



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**

Somehow—not quite sure how—I managed to find time and space for more news stories in this issue. Hope you enjoy!

Have gotten a kick out of meeting on the patio of the Taco Surf Restaurant. If you haven't joined us yet, you ought to!

As usual, I'll be in the Yeoman's shack if anyone needs me.—Jeff

## Navy Looks to 3D Printing Sub Parts to Ease Burden on Strained Industrial Base

*(Reproduced from the Defense News website - originally published February 4, 2022.)*

by Megan Eckstein



*The attack submarine USS Chicago at the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility. (Dave Amodo/U.S. Navy.)*

**A**RLINGTON, Va.—Among the top risks to the critical *Columbia*-class ballistic missile submarine program is fragility in key parts of the industrial base.

Additive manufacturing, better known as 3D printing, could fix that.

The Navy plans to pair suppliers who cannot keep up with demand with additive manufacturing companies who can print parts around the clock to boost the supply, a Navy program official said this week. This effort would be aimed at the most fragile parts of the submarine industrial base: companies that do castings, forgings and fittings, in particular.

Matt Sermon, executive director of the Program Executive Office for Strategic Submarines, said this would help these companies—some of them the sole sources of components to the Navy—by removing pressure to increase their production rates even as they're struggling to keep up with the current workload.

The industrial base that today builds two *Virginia*-class attack submarines a year, is working through construction of a single *Columbia*-class SSBN and helps maintain the in-service sub-

*(continued on page 9)*



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## **From the Wardroom...**



Dave Vanderveen,  
Base Commander

Shipmates and Ladies,

Rumors of our return to meeting on NWSSB have been premature.

I am working with the Station's Facilities Administrator to establish an agreement for use of Bunker 33 and for use later of Building 16. She told me we are at about 90% complete but could not give me an expected completion time. However, as soon as background checks are complete, we WILL be able to begin meeting at Bunker 33.

Progress on background checks is not as quick as we had hoped, so I will reserve space for our April 16th Base meeting at Taco Surf in Sunset Beach beginning at 11:00 am. That way we can allow Base Security the time they need to perform their checks and will not need to change the venue at the last moment if the task cannot be completed by mid-April.

Plans are well underway for services to be conducted on April 23rd (likely at 10:00 a.m. as of this writing) for Jan and Mark Maynard at the WWII Submarine Memorial-West. Their family will host a reception at a home in nearby Huntington Beach after the service. They anticipate about forty family members and friends will attend, and I urge you subvets who are in the Los Angeles area to please attend as well. Mark was a prime mover in establishing the Memorial site decades ago and led the WWII Submarine Veterans organization for many years. Mark was also a Founding Member of L.A.-Pasadena Base; he and Jan continued with us for another ten years until we lost them, and they were consistently pleasant, upbeat, social people who made it a point to warmly welcome new members. Complete details will follow via e-mail as the plan develops.

Planning and preparatory work are also underway for our (formerly) annual Memorial Day ceremony at the Memorial on May 30th. Tree and hedge trimming will be done on April 4th, then the Seal Beach Lions' Club will restore the boat plaques and monuments between April 7th and 10th. I have seen their work, and it is spectacular! Our Base has committed a donation to the project cost, and any individual member who wants to also donate even a small amount is welcome to do so. On May 14th and 21st Huntington Beach Scout Troop 568 will help us with field day work, including installation of the sound shields on the fence along Seal Beach Blvd. Then they will also attend the ceremony in uniform. The other individuals and organizations who have participated are also committed and the Weapons Station command and staff have been invited.

Usually, we invite the Commanding Officer of a San Diego-based submarine to be our guest speaker. Given the outrageous cost of fuel, we agreed at our March base meeting that it is not reasonable to ask a CO to stand that cost plus his meal in addition to giving up his off time with family. So, I asked our inimitable Lt. Joe Koch to be our keynote speaker this year. We will hear some of Joe's stories of life as a Division Officer, and some of his experiences standing watches on a diesel boat (USS *Tusk*—SS-426). We will Toll the Boats, of course, which is always a poignant moment for submariners and a naval history lesson for our guests.

Finally, Darin Detwiler, a recently joined shipmate, has offered to produce a video record of our submarine memorabilia as we remove it from Building 6 to storage. He suggested adding narrative and linking the material to our base website and perhaps to USSVI so more people can see our unique collection. Bravo Zulu, Darin, for a terrific idea!

*Dave Vanderveen*

Commander  
Los Angeles-Pasadena Base



## Minutes of March 19, 2022 General Meeting



### March General Meeting Sailing List

Ed Barwick  
 Herb "Bo" Bolton  
 Larry Butler  
 Darin Detwiler  
 Ken Dorn  
 Joe Dow and Sue  
 Joe Koch  
 Jack Mahan  
 Bill Moak  
 Jeff Porteous  
 Chuck Senior  
 Mike Swanson  
 Ray Teare  
 Dave Vanderveen  
 Dennis Walsh



Base Commander Dave Vanderveen called the General Meeting of the L.A.-Pasadena Base to order at the Taco Surf Restaurant in Surfside, CA at 12:52 hours. Dave then led the Pledge of Allegiance, followed by request for a moment of silence for our departed shipmates.

#### Treasurer's Report:

Mike Swanson presented the status of the chapter treasury as of March 18, 2022. Its specific breakdown appears in the E-Board Meeting Minutes as usual.

#### Memorial Report:

Dave again mentioned that family demands have required Paul Riggs to step down as Memorial Director. Dave then asked for any volunteer willing to accept the position. Again, no one stepped forward at this meeting.

Dave elaborated about the work to be done by the Lion's Club of Seal Beach on renovating our Memorial plaques. The club has supported their work through fundraising, and their work for us should be completed around April 7-10.

Dave next went over the service scheduled for Jan and Mark Maynard on April 23. The time has yet to be posted, with the Weapons Station to supply chairs, sound system, etc. for the service.

Dave then noted work party dates now scheduled for the Memorial in preparation for the Memorial Day ceremony. Details are listed in the E-Board Meeting Minutes.

#### Thresher Memorial Anniversary:

Dave indicated we would be waiting until the 60th Anniversary of the loss of the *Thresher* (next year) to be making a donation to that cause. Our ongoing annual charity commitments, as well as the future expense of \$200+/month to temporarily store our memorabilia has stretched our budget and treasury.

#### Western Regional Roundup and Sponsorship:

Dave indicated just five L.A.-Pasadena members are currently signed up for the Roundup.

#### Maynard Family Service on April 23 at the WWII Memorial site:

Please see details in the E-Board Meeting Minutes elsewhere in this issue.

*(concluded on next page)*

## EB to Deliver Next Attack Submarine

(Reproduced from Defense News website; first published 1/24/22.)  
by Megan Eckstein

WASHINGTON—General Dynamics Electric Boat is just weeks from delivering attack submarine *Oregon* to the Navy, about sixteen months after *Oregon* was originally due and nearly two years after the Connecticut shipyard delivered its last submarine.

This Block IV *Virginia*-class attack sub has suffered from a complex web of factors, some related to the COVID-19 pandemic now entering its third year, but most related to the prioritization of the *Columbia*-class...program, Electric Boat President Kevin Graney said in an update on the yard's performance.

"To achieve *Columbia*, we did take some resources from *Virginia*. And I think at this point...any new folks that we're adding to the business...will be largely dedicated to *Virginia*," Graney said in a virtual event.

*Oregon* was originally meant to deliver in the fall of 2020, but the date continued to slip. With people and materials prioritized to *Columbia*, *Oregon* had challenges and a higher re-work rate, Graney said.

*Oregon* went out for sea trials in Dec., and Graney said the boat's propulsion was "flawless." There are some "relatively small items" to be addressed, but...the sub should be back out to sea for its final trials.

"Once that completes, we are fast-tracked to get to delivery," Graney said.

See page 18 for more on Megan Eckstein's bkgd. and credentials.

## General Meeting Minutes...

(concluded from previous page)

### L.A.-Pasadena Access to Naval Weapons Station:

The processing of our members' I.D.s for authorization to enter the base is going slowly, yet hopes are high for completion before next month's meeting.

The eventual removal of L.A.-Pasadena memorabilia and gear from Building 6 will be photographed by new base member Darin Detwiler. He is an accomplished videographer, so we are lucky to have him. This "Virtual Tour" photography will be published on our website, and perhaps elsewhere as well.

Dave believes we could start holding our meetings in Bunker 33. Building 16's lounge is available, but without restrooms. As a result, the idea of meeting there was nixed. It will be at least eighteen months before any acceptable base location is available to house us and our memorabilia. Base security offices are to be relocated to a newly constructed building; once transferred there, Building 10 might accommodate our group. The timeline on this occurring is two-to-three years.

Joe Koch suggested we trash items no longer being used, and Bill suggested either a raffle, or to simply give such things away to interested members' families.

### The Good of the Order:

Charles Hinman knows of a WWII shipmate who is seeking out crew members of the original *Bonefish*. Anyone with information is encouraged to contact Charles. (*Note: an appeal for this will also appear in the next American Submariner.—ed.*)

There being no further business, Jack Mahan motioned the meeting be adjourned; Joe Koch seconded and it was passed by all present, ending the meeting at 1316 hours.

