have been in use since the 1990s. The

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Another view of the future MTS San Francisco with her boxy new superstructure over the stern also visible. (U.S. Navy photo.)

Retired L.A.-Class Boat Becomes Training Center

(continued from page 7)



La Jolla after her conversion into a Moored Training Ship in 2019. (U.S. Navy photo.)

Lafayette-class nuclear ballistic missile submarine USS *Daniel Webster* and the *James Madison*-class nuclear ballistic missile submarine USS *Sam Rayburn* were converted to serve in this role. In April, *Sam Rayburn* was towed to NNSY, where it is now waiting to begin the defueling and dismantling process.

NPTU Charleston “is a technical school operated by the U.S. Navy in Goose Creek, South Carolina to train enlisted sailors, officers, Knolls Atomic Power Laboratory (KAPL) civilians and Bettis Atomic Power Laboratory (Bettis) civilians for shipboard nuclear power plant operation and maintenance of surface ships and submarines in the U.S. nuclear navy,” according to the unit’s website. At present, submarines make up the vast majority of nuclear-powered vessels in Navy service, with others being its *Nimitz* and *Ford* class supercarriers.

NPTU Charleston work training civilians from KAPL and Bettis, both of which are Department of Energy (DOE) facilities, also highlights the unique nature of the Naval Nuclear Propulsion Program (NNPP). NNPP, more commonly known as Naval Reactors, is a joint Navy-DOE enterprise.

Whatever the MTS conversion work on either *La Jolla* or *San Francisco* entailed exactly, having an actual reactor plant inside a converted submarine can only be extremely valuable for new sailors training to become what are commonly referred to as “nukes.”

It’s interesting to note that it’s actually not the first time *San*

Francisco, a first-generation *Los Angeles*-class submarine that was commissioned in 1981, has been cut up. The boat was initially homeported at Pearl Harbor in Hawaii and conducted numerous cruises in the Western Pacific before being moved to Arpa Harbor in Guam in December, 2002. Just over two years after it started conducting operations from Guam, the boat struck an undersea mountain while sailing approximately 364 nautical miles southwest of that island at a depth of 525 feet.

Impressively, while the submarine suffered extensive damage, its hull remained unbreached and it was able to limp back to Arpa Harbor. The Navy subsequently determined that *San Francisco*’s crew had not followed “several critical navigational and voyage planning procedures” and relieved the boat’s commanding officer, Commander Kevin Mooney. Six other crew members received non-judicial punishments. Twenty other officers and sailors received commendations for their actions during the accident, in which 98 members of the crew were injured. Machinist’s Mate Second Class Joseph Allen Ashley died the day after the incident from a head injury he had sustained.

Since the submarine’s nuclear reactor had only been recently refueled prior to the accident, a costly and complex process that had extended its expected service life out until 2017, the Navy subsequently decided to repair the boat. Temporary repairs were made to the submarine in Guam, which subsequently sailed under its own power to the Puget Sound Naval Shipyard (PSNS) in

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Retired L.A.-Class Boat Becomes Training Center

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The MTS Daniel Webster and MTS Sam Rayburn at NPTU Charleston. (U.S. Navy photo.)



Another view of NPTU Charleston after the arrival of the MTS La Jolla, but before the departure of the MTS Sam Rayburn. (U.S. Navy photo.)

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Retired L.A.-Class Boat Becomes Training Center

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Bremerton, Washington, making one stop along the way in Pearl Harbor.

San Francisco ultimately received an entirely new bow section, which had been taken from another *Los Angeles* class submarine, the *USS Honolulu*. The Navy said the repairs to *San Francisco* cost \$79 million, but that it would have taken \$170 million to refuel *Honolulu's* reactor.

Honolulu was decommissioned as a result of the Navy's decision and *San Francisco* returned to the fleet in 2009. The latter submarine completed its final operational cruise in 2016 and the Navy announced the following year that it would be turned into an MTS.

The *USS San Francisco* certainly had a unique operational career. Now, in its highly modified form, it will continue to serve the Navy for years to come, helping to train new sailors to operate nuclear reactors on other submarines.

Contact the author: joe@thedrive.com.



The damage to *USS San Francisco* after her underwater collision. (U.S. Navy photo.)



A photo showing temporary repairs made to the *USS San Francisco* to allow her to sail to PSNS. (U.S. Navy photo.)

And It Never Got Any Better...

by Bob "Dex" Armstrong

At night, when the crew berthing in the After Battery were jam-packed with dog-tired animals, it was a far cry from a silent sanctuary. We had snoring bastards who sounded like a walrus sing-along.

You could throw raw meat to a pack of hungry lions and generate less racket.

After a couple of weeks underway, the place looked like a tornado had passed through, followed by an atomic bomb blast. Stuff hung from vent operating handles or was stuffed in overhead ventilation lines, and the passageways looked like a Hindu village dump: shoes, boots, foul weather gear, an odd coffee cup, books, magazines. You name it, we tripped over it.

Since guys were constantly going on and off watch on a twenty-four hour rotation, folks were always sleeping or attempting to sleep. To accommodate these lads, the compartment was kept in red light—that is, illuminated in the glow of red-lensed interior lighting.

Red light provides just enough light to move around in but not enough light to find a shoe that had walked off on its own during the roll of a State Five sea. Or to keep you from crushing a watch which had fallen off a homemade bunk chain hook. You show me a smokeboat sailor who never found a sharp object with a bare foot in red light, and I will show you a two-week reservist.

Hogan's Alley was a mini-kingdom inhabited by individuals who considered themselves so far beyond the concept of "shipshape" that it had no meaning within their limited recollection. I have never visited a public toilet in Afghanistan, but I would imagine a Hogan's Alley resident would feel right at home.

Martha Stewart, Betty Crocker and Mr. Clean bunked in the Wardroom; Godzilla and thirty of his closest relatives racked aft. The rest of your life you could live anywhere without complaint after being conditioned to the standards of Alley life.

Submariners are oblivious to the concept of "mutual consideration." We, and I include myself, didn't have any idea that the Golden Rule applied to the fore and aft passageway which passed through the After Battery—it was simply a warpath through Indian territory.

The chow line formed in the After Battery passageway.

Submarine chow lines are a progression of hungry individuals who, while waiting for their fellow shipmates to stuff food in their faces, engage in high-decibel meaningless bullshit conversation, play "grabass"—an adult form of roughhousing—and park their loafing butts on the middle racks where their fellow citizens are doing their damndest to sleep. Without disgusting amplification, let us simply say that God never intended the human nostril to be less than four inches from the hip pocket vicinity of a Machinist Mate in week-old dungarees.

Any man who crawled into a middle rack in the outboard passageway was either a new guy aboard ... or a complete idiot.

When God conjured up Man, he decided to pull a terrible joke on subsurface bluejackets while creating the "Below Decks Watch:" an idiot with a clipboard, flashlight, and the discretion of your average chipmunk. These clowns spent their four-hour tour checking rig bills, valve alignments, gauge readings, and sanitary tank levels—also, making coffee, getting permission to blow or discharge stuff to sea, checking bilges and waking the ongoing watch.

Their comedic sadism became most evident when applying their squirrel brains to wake the watch relief. In hell, E-3s will get to wake the bastards who racked us out for watch. The devil made us that very promise the day he gave us Dolphins in exchange for our souls.

On their clipboards were the names of all the guys in the ongoing watch section. At around 45 minutes to the point where the ship changed the underway watch, these "Handmaidens from Hell" would circulate among the peaceful sleepers and rudely awake those in the follow-on watch.

On *Requin*, this monster who woke us up did it like he was arresting criminals. He would grab your belt between two belt loops and jerk you out into the void between your rack and the passageway and let go, whispering:

"Welcome to the world, Morning Glory." Or...

"Up and at 'em, Defender of the Free World."

And if the altercation then devolved into more of a conversation, it might continue something like this, starting with the banged-up sleeper trying to scramble up off the deck:

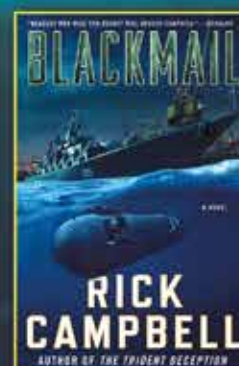
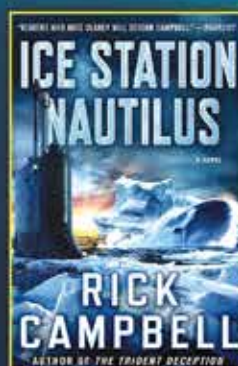
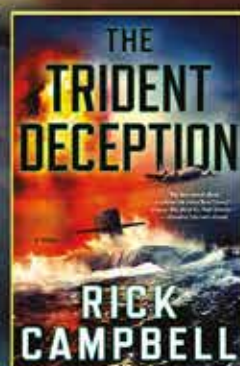
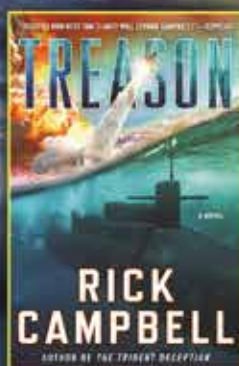
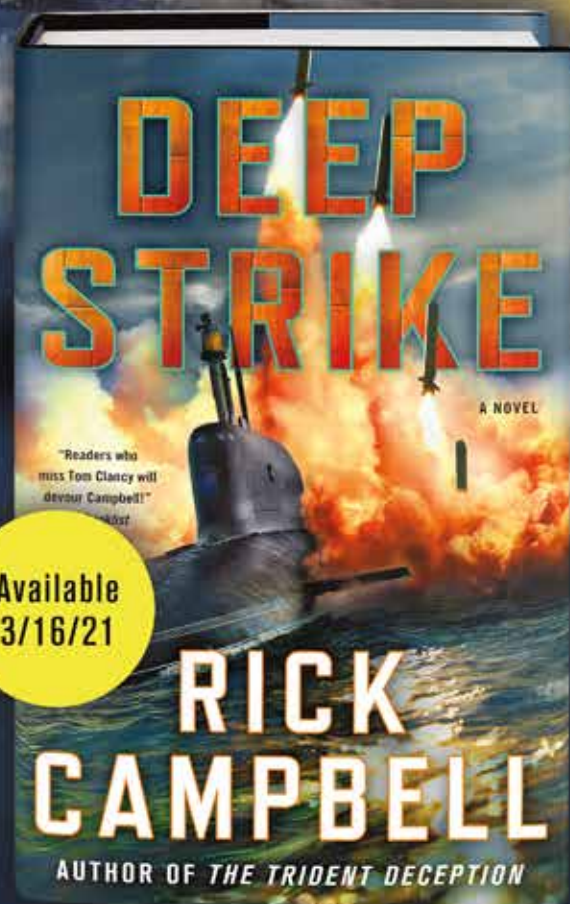
"Jeezus, you warped bastard. You motherless creep. What time is it?"

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"Readers who miss Tom Clancy will devour Campbell." —*Booklist*
WHO WILL STRIKE FIRST IN A RACE TO STOP A ROGUE RUSSIAN
SUBMARINE FUNDED BY ISIS FROM HITTING AMERICAN SOIL?

DEEP STRIKE

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"Fans of submarine thrillers will welcome Campbell." —*Publishers Weekly*

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John P. Holland

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

(75-year members noted with *)

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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
James A. Burnett.....	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
Larry E. Smith	2015
Sam Aboulafia	2014
David Palagyi.....	2014
Dennis Neal Parr	2014
Earl Thomas Peratt, Jr.....	2014
David D. Semrau, DDS	2014
Ray Tracy Teare.....	2014

(continued next page)



Los Angeles-Pasadena Base

2021 Calendar of Upcoming Events

January 16:	Monthly Meeting as Zoom Conference
February 20:	Monthly Meeting as Zoom Conference
March 20	Monthly Meeting as Zoom Conference
April 17	Monthly Meeting as Zoom Conference
May 15	Monthly Meeting as Zoom Conference Nominating Committee Appointed Call for participants in the Huntington Beach 4th of July Parade (?) TBD
May 31	Private Memorial Day Service - 0930 (L.A.-Pasadena Base Subvets Only - Public Service Disallowed by Weapons Station) Submarine Memorial, West
June 19	Monthly Meeting as Zoom Conference Call for nominations for 2022 Base Officers
July 4	Huntington Beach 4th of July Parade Base Participation Cancelled
July 17	LeRoy Stone Memorial Picnic... Now to take place at the Memorial Site
August 21	Monthly Meeting as Zoom Conference 2022 Base Officer Candidates Requested
September 18	ANNUAL BUSINESS MEETING via Zoom Election of Officers
October 16	Monthly Meeting via Zoom Annual Officer Installation
November 20	Monthly Meeting - Thanksgiving Theme
December 18	Annual Christmas Luncheon at the Los Alamitos Golf Course