Respectfully submitted,

*Bill Moak*

Secretary, L.A.-Pasadena Base, USSVI



# April Meeting at Taco Surf Restaurant

## April Meeting

Date: April 16, 2022

As we continue to wait while wheels turn to return us to the Naval Weapons Station for eventual in-person meetings, arrangements have been made to again hold our April meeting at 11:00 a.m. at:

**Taco Surf Restaurant**  
**16281 Pacific Coast Hwy.**  
**Surfside, CA 90743**  
**562-592-2290**

## April Birthdays

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

- Gary Krudwig.....4/1
- Tom Peratt .....4/7
- Ken Chunn .....4/13
- Bob Conboy.....4/15
- Jack Higgins.....4/15
- Ed Barwick .....4/28

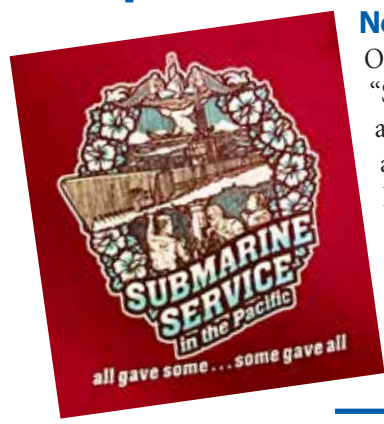
## L.A.-Pasadena Base Calls for Volunteers!

Had your base security I.D. clearance go through yet? If so, come help us remove our memorabilia and Memorial Day gear from Bldg. 6 to put into public storage. *We need help!* Details coming soon...



**PRIDE RUNS DEEP**

## Ship's Store

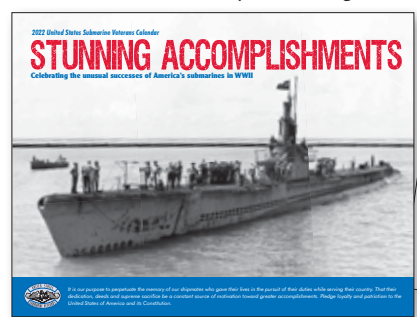


### New Reduced Price on T-Shirts!

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 Still 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.



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



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



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

## LOS ANGELES - PASADENA BASE

# 2022 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:

Joe Dow (x2) • Ken Dorn (x2) • Mike Varalyai (RIP)



Booster Club and Flower Fund donations are welcome in any amount and are often also popular with 50/50 Drawing winners at our Base meetings. Contributions can be made in cash or by check payable to L.A.-Pasadena Base of USSVI. Checks may also be sent to Mike Swanson at 1149 W. Santa Cruz Street, San Pedro, CA 90731. To ensure proper credit, be sure to indicate Booster Club or Flower Fund on your check.

# UNITED STATES SUBMARINE FORCE LOSSES ON ETERNAL PATROL

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

— Vice Admiral Charles A. Lockwood, USN

## APRIL TOLLING OF THE BOATS



### USS PICKEREL (SS-177)

Lost on April 3, 1943 *Pickerel* went down off Honshu on her seventh war patrol. The exact cause of her loss has never been determined, but her OP area was known to contain numerous minefields. Seventy-four officers and men were lost aboard *Pickerel*.



### USS SNOOK (SS-279)

Lost on April 8, 1945 *Snook* ranks tenth among American submarines in total Japanese tonnage destroyed and is tied for ninth in number of enemy ships sunk. She was lost near Hainan Island, probably at the hands of a Japanese submarine. Eighty-four officers and men went down with her.



### USS THRESHER (SSN-593)

Lost April 10, 1963 *Thresher* was America's first nuclear submarine casualty and an especially tragic loss given that seventeen civilian technicians went down along with her crew of 112—the largest number ever lost aboard a single U.S. submarine. *Thresher*, a brand new boat, had been participating in deep-dive exercises. Fifteen minutes after reaching test depth, she informed USS *Skylark* she was having problems. *Skylark* heard noises like “air rushing into an air tank”—then silence. Rescue ship *Recovery* (ARS-43) subsequently recovered bits of debris, including gloves and internal insulation. Photos later provided by *Trieste* proved *Thresher* had broken up, taking all hands to their deaths at 1,400 fathoms some 220 miles east of Boston. A combination of design flaws and poor workmanship were determined to have caused the disaster, errors fully corrected in all subsequent U.S. submarines in a program called SUBSAFE.



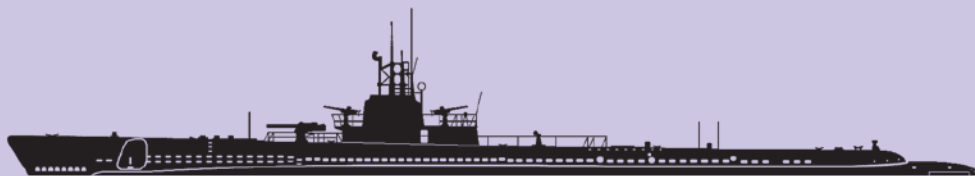
### USS GUDGEON (SS-211)

Probably lost on April 18, 1944 southeast of Iwo Jima—but possibly lost instead on May 18, 1944, in a different attack on an unidentified boat heard by other American submarines in the area—USS *Gudgeon* went down with seventy-nine men aboard. A recipient of five Presidential Unit Citations, she was on her twelfth war patrol when she failed to return. *Gudgeon* was the first American submarine to sail out on a war patrol from Pearl Harbor after the Japanese attack. During that first patrol, she also became the first U.S. submarine to sink an enemy warship, picking off the Japanese submarine, *I-173*.



### USS GRENADEIER (SS-210)

Lost on April 22, 1943 near Penang, with no immediate loss of life, *Grenadier* had been stalking a convoy during her sixth war patrol when she was spotted by a plane and dove. Passing 130 feet, she suffered severe damage from a bomb. Now stuck on the bottom at 270 feet, her crew spent hours fighting fires and flooding. *Grenadier* later struggled to the surface, but was without propulsion and soon attacked by another plane, which she managed to shoot down. Once enemy ships arrived though, the CO was forced to abandon ship and scuttle the boat. Of *Grenadier*'s seventy-six crew members taken prisoner, seventy-two survived the war.



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

# How Australia Might Buy Used Japanese Submarines to Expand Its Sub Force

(Reproduced from the 1945 website - originally published December 24, 2021.)

by Bradley Perrett



Oyashio-class submarines from Japan.

Australia may have a way of very cheaply and quickly expanding its submarine force, improving its defenses this decade, and preparing for its planned nuclear-powered boats.

It might do this by buying good second-hand submarines from Japan. The possibility would present some problems and could in fact be unworkable, but it offers such great potential advantages that it must look hard at whether it could be achieved.

It should not be summarily dismissed as unconventional and managerially complicated.

Australia's first nuclear submarine won't be ready until about 2040 if it's built in Adelaide. By importing nuclear boats, that might be brought forward to 2031 or even 2030. But that would still leave the submarine force at its current, inadequate level in the 2020s, which are looking increasingly dangerous.

Australia will also have the challenge of generating crews for its nuclear submarines, whenever they appear. The more submarines in service, even if they are diesel powered, the easier it will be to create crews.

One proposal to address the training problem has been to buy new diesel submarines as stopgaps, ideally using a design based on the current *Collins* class.

This solution has three serious drawbacks. Even *Collins* derivatives probably couldn't be delivered until the 2030s. Construction would be expensive and, for a small batch, highly uneconomical. And Australia would end up stuck with new submarines with a form of propulsion that it already regards as inadequate for the long term.

Second-hand Japanese submarines, by contrast, might be acquired very quickly and cheaply, and, having perhaps seven years of life left in them, wouldn't hang around as doubtful assets into the 2060s.

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## Will Aussies Buy Japanese Subs?

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The Japanese Maritime Self-Defense Force takes delivery of one submarine a year. For any other navy, that would imply a fleet of about thirty boats, since a submarine can typically serve for something like thirty years. But the force is not funded to operate so many and instead retires them early.

Until a few years ago, the fleet comprised eighteen submarines. The number is now twenty-three and soon due to rise to twenty-four, including two training boats.

The submarines Australia might lay its hands on are contemporaries of the *Collins* class, the *Oyashio* class, commissioned between 1998 and 2008.

Their surface displacement is 2,800 tons, compared with 3,100 tons for the *Collins* class. Their endurance and range are probably adequate for Australian missions. Their silencing and sensor performance are unlikely to be second-rate, but their crew size is largish at seventy.

*Oyashios* in Australian service would be used closer to home than the long-range *Collins* class. They could cover the archipelagic straits of the approaches to the Australian continent and help deal with targets that got through. All *Collins* boats would then be available for more distant missions.

Japan has already demoted the two oldest *Oyashios* to training roles, modifying them accordingly. Nine more remain in frontline service, still with full combat capability and each seemingly destined for retirement at age twenty-three.

These include seven confirmed in 2018 as refitted to give them longer lives than originally planned for and to bring them to almost the technology standard of the later *Soryu* class, itself once a candidate to replace the *Collins* boats. The other two front-line *Oyashios* have presumably been similarly refitted since then.

Since Japan's submarine fleet still needs to expand by one, it can be assumed the country won't decommission an *Oyashio* in 2022 as it takes delivery of a new vessel. Instead, the oldest frontline boat of the class, the *Uzushio*, may become available in 2023.