(Holland Club Roster, continued)

Milton Harry Boudov 2013
 Kenneth Jon Dorn..... 2013
 M. Mark Hoffer 2013
 Michael P. Klein..... 2013
 Ronald L. Levenson..... 2013
 Edward L. Arnold 2012
 T. Michael Bircumshaw.... 2012
 Raymond Cheesebrough . 2012
 Bobby O. Mahaffey..... 2012
 John V. Mahan..... 2012
 Lee Melody 2012
 Clyde Matthew Turner..... 2012
 George R. Walrath 2012
 John L. Weisenberger 2012
 Edward A. Barwick..... 2011
 Joseph W. Koch, Jr. 2011
 Stephen D. Diumentti 2009
 David Whittlesey 2009
 Dennis A. Yure..... 2009
 Armen Bagdasarian..... 2008
 Bernard M. Kauderer 2008
 Paul A. Riggs..... 2008
 Rex L. Shields..... 2008
 John L. Von Ulmen 2008
 Francis R. Traser..... 2006
 Melquiades Mares, Jr..... 2005
 Ronald K. Thompson..... 2004
 Michael Varalyai..... 2004
 Hughie T. Blackwell..... 2003
 Robert L. Conboy..... 2003
 James Rogers 2003
 John E. Savela, Jr..... 2003
 Ben Van Devender..... 2002
 Berry S. Yolken 2002
 James E. Carter 1999
 William F. Long 1999
 Herbert J. “Bo” Bolton 1998
 Kenneth E. Chunn..... 1998
 *Clifford Bernard Murr ... 1996
 *Royal Harrison, Jr..... 1995
 *Sterling F. Higgins 1995
 *Robert Clair Koplin..... 1995
 *Mark Maynard..... 1994
 *William J. Dillon..... 1993
 *Harold Staggs..... 1992



E-Board Zoom Conference Minutes of Sept. 18, 2021

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., E-Board Zoom Conference was conducted on the morning of Saturday, Sept. 18, 2021.

In attendance:

- Dave Vanderveen, Base Commander
- Ed Barwick, Base Vice Commander
- Bill Moak, Secretary
- Mike Swanson, Treasurer
- Ray Teare, COB
- Herb “Bo” Bolton, Director
- Chuck Senior, Director
- Jeff Porteous, *Periscope* Editor

Base Commander Dave Vanderveen called the Zoom Conference to order at 10:01 hours. The minutes of our August meeting were approved via a motion from Ray, seconded by Ed, and passed by voice vote.

Treasurer’s Financial Report: Mike Swanson

The Treasurer’s Report as of September 16, 2021 was read into the minutes by Base Treasurer Mike Swanson:

Checking	\$8,176.80
Savings	\$14,885.29
Cash On Hand	\$50.00
Uncleared Checks:	\$00.00
Total	\$23,112.09

All vendors have been paid up-to-date.

Income:	\$00.00
Expenses:	\$83.00

Flower/Booster Club Additions:

Ken Dorn	\$100.00
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Inkind Donations:

\$00.00

There being no questions or corrections, a motion was made by Bill to accept the Treasurer’s Report. This was seconded by Ray and approved by voice vote.

Annual Review of Base Finances:

The Annual Review of our overall base finances as reported by Treasurer Mike Swanson was conducted by the Board and said review was ratified as satisfactory by all those present.

(concluded next page)

Why Are Pennies Sometimes Left on Gravestones?



Marlene Mahan recently inquired of Bill Moak why pennies are sometimes left on gravestones—especially on the monuments at our WW2 Memorial site. Bill found the following on the internet by way of easy explanation...

Each type of coin holds a different meaning. Leaving a penny means you visited and want to thank the veteran of the armed forces for their service. A nickel left at a grave means you trained at boot camp with the deceased servicemen, while a dime suggests you served with him or her. Finally, a quarter signifies if previous visitors were with the soldier when they passed away. It really is a practical way to show up and honor fallen comrades' gravesites, on Memorial Day or any other time of the year. The origin of the tradition, like the meaning behind it, is still up for debate, but many people believe it started during the Vietnam War.

America was having a crisis of conscience then. Any discussion of the war usually devolved into an uncomfortable argument about politics. Leaving a coin for a Vietnam veteran was a way to say you appreciate the soldier's service while avoiding an inevitable difficult conversation.

E-Board Meeting Minutes...

(concluded from previous page)

Base Election of Officers:

Joe Koch reviewed the results of the mere fifteen ballots submitted, and Dave announced these results: Base Commander, Dave Vanderveen; Vice Commander, Ed Barwick; Base Secretary, Bill Moak; Base Treasurer, Mike Swanson; Chief of the Boat, Ray Teare.

Dave has invited the newly elected District Six Commander, Rocky Rodgers, to conduct our Officer Installation next month. The installation will be held via Zoom during next month's meeting.

Board Update of Base By-Laws:

Joe Koch had headed the committee to update our By-Laws, along with Mike Swanson and Bill Moak. The results of the review, the first in a number of years, included the following changes: • Changed the Treasurer's responsibilities to exclude the necessity of being bonded. • Changed back to the title of "Director" instead of "Committee Chair" (which had been changed previously at the behest of the previous Western Regional Director, now no longer in office). The Membership Committee was again reviewed, and changes now reestablish a standing committee comprised of Vice Commander, Secretary and Treasurer. No change was made to the scholarship committee, nor newsletter or election committees. Key jobs have been created to reflect those within the National By-Laws. One elimination was the reference to the Women's Auxilliary, since none has existed for a number of years. See the Socalsubvet.com website for a complete listing of the amended Base By-Laws.

For the Good of the Order:

Ray mentioned he may forget how to make coffee if we go on too much longer without meeting face-to-face. ;-) Dave mentioned the possibility that we may eventually be able to meet again on the Base, most likely in Building 22, a location where the Young Marines currently meet.

Jeff inquired as to further word on the status of the demolition of Building 6. Dave has heard no further word on same, but when the time comes, and we must remove all memorabilia, the Young Marines have offered their assistance.

Dave explained that we are still planning to hold our Holiday Luncheon at the Eagle's Nest. Mike indicated no recent contact with the liaison there, but will follow up regarding availability.

As no further items were mentioned, Mike then made a motion to adjourn, Bill seconded, and the meeting was adjourned by voice vote at 1032 hrs.

Respectfully submitted,

Bill Moak

Secretary, L.A.-Pasadena Base, USSVI

Navy to Christen Rickover Submarine

(Reproduced from U.S. Dept. of Defense press release on the internet—published July 30, 2021.)



The Navy will christen one of its newest Virginia-class attack submarines, the future USS *Hyman G. Rickover* (SSN-795), during a 9 a.m. EDT ceremony Saturday, July 31, 2021, at General Dynamics/Electric Boat, in Groton, Connecticut.

The principal speaker will be Adm. James Caldwell, director, Naval Nuclear Propulsion Program, Department of the Navy/Department of Energy. Mr. James Geurts, performing the duties of Under Secretary of the Navy, will also deliver remarks. In a time-honored Navy tradition, the submarine's sponsor, Mrs. Darleen Greenert, will christen the ship by breaking a bottle of sparkling wine across the bow.

“The future USS *Hyman G. Rickover* will play an important role in defending our nation during this time of strategic competition,” said Caldwell. “It stands as proof of what teamwork—from civilian to contractor to military—can accomplish. I am confident USS *Hyman G. Rickover* and its crew will proudly serve our country's interest for decades to come,

(continued on next page)



Note that the following e-bulletins from Regional and National appear in these pages in the order received. The most recent information therefore appears toward the back.—ed.

FOX Traffic: Bulletins from USSVI—Regional and National

*Shipmates and Ladies,
Forwarding USSVI correspondence to L.A.-Pasadena Base members.
Dave*

From: “USSVI POC: William C. Andrea” <NJVC@ussvi.org>
Date: September 8, 2021
Subject: Our current website (ussvi.org) notice
Submitted by: Wayne Standerfer, National Commander

Shipmates,

For whatever reason, our national website will only open presently using the “Opera” browser.

Ken VeArd (Tim VeArd's son)—the only person with program access to correct a problem such as this—has been notified, but we have not received a response as of yet. We do not know when this issue will be resolved, so in the interim you can download the “Opera” browser using this link:

<https://bit.ly/2WZQsME>

Sorry for the inconvenience,

Wayne Standerfer
National Commander

*Shipmates and Ladies,
Forwarding USSVI correspondence to L.A.-Pasadena Base members.
Dave*

(Note: I've been promoting this program and updating donation tallies here in The Periscope for some time. It's easy to make the Amazon purchases you're already making count for something extra for your USSVI.—ed.)

From: “USSVI POC: William C. Andrea” <NJVC@ussvi.org>
Date: September 9, 2021
Subject: Charitable Foundation / AmazonSmile Information
Submitted by: Ken Earls, Exec. Dir. USSVCF

If you ever buy from Amazon.com, please register your U.S. Submarine Veterans Charitable Foundation, Inc. as your choice for AmazonSmile rewards. In August, 2021, your Charitable Foundation received a quarterly rewards amount of \$406 deposited directly into our checking account. This is another quarter of donations from AmazonSmile that is an increase over the previous quarterly donation from them.

AmazonSmile benefits:

Same products, same prices—no cost to you. AmazonSmile has the exact same low prices and convenient shopping as the Amazon you already know and shop.

New Rickover Sub

(continued from previous page)

ensuring America remains strong.”

The future USS *Hyman G. Rickover* (SSN-795) is the second nuclear-powered fast attack submarine in recognition of Adm. Rickover. The first *Hyman G. Rickover* (SSN-709) was commissioned at Submarine Base, New London, in Groton, on July 21, 1984. SSN-709 and her crew deployed twelve times until its decommissioning in December 2007. Over the years, its decorations included the Atlantic Fleet Golden Anchor Award, Submarine Squadron Eight's anti-submarine warfare white "A" and engineering red "E" awards and the prestigious Sixth Fleet "Hook 'Em" award for anti-submarine warfare excellence.

Rickover, known as the "Father of the Nuclear Navy," served in the Navy for 63 years on active duty. His views touched matters of design, propulsion, education, personnel and professional standards. His team of engineers designed and constructed the first nuclear-powered submarine, USS *Nautilus* (SSN-571). This accomplishment led to the world's preeminent fleet of nuclear-powered submarines and aircraft carriers.

Virginia-class submarines are built to operate in the world's littoral and deep waters while conducting

(concluded on next page)

USSVI Regional and National News Bulletins...

(continued from previous page)

AmazonSmile will donate 0.5% of all eligible purchases to your favorite charity (USSVI, when you choose it). Or, you can choose from over a million local and national charities, and change your charity any time.

Support your favorite charity with every eligible AmazonSmile purchase from your phone or web browser. And do please make that favorite charity your USSVI.

Thank you for your support,

Ken Earls
Executive Director
U.S. Submarine Veterans Charitable Foundation, Inc.

Ken Earls
541-879-3038 - Home
928-308-4488 - Mobile

*Shipmates and Ladies,
Forwarding USSVI correspondence to L.A.-Pasadena Base members.
Dave*

From: USSVI POC: William C. Andrea <NJVC@USSVI.ORG>
Sent: Monday, September 13, 2021
Subject: Kings Bay WWII Memorial
Submitted by: Keith F Post

To: USSVI Leadership, Submariners, Shipmates, and friends of the Submarine Museum
RE: NOVEMBER 2021 WWII SUBMARINE VETERANS OF WWII MEMORIAL WEEK

Dear USSVI Leadership and Shipmates,

I regret that I have the unfortunate duty to inform you we are CANCELLING the 2021 Submarine Veterans of WWII Memorial Week. This decision has been made after careful, thorough, and thoughtful consultation with Submarine Base Leadership, and after researching and reviewing the rather depressing current COVID data in Camden County, Southeast Georgia, and Northeast Florida. It is not possible to host somewhere between 400 and 500 people as we normally do each year, as we cannot ensure the safety of our guests. There are just too many obstacles to overcome to be able to pull this off, and we must keep the safety of not only all our guests coming from around the county, but the health and safety of our men and women in uniform on the base who are at the tip of the spear in defense of our nation by being a part of strategic deterrence that emanates from here at Kings Bay.

We will be holding our formal traditional ceremony on November 5th, with WWII Veterans and their family members, and WWII Widows taking priority. It will be a small ceremony with a limit of approximately 50 people in attendance. We owe it to these heroes, and their families, to recognize and honor them as we have done each fall for the past 33 years. That is all we will host again this year.