Australia could ask Japan for the *Uzushio* and the other eight frontline *Oyashios* as they leave service at yearly intervals. The purchase price shouldn't be much above scrap value. (*Let's hope they'd change the names. Outback? Shrimp? Barbie? ; - )* —ed.)

Japan would be delighted by the closer defense relationship, and it would get business in supporting the vessels.

Many countries operate high-quality second-hand warships, often bought from the U.S. or UK. Australia has done so many times, and has lately sold two capable upgraded frigates to Chile.

The Australian collection of *Oyashio*-class boats would reach seven in 2029 and remain at that level until 2031, assuming their age limit is roughly thirty. After that, the number would decline by one a year—handily in step with a feasible schedule for arrival of imported nuclear boats. One in, one out.

Notice with this proposal Australia could have thirteen diesel subs in service twenty-five years earlier than it was planning to have twelve under the canceled Attack-class contract.

Mission availability of second-hand *Oyashios* might be better than that of the *Collins* class because they would never go into the two-year major refits the *Collins* boats will undertake.

Supporting a completely unique class of vessels might look like an unattractive proposition, but it wouldn't be impossible: the *Collins*-class boats are similarly full of systems and weapons not found elsewhere in the Navy.

The support problem could be enormously reduced by relying as far as possible on Japan's mature maintenance establishment for these subs. Whenever necessary, they would be sent back to Japan for work. Keeping them in the hands of engineers and technicians who have long familiarity with them would greatly improve Australia's confidence in prolonged operation.

Doing so should also be highly economical. Australia wouldn't pay for plant and training to create elaborate domestic support infrastructure. For minor maintenance, Japanese shipbuilders and system suppliers could help by stationing people in Australia.

Japan would surely be a reliable partner for Australia in this. The two countries have the same strategic problem: China.

The big unknown in this proposal is how hard it would be to keep the Japanese subs serving beyond twenty-three years.

Their physical condition upon retirement from the Japanese Navy shouldn't be a problem. Consider their reputation for excellent production and maintenance of physical articles. In 2016, then-ambassador Sumio Kusaka wrote that, by applying the Japanese maintenance routine, Australia could operate *Soryu*-class submarines for "a long period of time."

Still, the *Oyashios*' current maintenance timetable is likely phased such that each sub is due for more work at the point of retirement. All boats might therefore need a routine refit before commissioning into the Royal Australian Navy.

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## Will Aussies Buy Japanese Subs?

(concluded from page 8)

The potential speed bump is whether old electronics and software could be supported to age thirty. That would depend in part on the depth of modernization the subs have had. Trouble in this respect might be addressed with a little more updating, the cost of which should still make these boats a bargain.

To get started with operations, Australia could ask Japan to lend a complete crew. Needing adequate English, these people would train Australians and gradually go home as the locals became familiar with how to operate the boats. Since the Japanese Navy has so many submarines, it should be able to conjure up one more crew without too much difficulty.

Manuals would have to be translated to English, but display text of electronic systems would not, since such fiddling would be an unnecessary complication.

The idea of Aussie sailors looking at, for example, combat-

system menus written in Japanese may seem challenging, but members of armed services worldwide have to learn enough English to operate imported gear. There's no reason why Australian sailors shouldn't be able to learn a little Japanese.

With *Oyashios* arriving annually from 2023, time available for training would be short. But the delivery timeframe is so attractively quick that slowish achievement of operational capability would be acceptable.

The government should urgently examine this possibility. And it should insist that the Navy and Department of Defence look not just for problems in operating second-hand Japanese submarines but also for solutions.

*Bradley Perrett is a defense and aerospace journalist. He was based in Beijing from 2004 to 2020. This first appeared in ASPI's The Strategist.*

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## Navy Now 3D Printing Sub Parts

(continued from page 1)

marines in the fleet.

But fabrication has already begun on the first Block V *Virginia* with a mid-body Virginia Payload Module that increases the construction workload by about 25%. And the Navy will buy its second *Columbia* SSBN in 2024 and start one-a-year production in 2026, meaning a huge spike in work for the prime shipyards and their supply base. The Navy has started referring to this time of consistently buying one SSBN and two SSNs every single year the "1-plus-2" years.

If the demand for parts can't be reduced, then "let's go additively manufacture the components in that space, such that by the time we get to the 1-plus-2 years, we will have reduced demand signal in castings, forgings and fittings," Sermon said in his remarks at an American Society of Naval Engineers event.

Today, the Navy certifies individual parts to go on submarines. That part-by-part qualification won't work going forward, Sermon said, advocating for the Navy to instead qualify materials and processes used for additive manufacturing rather than the parts that result from it.

But the Navy has struggled to do this in the past. For aviation programs, additive manufacturing advocates sought permission to print non-critical parts—but the Navy wouldn't allow it. Aircraft carrier *John C. Stennis* hosted the first-ever Advanced Manufacturing Lab onboard, but used the laser scanning and additive manufacturing tools to print parts for the ships in the strike group, not the aircraft.

Putting printed parts on a submarine is as risky a proposition as putting them on aircraft, with both communities having strict safety standards to keep sailors safe in the air and under the ocean. But Sermon said the engineering community is now on board. The technical warrant holders are part of ongoing discussions, and Naval Sea Systems Command's engineering and logistics directorate has accompanied the program office on site visits to companies that demonstrate additive manufacturing best practices.

"Additive manufacturing gives you a better material, a better steel, than [working with raw materials]," he said. "It is complicated, and microstructures ... are complicated and do change some fundamental concerns of ours. We will have to change how we do non-destructive testing in many cases—not because it's bad, but because it's different, and we have to understand that."

The effort to put printed parts on submarines began in November, and Sermon said the Navy would install the first parts on an in-service submarine this calendar year.

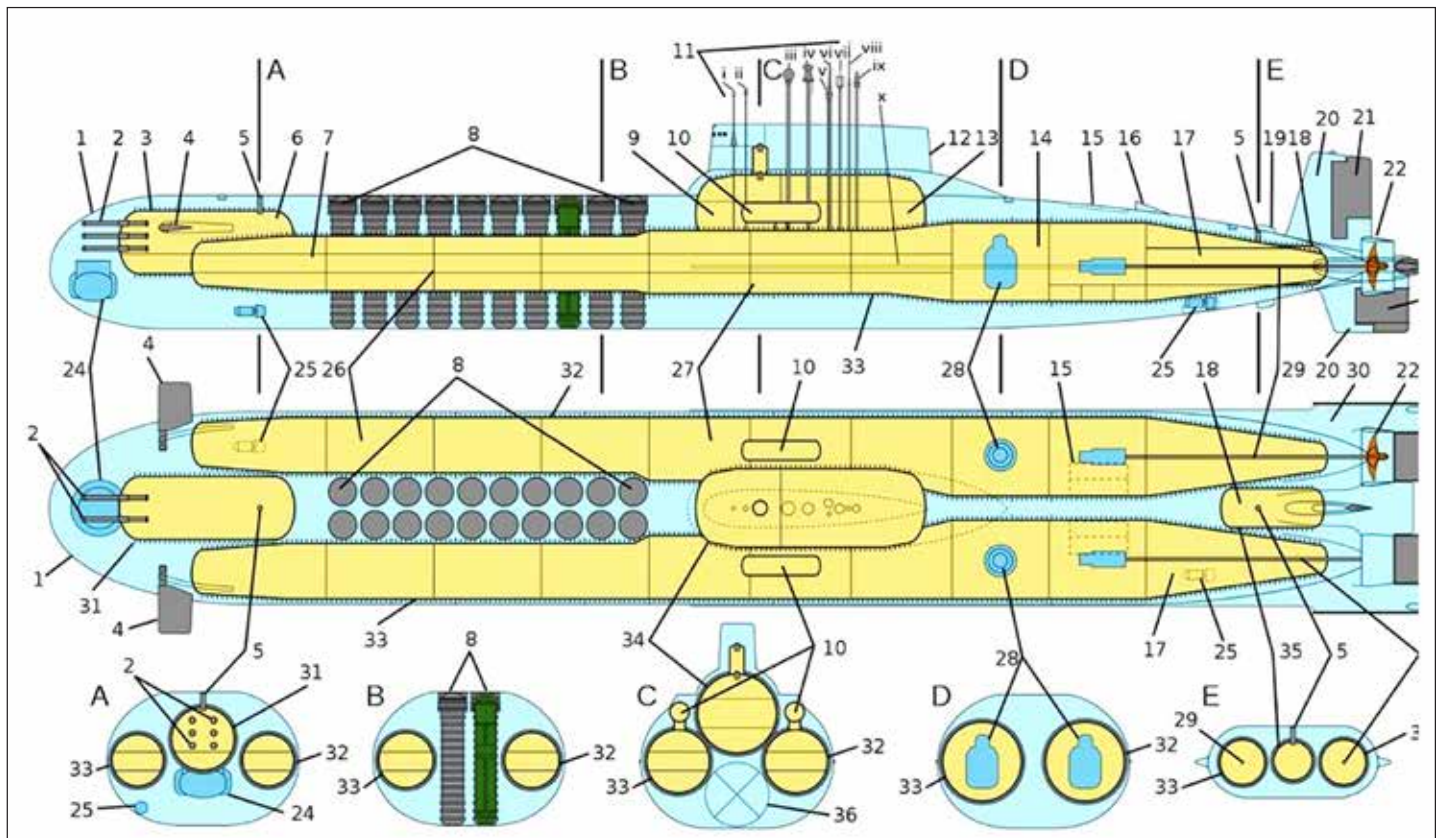
He told *Defense News* after his remarks the program office has a ranked list of six to ten components they'd like to print, based on a list of "trouble components" consistently unavailable at the public shipyards when they're needed for a submarine maintenance availability.