Hopefully, things will get better in our nation and the world regarding the current COVID Crisis, and we will be able to host our full event next year. This makes me extremely sad, but I understand it necessary to keep everyone safe. I wish things were different, as this is my 12th year of coordinating this event. I know up close and personal just how important it is to so many of our veterans and their families to come be together each November to honor, remember and celebrate our heroes. I truly love having everyone here, and it is

New Rickover Sub

(concluded from previous page)

anti-submarine warfare; anti-surface ship warfare; strike warfare; special operations forces support; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare missions. Their inherent stealth, endurance, mobility, and firepower directly enable them to support five of the six maritime strategy core capabilities—sea control, power projection, forward presence, maritime security and deterrence. They are replacing *Los Angeles*-class submarines as they retire.



**Ad Still Here by
Popular Demand!**



Just the Place for Killer MidRats!

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

USSVI Regional and National News Bulletins...

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heartbreaking to me that we are not able to have our full Memorial Week for the second year in a row. It is a true privilege to be among everyone each year.

If you have any questions, please let me know. Feel free to email me or call the Museum anytime. I thank you all for your patience as we have wrestled with this important decision, and I ask you to PLEASE stay safe out there my friends!

Sincerely,
Keith F. Post
(STSCS)(SS)(USN-Retired) Executive Director St. Marys Submarine Museum
912-882-2782

*When we receive info. from Dennis' family regarding services, we'll get it out to you.
Rest your oar, Shipmate.
Dave*

From: USSVI National Office <cto@ussvi.org>
Date: September 15, 2021
Subject: Eternal Patrol Notice

USSVI just received notification that the member listed below has departed on Eternal Patrol:

Parr, Dennis Neal
4971 Orchard Street
Montclair, CA 91763-3229
Phone: 909-626-4829
E-mail: dparr59911@aol.com
Date Died: 9/5/2021
Date Born: 8/22/1944
Base: L.A.-Pasadena

Next of Kin: Donna
Relationship: Spouse

Joined USSVI: 1999
Boats Served on: SSN-585, SS-302, SS-337, SS-392
BIO: Qualified in submarines on the USS *Sabalo* (SS-302) in 1964 and was a EM2(SS) when he left the Navy.

His record is now posted online in the Eternal Patrol file on the USSVI website. Both you and any base he belonged to has access to this Eternal Patrol file using your USSVI Online Tools. As you or the base learn more details about this shipmate, you can update his bio and obit fields.

To obtain and print out a Eternal Patrol Certificate, visit... <https://bit.ly/3EojM0H>

...and click on the left-side Button: USSVI Members > then Eternal Patrol > then Certificates. There are three variations of Eternal Patrol certificates to fit your need. The certificate can be filled out and printed right now at the time of need. You can type the name of the deceased and the date of passing prior to printing out the certificate as well.

Shipmates and Ladies,

Dennis Parr's family has planned his funeral service for Tuesday, October 5th at 1:30 PM at Riverside National Cemetery, 22495 Van Buren Blvd., Riverside.

(continued on next page) THE PERISCOPE • OCTOBER 2021

USSVI Regional and National News Bulletins...

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As we did for Joe Lopez's funeral last winter, please have a facemask available if you plan to attend.

I hope to see you there.

Dave

*Shipmates and Ladies,
Forwarding USSVI correspondence to L.A.-Pasadena Base members.
Dave*

From: Gene Kellar <westernregionroundup@gmail.com>
Sent: Wednesday, September 15, 2021
Subject: Western Region Roundup Status

It is with sadness that I must now inform you that the 2021 Western Region Roundup (WRR) is being rescheduled. After much deliberation, the members of the Western Region Roundup Committee decided to do this in the interest of the safety and well being of our fellow shipmates.

Amid concerns over the Corona virus (COVID-19), we are experiencing increased restrictions on social events, with no way of anticipating the future requirements

Many of our shipmates represent the age group that is most susceptible to this virus, therefore, it is the responsible thing to do given widespread pandemic fears.

The Western Region Roundup Committee is working to establish a new date for 2022, and will announce this when available.

Please be advised you must cancel your own hotel reservations.

You may let your WRR Reservation ride for next year or your fees can be refunded. Please advise via email to: westernregionroundup@gmail.com.

Gene E. Kellar

*Shipmates and Ladies,
More information regarding Dennis Parr, in case you want to send a card, etc.
Dave*

From: Marilyn Senior <marilyn.senior@gmail.com>
Date: September 16, 2021
Subject: Eternal Patrol of Dennis Neal Parr on 09/05/2021

Hi Dave,

Would you please send the following information to our membership?

For those who wish to send a card or email, or telephone your condolences to Dennis's family:

Dennis Neal Parr (Wife: Donna)
4971 Orchard Street
Montclair, CA 91763-3229
Home phone: 909-626-4829
Donna's email: turtled3@aol.com

Dennis joined USSVI in 1999. He was a Holland Club Member.

USSVI Regional and National News Bulletins...

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Boats served on: USS *Skipjack* (SSN-585), USS *Sabalo* (SS-302), USS *Carbonero* (SS-337), USS *Sterlet* (SS-392).

Bio: Qualified in submarines on the USS *Sabalo* (SS-302) in 1964 and was a EM2(SS) when he left the Navy. He served from 1960-1966.

Dennis will be cremated and laid to rest at the Riverside National Cemetery, 22495 Van Buren Boulevard, Riverside, CA 92518 on Tuesday, October 5, 2021 at 1:30 p.m. Funeral home is Arlington Mortuary, Riverside.

Dennis's daughter said he has only a small family planning to attend, so there should be no problem with the size of any Submarine Veteran contingent wanting to also pay their respects in person..

I spoke with his daughter on the phone yesterday and was so relieved to hear Dennis had been at home and with his family at the time of his passing. Also that he was alert and in no discomfort and only on oxygen during his final two days. So sad to hear he was recently—not more than six weeks ago—diagnosed with lung cancer.

We are losing too many of our Submarine Veterans.

Marilyn Senior, Membership
1278 W. Sepulveda Street
San Pedro, CA 90732-2948
email: marilyn.senior@gmail.com
cell: 310-503-3915

*Shipmates and Ladies,
Forwarding USSVI correspondence to L.A.-Pasadena Base members.
Dave*

From: "USSVI POC: William C. Andrea" <NJVC@ussvi.org>
Date: September 20, 2021
Subject: Eternal Patrol Notice
Submitted by: Wayne Standerfer, National Commander

Shipmates,

It is my sad duty to report that Past National Commander John Peters departed on Eternal Patrol yesterday, 9/19/2021. In addition to serving as National Commander from 2002 to 2004, John served as WRD, NJVC and NSVC. John joined USSVI in 1993 and was a member of *Bowfin* Base. John qualified on the USS *Ronquil* (SS-396) and served on several SSNs and SSBNs. He was Commanding Officer of the USS *John Adams* (SSBN-620). Please keep John's wife and family in your thoughts and prayers.

Sailor, Rest Your Oar.
Wayne Standerfer, National Commander

*Shipmates and Ladies,
Forwarding USSVI correspondence to L.A.-Pasadena Base members.
Dave*

From: USSVI POC: William C. Andrea <NJVC@ussvi.org>
Date: Wed., Sept. 22, 2021
Subject: A message concerning the USSV Charitable Foundation
Submitted by: Ken Earls

We are sending all members of the USSVI this message to inform you of a new way to support your USSV Charitable Foundation. We are aware that many USSVI members know very little about their Charitable Foundation. The foundation is the charitable arm of the United States Submarine Veterans, Inc. The many good works of your USSV Charitable Foundation include:

USSVI Regional and National News Bulletins...

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- Providing emergency relief to Submarine Veterans
- Providing support to active-duty submariners through the SUBLANT and SUBPAC Sharing and Caring Program
- Aiding in the construction, maintenance, and repair of submarine related memorials
- Aiding in the restoration of displayed U.S. museum submarines that are open to the public
- Bringing comfort and joy to children battling challenging illness through the Kaps(SS) 4 Kid(SS) program
- Providing scholarships to the sons, daughters, stepchildren, grandchildren, or court-appointed guardians of USSVI members

As a member of the USSVI, you should indeed take great pride in the many ongoing good works of your USSV Charitable Foundation. Pride runs deep.

For a full understanding of what your USSV Charitable Foundation is and its many good works, we invite you to visit the website at www.USSVCF.org.

Your USSV Charitable Foundation is able to accomplish so much good through generous individual donations, corporate donations, and legacy donations. We have done much, but we are hindered in meeting all that we could and should do because of limited funds.

Here are just two examples of our limitations. We have been able to provide scholarships for only half of those who qualify for a scholarship. We have been able to send only limited financial support to the twenty-two museum submarines that qualify for help.

To maintain and increase our capacity to do good work for our submarine family and our submarine heritage, we plan to educate and inform our membership regarding their USSV Charitable Foundation. Currently, only about two percent of USSVI members donate to their foundation. We attribute this not to a lack of generosity but a lack of awareness. We can and will do better.

In addition to seeking greater participation of USSVI members in making individual donations, we are providing a new way to support your USSV Charitable Foundation. We are asking you to consider making what is called a Living Legacy Gift to your USSV Charitable Foundation. This can be in any amount; however, a gift of \$10,000 will be recognized with your designated title so you may name your own Living Legacy Fund. You can fund the Living Legacy Gift with an initial donation of ten percent and annual follow-up donations in ten percent increments until the full amount is reached.

If an initial pledge of \$10,000 is out of reach, you can pledge less and your pledge will be added to other shipmates who also pledge less than a \$10,000 Living Legacy Gift. These donations will be pooled and treated as a single Living Legacy bequest.

All of the Living Legacy Gifts will be endowment funds and will last into perpetuity. Earnings from these funds will be distributed as directed by you in your Living Legacy Gift.

If you are in a position to do so, we hope that you will consider making a Living Legacy Gift. Additionally, each USSVI Base is eligible to fund its own Living Legacy Gift.

We sincerely thank every USSVI member who has generously supported their USSV Charitable Foundation regardless of the size of donation. Your donations support your submarine family and your submarine heritage.

Sincerely,
Ken Earls
Executive Director & Treasurer
Charitable Foundation
United States Submarine Veterans, Inc.
kenearls.ss@gmail.com
541-879-3038 - Home
928-308-4488 - Mobile

Sub Industry Stability Needed for SSN(X)

(continued from page 1)



The Los Angeles fast attack submarine USS Hartford (SSN-768) is guided out of the floating dry dock, ARDM 4 on Thursday, September 17, 2020 at Submarine Base New London in Groton. Hartford completed regularly scheduled maintenance while docked. (John Narewski/U.S. Navy.)

a consistent flow of money to avoid peaks and troughs in workload, and as long as the Navy refines its requirements for SSN(X) sooner rather than later. If that doesn't happen and employees have to be laid off in between projects, the quality, cost and schedule of future submarine work could be put in jeopardy.

The submarine industrial base is fragile today, after a 1970s and 1980s construction boom was followed by minimal construction in the 1990s and early 2000s, leading to challenges as the Navy tries to ramp up attack sub construction while also recapitalizing the ballistic missile submarine fleet—but General Dynamics Electric Boat President Kevin Graney said he's confident industry is growing stronger and can meet these increasing requirements from the Navy, if only the Navy and Congress are consistent in their funding over the next decade or two.

"We're at a point right now, we're ready, willing and able to support the growth in the fleet. I think what's key to that, though, is consistency. We've got to make sure that if two *Virginia* submarines and a *Columbia* are the way of the future that we maintain that drumbeat. And the reason for that is because our industrial base depends on it. We are a little fragile as we've grown to be where we are today. And I think if we can continue consistency, we will grow over time to be much less fragile than I think we have [been]," Graney, whose company is the prime contrac-

tor on the *Columbia* program and one of two lead builders on the *Virginia*-class SSNs, said during a July 21 panel at the Navy League's annual Sea Air Space conference virtual prequel event.

In addition to building more submarines than in recent history, Electric Boat and fellow sub-builder Newport News Shipbuilding are being asked to take on more sub repair work, to supplement what the Navy's four public shipyards can handle.

"From a maintenance or modernization perspective, I think stability there is also the watchword. From our perspective, that's a key muscle that we want to continue to keep exercised and supple," Graney said.

He added that *Los Angeles*-class attack sub *Hartford* is at his Connecticut yard now for an engineering overhaul, which was preceded by about a year of planning. This is one area where consistency is pivotal, he said, in no small part to preserve a "workforce that's capable of doing some rather detailed planning."

"As we start to execute *Hartford*, we need to be planning for the next one and the next one after that. It's going to do a couple of things for us: it's going to enable us to keep those muscles supple, particularly with radiological controls, which is not something that a new construction shipyard handles as much of as a maintenance and modernization yard. It also is going to enable us to ramp up our staffing to be able to go support *Columbia* in

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Sub Industry Stability Needed for SSN(X)

(continued from page 22)

the long term, particularly here in Groton, where we'll do final assembly and tests. ... Consistency and that demand signal is going to help us be able to deliver new construction submarines to the Navy as quickly as we can, and also maintain the existing fleet submarines. I think the good news here is there's plenty of work to go around for the private yards as well as the public yards as we go forward," he continued.