The vendors who make the parts won't be cut out of the process. Rather, they'll help with the engineering and have the option to do the printing if they have the capability—though Sermon said

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# Typhoon: The Largest Submarine Ever— and Armed with a Swimming Pool!

(Reproduced from the 1945 website - originally published January 1, 2022.)  
by Brent M. Eastwood



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

## Typhoon: The Largest Submarine Ever.

This Russian sub is so big it was originally designed to have a swimming pool and a sauna. That's right, I'm talking about the gargantuan Typhoon-class—the largest submarine ever made. There is only one of these boats left and it is now mainly a test platform for new missiles. The Typhoon subs were developed during the Cold War to run silent and deep under thick ice in the Arctic and carry a full load of conventional ballistic and nuclear missiles.

### Just How Big Are We Talking?

When underwater, the Typhoon-class displaces 48,000 tons. By comparison, the U.S. *Ohio*-class submarines displace only about 19,000 tons. The Typhoon-class is 566 feet long, 76 feet wide, and nearly 38 feet tall. It's almost twice as wide as the *Ohio*-class. The Typhoon-class has nineteen different compartments to house 160 sailors.

### Power and Armaments Are Impressive

It's powered by two nuclear reactors and two 50,000 horsepower steam turbines with a speed of 27 knots underwater and 22 knots on the surface.

It has 20 launchers for the RSM-56 intercontinental-range Bulava nuclear-capable ballistic missiles, plus six torpedo tubes.

### The Typhoon Class Is Dwindling in Numbers

The Typhoon-class has been around for decades. The first of the class, *Dmitri Donskoi*, entered the fleet in 1981. There were five of the Typhoon-class built, but only *Dmitri Donskoi* is still operating. The others were retired because of arms reduction treaties.

### Watch Out for the New *Borei*-Class

Now the Russians are entering the *Borei*-class to replace the *Dmitri Donskoi* and the Typhoon-class will ultimately be retired.

Some reports have the *Donskoi* joining the *Borei*-class after a substantial refit and living to fight another day. There was also

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## Typhoon is Biggest Sub Ever

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*Typhoon-class submarine. (Image Credit: Creative Commons.)*

some chatter in the Russian military propaganda organs in 2019 that two other Typhoon-class subs would get a new lease on life as carriers of two hundred Kalibr cruise missiles. The idea was to keep up with American *Ohio*-class submarines which can carry 154 Tomahawk cruise missiles. This proved optimistic because of cost concerns and technical challenges of the refit.

### It's a Matter of Economics

Due to its size and age, the *Dmitri Donskoi* is expensive to maintain. The Russians can build new *Borei*-class subs for the price of keeping the *Donskoi* going. It is probably better for the *Donskoi*

to be used just to test new missiles rather than get an uncertain refit to join the new *Borei*-class.

You have to hand it to the Russians for creating such a massive submarine and putting comforts on board such as a pool and a sauna. When you're submerged for 120 days, it's nice for the crew to be able to blow off some steam.

*Now serving as 1945's Defense and National Security Editor, Brent M. Eastwood, PhD, is the author of Humans, Machines, and Data: Future Trends in Warfare. He is an Emerging Threats expert and former U.S. Army Infantry officer.*

## Navy Now 3D Printing Sub Parts

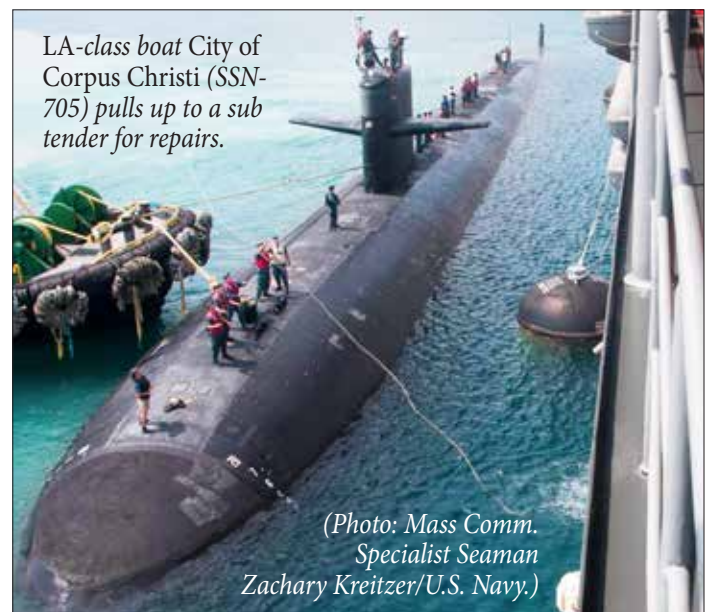
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most of the companies involved don't. If the original manufacturer can't do the additive manufacturing themselves, the Navy will pair them with a small business that can.

Sermon noted during the panel the multiple benefits of embracing additive manufacturing. First, it addresses capacity issues during the 1-plus-2 years, when not having enough parts could put construction or repair timelines at risk.

In the longer run, though, he said working through the processes and the certification of printed parts will enable the Navy and industry to design the next-generation SSN(X) with additive manufacturing in mind—potentially reducing the program's cost or generating a better or more survivable part.

*Megan Eckstein is the naval warfare reporter at Defense News. See page 18 for more on her background and credentials.*



*LA-class boat City of Corpus Christi (SSN-705) pulls up to a sub tender for repairs.*

*(Photo: Mass Comm. Specialist Seaman Zachary Kreitzer/U.S. Navy.)*

# Colombian Drug Smugglers Had Plan to Buy a Russian Foxtrot Submarine

(Reproduced from Sandboxx News website - originally published January 2, 2022.)



Russian Foxtrot-class submarine. (Image Credit: Creative Commons.)

## Use a Russian Submarine to Smuggle Drugs?

In 2019, footage of a U.S. Coast Guard interdiction of a homemade drug smuggling submarine took the world by storm, and for good reason. As we watched one of the baddest dudes we're ever apt to see anywhere outside of a movie pounding on the hatch of the mostly submerged sub, many of us were shocked to learn that drug cartels *actually have* their own submarines.

What may surprise you more is that these amateur submarines were really a consolation prize for drug smugglers out of Colombia. Their first choice? An actual Soviet Foxtrot-class submarine. What's even crazier, however, is that the Russians seemed to be more than happy to sell them one.

## The Soviet Legacy of Desperation

The Cold War erupting between the United States and the Soviet Union immediately after World War II prompted a massive buildup of military hardware in both nations. The Soviets, championing their communist political and economic model, secured a number of early PR victories over the capitalist U.S., including being the first nation to send a satellite, a dog, and a person into earth's orbit. This early lead created what some have taken to calling the "Sputnik Crises" in Amer-

ica and its Western allies. The Soviets weren't just matching the technological might of the world's first nuclear power, they were exceeding it, showing the globe just how effective their governmental model could be.

For the United States and its allies, dead set on preventing the spread of communism around the globe, these technological successes were seen as a clear and present danger to the American way of life. Those early Soviet wins led directly to the establishment of NASA, and the re-orienting of famed-former Nazi scientist Wernher von Braun away from the Redstone missiles he was tasked with building and toward the heavens. Von Braun's work led to the development of the Saturn V rocket—a platform that took America to the moon and still remains the most powerful spacecraft ever constructed.

America's eventual victory in the Space Race can be seen as indicative of America's broad approach to battling the Soviets on technological and financial grounds. In fact, many credit President Ronald Reagan with effectively spending the Soviets into ruin, fielding increasingly capable military platforms and weapons which forced the Soviets to respond in kind, despite their struggling economy. Of course, the fall of the Soviet Union can really be attributed to a number of factors, including the will of its population, but it's tough to discount the dire financial

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## Drug Cartel Wanted Russian Sub

*(continued from page 12)*

straits the former superpower found itself in by 1991—the year the Soviet Union ceased to exist, and a new Russian government took its place.

It was during this transitional time that the former Soviet Union gained a reputation for offloading military hardware to the highest bidder. The new Russian state lacked the funds needed to operate or maintain its massive military apparatus, or even to sufficiently pay large swaths of its personnel. As a result, military officials participated in the sale of military assets as a means of survival amid the nation's economic collapse. In one instance, the Russian government itself even traded the American Pepsi soft drink company a fleet of warships and submarines in exchange for a new shipment of soda. In another, members of the Russian Navy actually conspired to sell a diesel-electric submarine directly to drug cartels in Colombia for the purposes of smuggling as much as 40 tons worth of cocaine into the U.S. with each trip.

### Tarzan, Vanilla Ice, and Pablo Escobar?

In 1980, a Russian man named Ludwig Fainberg arrived in Miami with his sights set on the American dream. He quickly found work as an enforcer for the Gambino crime family, doing the sort of work we've come to expect from Russians with mob connections—beating money out of people. Fainberg, who went by the name “Tarzan,” eventually made enough money to open his own strip club near the Miami airport that he dubbed “Porky’s!” after the sexploitation flick of the same name, which reportedly filmed in the same building. It wasn't long before the strip club owned by a Russian with mob ties became the hangout of choice for members of Russia's own organized crime community operating within the opulence of 1980s Miami.

“Tarzan's” crime-connections and booming business helped him meet a number of powerful or influential figures on both sides of the law. '90s rapper Vanilla Ice was one such friend—and it was actually Mr. Ice himself who first introduced Tarzan to the man who would become his partner-in-crime: Juan Almeida. Almeida was a prominent businessman and crook who dealt in high-end boats and exotic cars. Before long, Tarzan and Almeida were in business together, flying in and out of post-collapse Russia, and purchasing everything from motorcycles to helicopters for pennies on the American dollar—which they would then sell to customers for a tidy profit.

Before long, the exploits of Tazan and Almeida would lead them into a business-based friendship with a man who would go on to be the star of his own episode of America's Most Wanted, Nelson “Tony” Yester.

Yester had strong ties to the Medellín drug cartel run by none other than Pablo Escobar. By all accounts, Yester was a serious criminal—more serious than the somewhat jovial (and nota-

bly less-murderous) Tarzan and Almeida. Nonetheless, Tarzan and his new drug contact became fast friends. That friendship turned highly profitable when Tarzan and Almeida brokered a deal with Escobar's cartel through Yester to purchase two heavy-payload Russian Kamov helicopters intended to transport drugs throughout Colombia.

That deal led to even deeper ties with Yester as a connection to Escobar, since the Russian mafia weren't going to allow the helicopters to leave without getting a cut of the deal. In a turn of events that sounds like a movie, Almeida flew back to Moscow pretending to be Escobar and managed to broker another deal for cocaine distribution in newly minted Russia.

### Do You Want Your Submarine With or Without Missiles?

Having proven their value to the cartel, Tarzan and Almeida became the go-between of choice for sourcing Russian hardware. But the next request sounded crazy, even to the two men who had managed to charter a military cargo aircraft to smuggle their ill-gotten helicopters to Colombia. A part of Escobar's cartel known as the Cali Cartel had split from his organization and quickly become a significant player in the drug business. They wanted a better way to smuggle drugs into the United States, so they approached Yester to see if his new friends could purchase a working Soviet Navy submarine for the job.

Yester, shooting from the hip, told them it would cost him \$50 million—a figure that gave the Cali Cartel pause ... that is until Yester told them he could ship \$40 million worth of cocaine with it in each trip. For the cartel, it seemed like an investment that was worth the risk.

Once he was given the green light from his sources within the Cali Cartel, Yester contacted Tarzan to have him reach out to his connections in Russia. According to Tarzan's own statements, he did make the inquiry, but was told it would take a few days to find out for sure. Two days later, Tarzan got the call.

In a 2018 documentary about the ordeal called “Operation Odessa,” Tarzan recalls his contact saying at the time, “Do you want the submarine with missiles or without?” Just like that, the ball was rolling to equip Escobar's former drug cartel with their own military submarine.

Diesel-electric subs are easier to spot on the surface than the nuclear variety employed by the United States, thanks to their loud engines and the need to vent their exhaust. However, the submarines themselves don't actually run off of diesel. The props that give the submarines their propulsion are run with battery-powered electric motors *charged* by diesel engines. As a result, diesel subs can be very tough to spot when submerged. In fact, in a series of war games held in 2005, the massive USS

*(concluded on page 14)*

## Drug Cartel Wanted Russian Sub

(concluded from page 13)

Ronald Reagan, a Nimitz-class aircraft carrier, was “sunk” repeatedly by a Swedish diesel-electric submarine managing to sneak past the carrier strike group’s defenses.

The Russian sub in question was a Foxtrot-class, which had been in service since the 1950s. At 300 feet long, the vessel had space to spare for all the drugs the Cali Cartel could cart ... as well as ten torpedo tubes in case things got dicey under the sea.

It goes without saying that a sub like this would come in handy for a cartel seeking a way to transport large amounts of cocaine into Miami—a known distribution hub for drugs smuggled in from South and Central America. (*Can you imagine Crockett and Tubbs taking on a Foxtrot in Sonny’s cigarette boat?—ed.*) ;-)

### Instead of Buying a Sub, Yester Ripped Off the Cartel

Tarzan and Almeida flew to Russia, where to their surprise, they were able to meet directly with a number of high-ranking members of the Russian Navy who took them to one of their hidden submarine installations to tour a sub similar to the one they were offering to sell. While the facility was secret and the pending purchase would have been seen as highly illegal by just about every nation on the planet, Tarzan and Almeida felt they wouldn’t be able to secure the funds without proof that there really was a submarine on the other end of the deal. They asked if they could take photos with the submarine as proof, but the Russians refused to permit it for obvious reasons.

Undeterred, Tarzan offered one of the Russians \$200 American, which was a significant sum in mid-’90s Russia. Money in hand, the Russian officer changed his tune, and even posed in pictures with the duo. Tarzan and Almeida had done their job; now they just needed Yester and his cartel connections to do theirs.

According to Tarzan and Yester later, the Russians even offered to sell them a *nuclear weapon*.

Of course, things weren’t actually moving as smoothly as they seemed. Unbeknownst to Tarzan, he had been under federal surveillance for months. A “mole” had even been introduced

into Tarzan’s circle of friends and co-conspirators—and it was that agent who first spotted the pictures of Tarzan posing in front of a Russian sub, photos actually left carelessly out on Tarzan’s desk. That same agent even gifted Tarzan a cellphone he claimed had been jailbroken to allow for free international calls, so Tarzan wouldn’t have a paper trail reflecting his frequent contacts with Russian sources. Of course, the phone wasn’t jailbroken ... it was bugged, resulting in thousands of hours of conversation for law enforcement to pour through.

That betrayal of Tarzan’s trust, however, wasn’t to be the last. Yester, who had told the Cali Cartel they should pay for the submarine in bi-weekly payments of \$10 million, also had plans of his own. When the first shipment of money arrived in Europe for Yester to funnel to Moscow, he simply didn’t. Instead, he hid the \$10 million in a friend’s home and paid that friend \$10,000 to make himself scarce.

Soon, the Cali Cartel was in Miami—looking for Yester and their money. Of course, Tarzan and Almeida had no idea. Their side of the deal was done and besides, Yester had a habit of uprooting frequently, never living in any one country for very long.

Ultimately, Tarzan, Almeida, and Yester all managed to avoid doing any hard time for the drug submarine deal, though both Tarzan and Yester would ultimately find their ways into prison for other crimes down the road. Almeida was convicted of charges stemming from his dealings with the Cartel and the Russians, based largely on Tarzan’s testimony. However, Tarzan later recanted that testimony, resulting in Almeida going free.

Two years ago, Showtime premiered a documentary about the whole ordeal entitled “Operation Odessa.” You can now watch it streaming on Netflix.

*Alex Hollings is a writer, dad, and Marine veteran who specializes in foreign policy and defense technology analysis. He holds a Master’s Degree in Communications from Southern New Hampshire University, as well as a Bachelor’s in Corporate and Organizational Communications from Framingham State University.*

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# U.S. Navy Avoided a 2022 “Trough” in Sub Fleet Size, But Industry Challenges Threaten Future Growth

(Reproduced from the Defense News website - originally published Monday, January 3, 2022.)

by Megan Eckstein



In this July 30, 2015 photo, shipyard workers at General Dynamics Electric Boat prepare the submarine Illinois for float-off in Groton, Conn. The U.S. Navy is using a new painting process and dozens of other innovations aimed at reducing the maintenance needs for attack submarines, which are coming out of service faster than they can be replaced. (Jessica Hill/AP.)

**W**ASHINGTON — This fiscal year was expected to be the first in which the U.S. Navy dipped into a “trough” in its submarine force, falling below the previous requirement for forty-eight attack subs and facing two decades of reduced numbers, with as few as forty-one at times.

Instead, the Navy is holding steady at fifty and plans to only grow the fleet, thanks to efforts to extend the lives of many aging *Los Angeles*-class SSNs by about three years each and to refuel five of them altogether for additional years of operations.

Still, the remaining twenty-seven *Los Angeles* boats will retire by the mid-2030s, putting pressure on the industrial base to continue building at least two *Virginia*-class attack subs a year, if not more, as the Navy looks to grow the size of its submarine force to its new requirement of sixty-six to seventy-two SSNs.

“We are currently forecast to sustain a force of fifty SSNs throughout this decade, and that’s almost a 20% improvement over previous assessments,” Rear Adm. Doug Perry, the director of undersea warfare on the chief of naval operations’ staff (OP-

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## Challenges of U.S. Sub-Building Industry

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The Navy's newest attack sub, the future Oregon, is christened in a ceremony at Electric Boat in Groton, CT. (Dana Jensen/The Day via AP.)

NAV N97), said in November at the Naval Submarine League annual conference.