Stability came up in a third context during the panel discussion, when Director of Undersea Warfare (OPNAV N97) Rear Adm. William Houston talked about stability in moving directly from designing the *Columbia* SSBN into designing the next-generation SSN(X).

"Where SSN(X) is timed is right where we're coming off that *Columbia* design team, that very robust design team; we're going to capitalize on that design team, give that stability. And we're going to time it such that when *Columbia* is ramping down in production, we'll be ramping up in SSN(X) because we'll have the design and the [research, development, test and evaluation] done," Houston said, saying the timing was important so that talented design and construction teams can stay intact as they move from *Columbia* into SSN(X), rather than the industry having to lay off workers and then try to rehire them back later.

Houston described SSN(X) as melding traits from several current and former submarine programs, making the continuity and shared lessons learned all the more important for the success of SSN(X).

"We are looking at the ultimate apex predator for the maritime domain. It is going to be faster, carry a significant punch, bigger payload, larger salvo rate; it's going to have acoustic superiority. And simultaneous[ly], we're going to work on operational availability with respect to maintenance. ... What are we doing, we're taking what we already know how to do and combining it together."

He said the *Seawolf*-class attack submarine was built during the Cold War to have the speed and firepower to go into enemy territory and hunt submarines. The *Virginia* class was built post-Cold War and meant to have the stealth and sensors to go into shallow waters near shorelines and conduct land-attack strikes or clandestine missions. And the *Columbia* SSBN is being built to reduce lifecycle maintenance time and cost, with a nuclear reactor that will last the life of the boat instead of requiring a lengthy refueling mid-life.

"We are going to go ahead and put that all together. And that is going to be what I'm going to call SSN(X), the apex predator,

(concluded on page 24)



Using a transfer car system, the *Virginia*-class submarine *Montana* (SSN-794) was successfully transferred from a construction facility to a floating drydock at Newport News Shipbuilding division in preparation for its launch. (Photo by Matt Hildreth/HII.)

Sub Industry Stability Needed for SSN(X)

(concluded from page 23)

because it really needs to be ready for that major combat operations, it's going to need to be able to go behind enemy lines and deliver that punch. That is going to really, really establish our primacy. It needs to be able to deny an adversary the ability to operate in their bastion regions. And that is what that platform is going to do. And we are confident we're going to be able to do that because we've already built that on those previous platforms. We know how to do that, we just have to mesh it together with one platform. And the systems we have with electronic design tools, the stuff that we've already developed, we're going to capitalize on that," Houston explained.

Graney, too, noted how one program's lessons learned and accomplishments can benefit another program, saying that "our experience with *Virginia* has helped us strengthen supplier capability, capacity and first-time quality" to reduce risk going into *Columbia* production.

"It's also helped us understand and refine fully electronic design and product development software" that are also being used on *Columbia* and will be used for SSN(X) as well. And "our *Virginia* orders have supported growing our workforce and establishing partnerships with our state and local entities to increase training opportunities that support proficiency among our employees, along with higher rates of first-time quality" that will improve cost and schedule performance of any submarine program those employees work on.

But, Graney said, the Navy needs to finalize the SSN(X) requirements on time to take advantage of the heel-to-toe efficiencies of using the *Columbia* design team to design SSN(X), for example.

"The conversations I've had with Adm. Houston have been along the lines with what he just talked about it: it's about speed, it's about punching power, and it's about acoustic superiority. We'd love to see those requirements get settled down, so that we know exactly what we are designing. And I think we're getting more and more in sync with each passing day, which I think is great. From my perspective, we've got the design team coming off of *Columbia* right now, so they're a hot hand, having just developed that, and now's the time to transition to the new SSN(X) design. We're ready to go," Graney said.

This could become an issue, as Acting Navy Secretary Thomas Harker wrote in a June memo that the Navy may need to prioritize just one major modernization program—either SSN(X), a next-generation destroyer or a next-generation fighter—and slow the other two down due to funding constraints.

Many across the Navy, industry and think tanks have worried about the stability of the submarine industrial base, particularly as future fleet plans call for a larger attack submarine fleet—per-

haps around 70 attack subs, compared to today's 50—that the Navy needs to start building sooner rather than later.

Houston, however, expressed confidence that if the industry is given the stability it needs, it can maintain building two SSNs a year now and then ramp up in the immediate aftermath of completing the *Columbia* SSBN program.

Though some have called for building three SSNs a year to begin this ramp-up—former Defense Secretary Mark Esper called for moving to three-a-year construction immediately in his October 2020 rollout of a Battle Force 2045 plan, and lawmakers including Rep. Joe Courtney, D-Conn., have also advocated the higher rate—Chief of Naval Operations Adm. Mike Gilday said earlier this year it would take a \$2 billion investment in shipyard infrastructure and workforce to enable three-a-year attack sub construction alongside *Columbia* construction. Houston says that's not necessary.

"If you go to three per year to try and peak on submarines with *Virginia*, being a 33-year life-of-ship platform, we start building three per year, you're ending up with a force structure of 99 [compared to the requirement of about 70]. And so as we're reconstituting *Columbia* and building two *Virginias* per year, when the last *Columbia* hull is delivered, or even actually commenced construction in '35, we're going to have significant capacity then. So we have the capability to go the three per year right now; the issue is is that we've got *Columbia* under construction. So we're just doing that balancing right now," he said, suggesting that 2035 would be the better time for looking at increasing SSN construction rates.

"We're concentrating on doing the *Columbia* and two *Virginias* per year, we're looking how we can get up to three. But we're sure that when *Columbia*, that last hull is under construction, we're going to have significant capacity. When you take a look at a *Virginia* Block V, it's about 10,000 tons – it's about half of a *Columbia* right now. So every *Columbia* that's being constructed is really the equivalent in size of two *Virginias*. So right now, with the first hull under construction and two *Virginias* being appropriated and authorized this year, we're essentially building four equivalent *Virginias*. So the capacity is there. It's more about the stability and avoiding" the bust-boom cycles of submarine acquisition the Navy has seen in the past.

About Megan Eckstein...

Megan Eckstein is the naval warfare reporter at Defense News. She has covered military news since 2009, with a focus on U.S. Navy and Marine Corps operations, acquisition programs, and budgets. She has reported from four geographic fleets and is happiest when she's filing stories from a ship. Megan is a University of Maryland alumna.