Navy leaders say avoiding this trough—which was previously expected to start when the Navy hit forty-eight boats in fiscal 2022 and finally end when the submarine force grew to forty-nine in FY42—is a testament both to the high-quality design and construction of the *Los Angeles*-class submarines and sheer luck in finding five unused nuclear reactor cores that could refuel some *LA* attack subs.

Michael Breslin, an executive director at the Program Executive Office for Attack Submarines, said at the Sub League conference the *Los Angeles* subs were planned to last for thirty years, but the Navy previously extended the class to thirty-three years after an engineering effort confirmed the hulls could handle it. Now, he said, the Navy is assessing hull by hull and regularly approving boats in this class for another three years, for a total of thirty-six.

For five boats whose hulls are in good shape but whose nuclear reactors are low on fuel, the Navy will perform engineered refueling overhauls at Portsmouth Naval Shipyard in Maine and replace the reactor cores with the ones sitting unused in storage. This decision was approved in FY21 and helps avoid the trough, Perry said.

But, he noted, in 2016 the Navy upped its requirement to sixty-six SSNs. The outgoing Trump administration then proposed a goal of seventy-two to seventy-eight attack subs, and the Biden administration has since settled on a range of sixty-six to seventy-two—still far out of reach for the Navy unless something changes.

The industrial base, led by prime contractor General Dynamics Electric Boat and supporting shipbuilder Huntington Ingalls Industries' Newport News Shipbuilding, has struggled to deliver two *Virginia*-class attack subs a year on schedule. The two yards each build different portions of the boats and then alternate who performs final assembly and delivery. For boat after boat, the contractors have delivered them to the Navy late.

Each block of *Virginias* has had successively shorter construction schedules. Block IV, of which only one has been delivered to the Navy so far, was supposed to get down to a sixty-month timeline, though the industrial base has not been able to achieve and sustain that pace. The second boat in the block, the future *Oregon*, has still not delivered despite its schedule previously calling for a fall 2020 delivery date.

Electric Boat President Kevin Graney told *Defense News* in a Nov. 17 interview that construction times today are in the “low 70 [month]s” and that the company is looking module-

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## Challenges of U.S. Sub-Building Industry

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by-module for ideas to cut that to sixty-seven or sixty-eight months.

The first Block V with the Virginia Payload Module, the future *Arizona*, is under construction already. These boats will have an additional mid-body section that holds twenty-eight missiles, helping the Block V *Virginias* make up for the loss of the retiring guided-missile submarines that provide significant land-attack and surface-ship strike capacity.

*Virginia* submarine program manager Capt. Todd Weeks said at the Sub League event that the industrial base in total puts in about 750,000 man-hours of work on the Block IV *Virginia* program each year, which will increase to about one million man-hours of work in the next two or three years for Block V.

“We are doing some pretty innovative things that are collapsing the schedules back to the left. They had grown excessively, and we’ve been focused on driving them back,” Graney said, noting Electric Boat has put special emphasis on finding efficiencies in the final assembly and test portions.

In general, he said, the company has not done a great job inserting lessons learned into build plans and other documents and has seen significant workforce turnover. The new employees have been good at questioning old processes and suggesting new ones, he said, but successful ideas haven’t always been codified.

Graney said the company is being more diligent about, as simple as it sounds, writing things down to ensure efficiencies are gained from boat to boat.

“We’re not out of the woods by any stretch of the imagination, but I think the continued focus on those things is starting to move the needle in a good way.”

Still, some issues, like the COVID-19 pandemic, remain out of his direct control.

The pandemic is “a drag on the system, it’s slowed us down,” he said, but vaccines and masks have helped ease some of the strain.

Beyond COVID, the yard is struggling to find new recruits who want to work in manufacturing, a challenge across the industry.

With the *Columbia*-class ballistic missile submarine the Pentagon’s top acquisition priority—and therefore Electric Boat’s top priority—many of the best and most experienced employees are being moved to that project.

“If we’re short people, we’re going to be short people on *Virginia*,” Graney said.

And there’s also the broader submarine industrial base.

“The concern I would have would be with the supply base: we’re stretching them. Two *Virginia* submarines was a stretch from one. Lead ship *Columbia* has been a stretch. And I think, in order to get into serial production [on *Columbia*], we’ve got to really increase the volume and the throughput through the supply base,” Graney said.

“Let’s face it, that supply base is brittle,” he added. “Just as we’re teaching the next generation of shipbuilders, every one of our suppliers is teaching the next generation of what it is they do, whether it’s turbine manufacturing or valves and components.”

He noted the Navy and industrial base recently went through the fifth critical supplier review, which showed improvements.

“I would say our critical suppliers are ready today for the work that we have on our plate,” Graney said. “How we extend that to get to serial production on *Columbia*, I think, is the next hurdle for us to get through.”

Even as Electric Boat and its subcontractors are struggling to get the *Virginia* program back on schedule, the next challenge is already lurking in the background: the next-generation attack submarine, or SSN(X), that will follow.

Vice Adm. William Houston, the commander of Naval Submarine Forces, said at the Sub League conference “we have to go fast, because our adversaries are not going slow” when it comes to bringing new capabilities to undersea warfare.

“Even at the fastest we go on SSN(X), we won’t have that platform until the early ’40s. We need to continue to invest in the research and development so we can get SSN(X) because it takes so long, over twelve years of [research and development before construction begins],” Houston said. “But if we don’t have that R&D and we don’t maintain the advantage we have with *Virginia*, we will lose our undersea advantage.”

Perry added in his remarks that the design work, not just the research and development of SSN(X) sensors, networks and weapons, needs to begin now.

“We know we need to start that work today to make sure we can deliver SSN(X) in time to meet [growing global threats] and without lots of technical and schedule risks,” Perry said. “With *Columbia* 95% design complete, now is the time to begin transitioning that experienced design team ... from *Columbia* over to the next submarine.”

For Graney, that design work can’t start soon enough. Electric Boat is looking for innovative ways to keep engineers busy, including embedding engineers within *Columbia* production teams. In that case, the benefit is twofold: the engineers stay gainfully employed, and the shipbuilders building components

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## Challenges of U.S. Sub-Building Industry

(concluded from page 17)



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. (General Dynamics Electric Boat.)

and modules for the first time can ask questions of designers and do the new work right the first time.

Additionally, Electric Boat has been designing a new seabed warfare module for the Navy, akin to the Virginia Payload module that adds surface strike lethality to the submarine with a mid-body insert. Still, Graney said the new module only keeps some of the engineering workforce employed because the module doesn't touch the propulsion system and other technical components of the submarine.

“Right now, we've got kind of the hot hand coming off of *Columbia*: we just did it, we've got all of those resources coming off.

And I think it's important that we, just like we did coming off of *Virginia* into *Columbia*, look at that critical skillset and make sure we're keeping that skillset well fed,” Graney said. “We're going to have to leverage the guys who just came off it to really train the next generation of designers and engineers.”

*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.*

# The Men Who Wore Peacoats

by Bob “Dex” Armstrong

I was enlisted. No idea what it feels to be commissioned. Never was. Like circus acrobats, if you never did it, how the hell would you have any idea what it felt like?

I always felt we did the heavy lifting. We fixed sick ships. We shoved the fish in the tubes. We fed each other. We were the muscle and guts that brought the boat to life. I have always felt more comfortable sharing coffee and trading lies with the men who wore dungaree shirts and slept in shared racks. They were my friends and made me one of them. For that I will be eternally grateful.

When I watch the old *Victory at Sea* films, I look for the powder-blackened 40mm Bofor gun crews slamming five-round clips into the breech and pouring it into Jap aircraft. I look for the grinning kid standing at the breech door of a twenty-one-inch tube in the forward room, standing there stripped to the waist, streaming sweat. He gets a six-foot smile and pats the tube door just as someone in the conn squeezes the pickle and a Mark 14 takes off on a run that will come to an abrupt end against a hull containing sonuvabitches who will soon be sucking saltwater.

Gun crews. Torpedo gangs. Cooks in grimy aprons. Grease-covered snipes with a bandana hanging out of a hip pocket. Radiomen. Electricians in battery acid-eaten dungarees. My kind of people.

On Pennsylvania Avenue, there is a Navy memorial; if you get to DC, make it a must on your sightseeing list. You won't find a bust of Nimitz or John Paul Jones. Instead you will find a life-size representation of a raghat with his peacoat collar turned up and his seabag. And a look in his eye we all remember. That look said, “Hey world, you name the game. Pick out your chunk of ocean and we'll find you and whip your ass.”

That cocky look only U.S. bluejackets had—and have.

Loved it. Everyone in every seaport on the globe knew when the Americans came in. We brought that little American touch, a combination of pride and good times.

Most of my friends and present day professional associates talk of their alma maters: Princeton, Yale, Harvard, NYU, Penn State. A boatload of techs. You name it and somebody went there. I graduated from SUBDIV 62 of SUBRON SIX. You could list my credentials on the bottom of a Krispy Kreme doughnut box. My classmates were

unshaven raghats who were the smartest, most heads-up folks I was ever around.

I have no idea how the Submarine Force selection process worked, but worked it did. They sifted through busloads of idiots and came up with us.

This time of year, officers sit by a cozy fire in their three-car-garage-ten-room retirement homes and address beautiful five-bucks-a-pop Hallmark cards to those they served with.

“Jack, how are you, Ruthie and the boys? Guess Jack Jr. is close to graduation at the Academy. Did George pass the Bar? It has been too damn long. If you ever get to Florida, ring us up. Alice joins me in conveying best holiday wishes, Pete.”

Not so, us. We punch up Rontini's cyberspace boxing ring and spend hours telling each other what worthless, good-for-nothing reprobates we are. A fact long established and universally recognized.

How many of you had to sit your lovely wives down and explain why some guy named so-and-so (SS) in San Francisco—or better yet, Reno, Nevada—calling you a rotten, smoke-eating, uncouth sonuvabitch, is a *good* thing, not a bad thing. No—it's an enlisted thing. Was, is and hopefully always will be ... a wonderful thing.

Some nights after I click off Rontini's magic demolition derby, I walk around sporting ten or twelve skillfully placed harpoons hanging out my ass, placed there by great ship-mates I have yet to buy a beer for. Officers don't do that. It ain't polite. They make long-distance calls to talk about the weather. They never turn on their home computers to find that Cowboy wants to know if their parents ever got married, or just simply to let you know how his donkey herpes is coming along.

They will never read a line from Old Gringo on Veterans' Day which goes... “They will be forever young...”

And have a silent finger trace “God bless 'em all” on the inside of a most grateful heart.

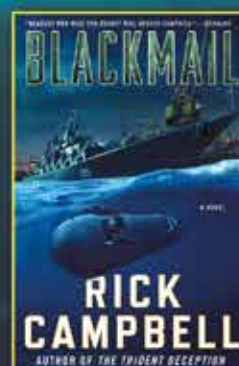
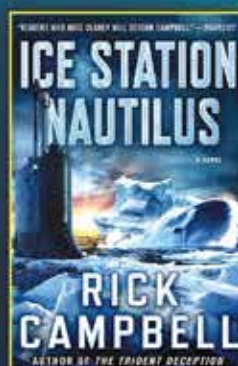
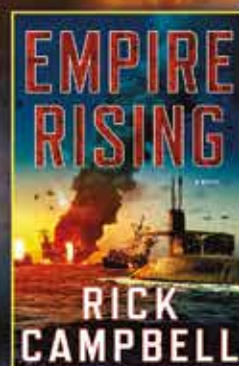
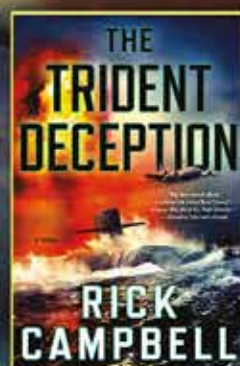
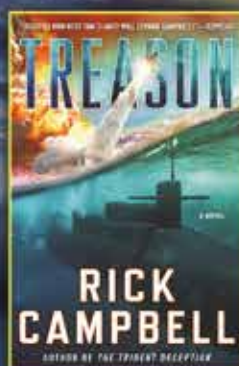
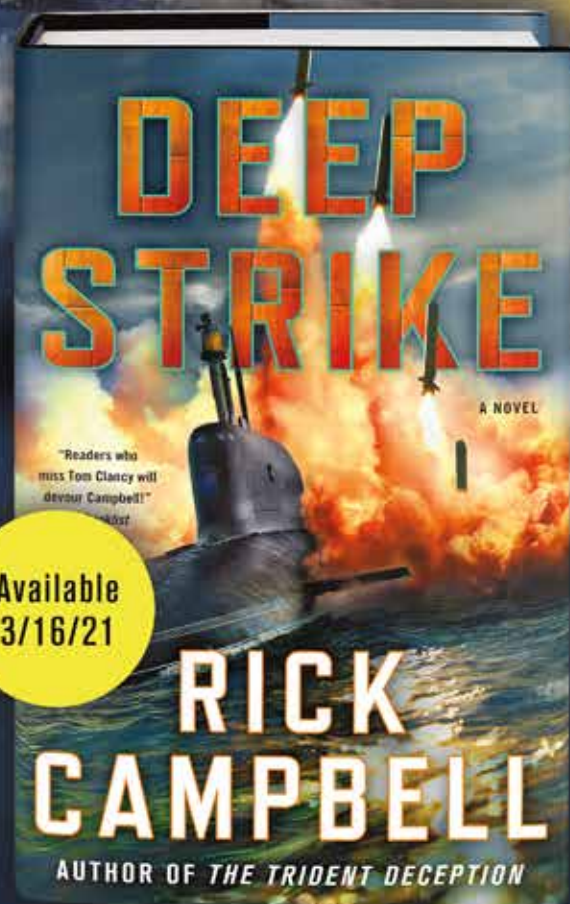
They will never know the joy of Ray Stone crashing through their front door yelling, “Hey Dex, turn on Rontini! The nukes are tying hangman's knots in lynching rope! You silly bastard, you can't buy insurance to cover a

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"Readers who miss Tom Clancy will devour Campbell." —*Booklist*  
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"Fans of submarine thrillers will welcome Campbell." —*Publishers Weekly*

**DEEP STRIKE** — RELEASES MARCH 16, 2021 TO BOOKSTORES EVERYWHERE  
(PRE-ORDER OR PURCHASE WHERE YOU BUY YOUR BOOKS — HARDCOVER, EBOOK, OR AUDIOBOOK)

## New Members

We proudly welcome aboard our newest base shipmates:

### Charles R. Hinman

(Associate Member)

Wife: Keiko

2015 Lime Street, Apt. #904  
Honolulu, Hawaii 96826-3930  
cell: 808-561-2869  
charles.hinman@gmail.com  
Phone number at *Bowfin*  
Museum: 808-423-1341

### Dr. Darin Steven Detwiler

(E5-MM2SS; served 1986-1994)

Wife: Gennette Zimmer

40 Cedar Walk, Unit 2414  
Long Beach, CA 90802-7927  
cell: 425-232-5743

ddetwiler680@gmail.com  
Qualified in 1989 on the  
USS *William H. Bates* (SSN-680)

### Robert "Bob" John Frazier

EMC-SS E-7 CPO; served '78-'94)

4278 Hill Avenue  
Fullerton, CA 92833-3430  
cell: 714-931-8654

Uboatman@gmail.com

Qualified in 1981 on the  
USS *Tautog* (SSN-639)—'80-'85  
USS *Rich. B. Russell* (SSN-687) '89-'92

### Robert "Mike" Cailor (returning)

(EM1-SS E6; served '64-'71)

Wife: Rebecca

2514 Elm St., Seffner, FL 33584-5812  
cell: 813-585-7615

rmcgfish@gmail.com

Qualified in 1968 on the  
USS *Guardfish* (SSN-612)

### Edward "Ed" Elliot Kushins

(LT-03SS; served '68-'79)

Wife: Mary Hamilton

45 16th Street  
Hermosa Beach, CA 90254-3402  
phone: 310-345-3562

edkushins@gmail.com  
Qualified on the USS *Flasher*  
(SSN-613)—'69-'71, LTJG.

### Ramon O. Aguilar (returning)

(E5-ET Radio Div.; 1996-2001)

22736 Jody Lane  
Carson, CA 90745-3603

cell: 562-303-0866

octiviano89@gmail.com

Qualified in 1998 on the USS  
*City of Corpus Christi* (SSN-705)



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

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



*Our chapter mtg. on March 19: definitely a South of the Border feel to this one!*



*Dave holds court over L.A.-Pasadena's subvets: okay, who's ready for another margarita?*



John P. Holland

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

(75-year members noted with \*)

Gerard A. Krudwig.....	2022
Gregory M. Paulson .....	2022
Michael J. Swanson .....	2022
Ralph J. Hansen.....	2021
Robert F. Schive, Sr.....	2021
Larry D. Long .....	2021
G. Judson "Jud" Scott, Jr....	2021
Edward E. Kushins .....	2020
Bruce Evan Neighbors .....	2020
David H. Vanderveen .....	2019
Philip J. Jaskoviak.....	2019
Dennis Bott .....	2018
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

(concluded next page)



## Los Angeles-Pasadena Base 2022 Calendar of Upcoming Events

January 15:	Monthly Meeting via Zoom Conference
February 19:	Monthly Meeting at Taco Surf Restaurant
March 19	Monthly Meeting at Taco Surf Restaurant
<b>April 16</b>	<b>Monthly Meeting at Taco Surf Restaurant</b> <b>Call for Memorial Day Prep Volunteers</b>
May 14	Field Day/Prep at the Memorial Site - 0900
May 21	Tuneup/Hang Tarp at Memorial Site - 0900 Monthly Meeting (location TBD) Nominating Committee Appointed Call for participants in the Huntington Beach 4th of July Parade
May 30	Memorial Day Service - 1100 Submarine Memorial, West
June 18	Monthly Meeting - Annual "Steakfest" Call for nominations for 2023 Base Officers
July 4	115th Annual... Huntington Beach 4th of July Parade
July 16	LeRoy Stone Memorial Picnic Bunker 33, Seal Beach Weapons Station
August 20	Monthly Meeting - "Hawaii" Theme 2023 Base Officer Candidates Announced
September 17	ANNUAL BUSINESS MEETING Election of Officers
October 15	Monthly Meeting Annual Officer Installation Luncheon
November 19	Monthly Meeting - Thanksgiving Theme
December 10	Annual Christmas Luncheon at the Los Alamitos Golf Course