Armstrong - And It Never Got Any Better...

(concluded from page 11)

"Time for you to hit the deck, sweetheart."

"Bullshit. There's nobody up this time of night but burglars and bad wimmin."

"And you, Horsefly."

"I want to talk to the Chief of Naval Operations. This shit ain't healthy for a growing boy."

"Knock off the crap... Where's your idiot running mate, Stuke?"

"How would I know? It isn't my week to watch him. Go find him yourself, Dick Tracy."

"Here put on these red goggles so when you head to the messdeck, you don't screw up your night vision."

"Why don't you shove 'em up your..."

"That's enough wisecraps out of you, sailor. Rock and roll—MOVE IT!"

I hear on nuke boats they leave a mint on your pillow and a big-busted blonde wakes you up with a kiss. She gives you a back rub, takes a hot shower with you, dries you off, hands you a velvet smoking jacket and gives you a piggy back ride to midrats. Midrats in the Moonbeam Navy consist of things like humming bird tongue finger sandwiches, crab cakes, beluga caviar, scrambled robin eggs and vanilla shakes.

Whatever happened to stale bread, self-sealing mayonnaise, Kraft neoprene cheese, green-rimmed baloney and coffee that looked and tasted like it was drained out of a dumptruck crankcase?

Keep a zero bubble... *Dex.*



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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)	

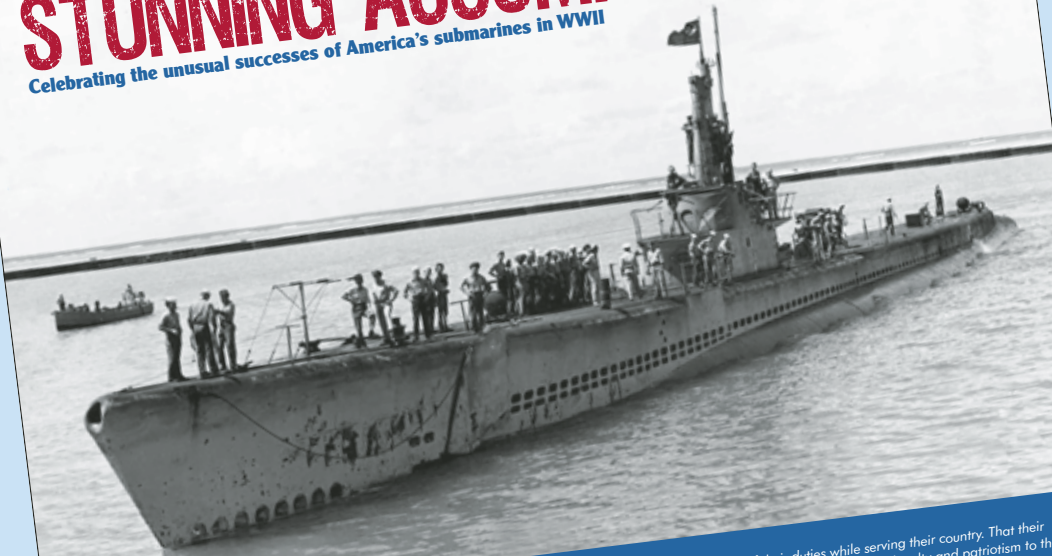
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2022 United States Submarine Veterans Calendar

STUNNING ACCOMPLISHMENTS

Celebrating the unusual successes of America's submarines in WWII



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But it mustn't be forgotten that four of the submarines depicted—*Wahoo*, *Harder*, *Tang* and *Trout*—were among the fifty-two U.S. fleet subs which never came home; they and their crews willingly made the ultimate wartime sacrifice in support of their country against a ruthless enemy.

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USS Barb Derails Home Island Train Schedule

Her late-war patrol report reads almost like a movie script. The renowned USS Barb (SS-220), put through her paces by the fearless Eugene Fluckey and his crew of creative cutthroats, sets out to do something really unique and impressive. Launch rockets from her foredeck at Japanese targets in a prescient take on postwar missile subs? No, that would come later. Right now, they want something really unusual, super-standout. So a plot is hatched to send a raiding party ashore in rubber boats—the only Allied incursion on Japanese home island soil in WWII—with a daring mission in mind. Trains have been observed running close to shore. Why not take a scouting charge.

plant it on the track, and blow one sky high? Easy-peasy. So, under cover of darkness, this band of marauders does exactly this, jury-rigging an ingeniously simple pressure switch as a detonator. But the train shows up a little early, eliciting a mad scramble to finish up and paddle like crazy back to the waiting Barb before the explosion can light up the night, exposing the sub to shore batteries and who knows what else. While the saboteurs retreat, the railroad met its fate, cartwheeling through the air as our heroes barely made it back in time and Barb legged it out of there too wise. Afterwards, the Kamtato train schedule was never quite the same.

July 2022

(Three submarines and 204 men lost)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	3	4	5	6	7	8
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

June	July	August	September	October	November
S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S	S M T W T F S
29 30 31 1 2 3 4	26 27 28 29 30 1 2	31 1 2 3 4 5 6	28 29 30 31 1 2 3	26 27 28 29 30 31 1	30 31 1 2 3 4 5
5 6 7 8 9 10 11	3 4 5 6 7 8 9	7 8 9 10 11 12 13	4 5 6 7 8 9 10	2 3 4 5 6 7 8	6 7 8 9 10 11 12
12 13 14 15 16 17 18	10 11 12 13 14 15 16	14 15 16 17 18 19 20	11 12 13 14 15 16 17	9 10 11 12 13 14 15	13 14 15 16 17 18 19
19 20 21 22 23 24 25	17 18 19 20 21 22 23	21 22 23 24 25 26 27	18 19 20 21 22 23 24	16 17 18 19 20 21 22	20 21 22 23 24 25 26
26 27 28 29 30 1 2	24 25 26 27 28 29 30	28 29 30 31 1 2 3	25 26 27 28 29 30 1	23 24 25 26 27 28 29	27 28 29 30 1 2 3
4 5 6 7 8 9	31 1 2 3 4 5 6	4 5 6 7 8 9 10	3 4 5 6 7 8 9	30 31 1 2 3 4 5	4 5 6 7 8 9 10

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USS Blueback (SS-581)

One of the famous Barbell-class
"B-Girls" does her turn in drydock.



*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
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DARTER
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TANG
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