Sam Aboulafia ..... 2014  
David Palagyi..... 2014  
Earl Thomas Peratt, Jr. .... 2014  
David D. Semrau, DDS .... 2014  
Ray Tracy Teare..... 2014  
Milton Harry Boudov ..... 2013  
Kenneth Jon Dorn..... 2013  
M. Mark Hoffer ..... 2013  
Michael P. Klein..... 2013  
Ronald L. Levenson..... 2013  
Edward L. Arnold ..... 2012  
T. Michael Bircumshaw.... 2012  
Raymond Cheesebrough . 2012  
Bobby O. Mahaffey..... 2012  
John V. Mahan ..... 2012  
Lee Melody ..... 2012  
Clyde Matthew Turner ..... 2012  
George R. Walrath ..... 2012  
John L. Weisenberger ..... 2012  
Edward A. Barwick..... 2011  
Joseph W. Koch, Jr. .... 2011  
Stephen D. Diument ..... 2009  
David Whittlesey ..... 2009  
Dennis A. Yure..... 2009  
Armen Bagdasarian..... 2008  
Paul A. Riggs..... 2008  
Rex L. Shields..... 2008  
John L. Von Ulmen ..... 2008  
Francis R. Traser..... 2006  
Ronald K. Thompson..... 2004  
Robert L. Conboy ..... 2003  
James Rogers ..... 2003  
John E. Savela, Jr..... 2003  
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  
\*Royal Harrison, Jr. .... 1995  
\*Sterling F. Higgins ..... 1995  
\*Robert Clair Koplin..... 1995  
\*William J. Dillon..... 1993  
\*Harold Staggs..... 1992



## E-Board Meeting Minutes of March 19, 2022

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted on the morning of Saturday, March 19, 2022.

### In attendance:

- Dave Vanderveen, Base Commander
- Ed Barwick, Base Vice Commander
- Bill Moak, Secretary
- Mike Swanson, Treasurer
- Ray Teare, Base COB
- Herb "Bo" Bolton, Director
- Chuck Senior, Director
- Jack Mahan, Storekeeper
- Jeff Porteous, *Periscope* Editor
- Joe Dow, Member, with Sue
- Darin Detwiler, New Member

Base Commander Dave Vanderveen called the meeting at the Taco Surf Restaurant in Surfside, CA to order at 11:06 hours with a quorum present. Minutes of the February meeting were reviewed with no revisions requested. Mike Swanson moved to accept the Minutes; this was seconded by Dave Vanderveen and approved by voice vote.

### Treasurer's Financial Report: Mike Swanson

The Treasurer's Report as of March 18, 2022 was read into the Minutes by Base Treasurer Mike Swanson:

Checking	\$8,916.00
Savings	\$14,885.03
Cash On Hand	\$50.00
Uncleared Checks:	\$926.00
<b>Total</b>	<b>\$22,925.03</b>

All vendors have been paid up-to-date.

Income:	\$00.00
Expenses:	\$1,815.00

### Flower/Booster Club Additions:

\$00.00

### Inkind Donations:

\$00.00

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

### Memorial Report:

Paul was unable to attend, so Dave mentioned the restoration about to take place on our Memorial monuments by the Lion's Club, and the spectacular job they'll be doing on our behalf. (A finished plaque had been shown earlier as an example of their work.) The full restoration project is slated to start on April 7 and finish on or about April 10. Discussion then led to donating from both L.A.-Pasadena and the National Memorial fund to the Lion's Club in recognition of their wonderful work. Bill made a motion to donate \$500; it was seconded by Chuck and approved by voice vote. Dave then also mentioned the scheduled April 23 service to be performed at the Memorial for Jan and Mark Maynard. (See below.)

(concluded on next page)

## Video Shows the Moment Royal Navy Sailors Realized They Were Hit by the Russian Sub They Were Tracking

(Reproduced from the Insider website; first published 1/7/22) by Bill Bostock



Royal Navy Type 23 frigate HMS Northumberland leaves HMNB Portsmouth as she makes her way out to sea. (Photo by Andrew Matthews/PA Images via Getty Images.)

New video footage shows the exact moment sailors with Britain's Royal Navy realized they had been struck by the Russian submarine they were tracking. Check it out here:

<https://www.dailymail.co.uk/video/russia/video-2584051/Video-Moment-HMS-Northumberland-collides-Russian-hunter-killer-submarine-chase.html>

HMS *Northumberland*, a 133-meter submarine tracker, collided with the Russian vessel in the north Atlantic in late 2020, the UK Ministry of Defence (MOD) told *Insider* in a statement.

At the time of the collision, a camera crew from the UK's Channel 5 network was on-board to film an episode of "Warship: Life at Sea."

A clip from the episode was obtained by *MailOnline* and *The Times of London*.

(continued on next page)

## E-Board Meeting Minutes...

(concluded from previous page)

The following dates were given for preparatory work before the ceremony on May 30:

5/14—Field Day and Prep Work

5/21—Tune-up and Install Tarp

Dave inquired of Joe Koch, in attendance, whether he felt capable of performing as Guest Speaker at the Memorial Day ceremony this year. Joe had earlier stated he thought it too much to ask for the usual speaker from Squadron Eleven to commute up from San Diego, given current fuel prices and the fact that the Navy won't permit gratuities of any kind to help defray expenses. Consequently, Dave asked Joe if he would regale us on that day with tales of his submarine experiences while serving, and Joe accepted.

### Thresher Memorial Ceremony:

Dave suggested we withhold any donation to the *Thresher* Anniversary at this time, due to other recent donations and significant budget obligations. Donation to the *Scorpion* Anniversary shall also be withheld. Ed Barwick suggested we consider waiting and making a donation for the 60th Anniversary of the loss of the *Thresher* in 2023.

### Western Regional Roundup:

Dave indicated only five members of L.A.-Pasadena Base had signed up to attend, including himself. He reminded us it wasn't too late to register, and encouraged members to consider it.

### Maynard Family Service 4/23 at Memorial Site:

The Maynard family is deciding on a time—likely 1000 or 1100. Dave is awaiting confirmation, and mentioned much of what is required on Memorial Day is also needed for this service: chairs, sound system, etc. Dave has asked the *Bonefish* base to attend and perform as well.

### L.A.-Pasadena Access to Naval Weapons Station:

Member I.D. vetting has been slow going, and Dave asked anyone who has yet to submit their security clearance form to do so now.

### Good of the Order:

A new member, Darin Detwiler was in attendance, and provided a little history of his Navy experience. Talk of taking documentation photos within Building 6 prior to the removal of our memorabilia prompted an offer by Darin to take up said project. Much of this came from discussion concerning Building 6. Dave filled us in on the likely sequence of events: Building 6 will be used by Security to store their gear until their new building is completed, then it will be demolished. L.A.-Pasadena will meanwhile store its items off-site in public storage. Once Security occupies their new location, we will likely be allowed to move our paraphernalia into their old facility: Building 10. Until such time, we're hoping to have access to Bunker 33 for future meetings during warm weather, and Building 16's gymnasium/lounge during colder months. An attempt will be made to authorize consumption of alcohol at these locations.

Chuck Senior inquired about possible off-base alternatives. Dave explained there aren't many around, and none with the option of displaying our memorabilia. Those facilities which *are* available would be cost prohibitive.

There being no further business, Mike Swanson motioned the meeting be adjourned; Dave Vanderveen seconded and it was passed by all present, ending the meeting at 1147 hours.

Respectfully submitted,

**Bill Moak**

Secretary, L.A.-Pasadena Base, USSVI



## Russian Sub Strikes Brit

(continued from previous page)

In the clip published by *MailOnline*, a loud alarm begins to sound on the bridge, and crew members are heard asking “What the hell was that?!” and “What happened?!”

Watch for the moment near the 1-min., 33-second mark.

According to the MOD, the Russian submarine had just hit the ship’s sonar equipment, which is trailed hundreds of meters behind the vessel.

“In late 2020, a Russian submarine being tracked by HMS *Northumberland* came into contact with her towed array sonar,” a spokesman for the MOD said. “The Royal Navy regularly tracks foreign ships and submarines in order to ensure the defense of the United Kingdom.”

HMS *Northumberland* had been sent on a 48-hour mission to track down the Russian submarine, over fears that it may try to access undersea cables and intercept communications.

A British defense official told *Insider* there was no indication that the collision was deliberate.

The Kremlin did not immediately respond to *Insider*’s request for comment. (Really?—*ed.*)

After the collision, HMS *Northumberland* returned to a port in Scotland so the damaged equipment could be replaced.

In the Channel 5 episode, the  
(concluded 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>

Sent: Monday, February 28, 2022

Subject: March 2022 VSO Bulletin

Submitted by: John Dudas, USSVI VSO

At Least One Million Vets Could Get VA Health Care Under Scaled-Back Exposures Bill  
<https://bit.ly/3Me98xi>

CVS Pharmacy is Again Authorized Under the TRICARE Program  
<https://bit.ly/3MjvFjk>

The 3 Religious Exemptions Granted by the Military Went to Marines on Their Way Out  
<https://bit.ly/3C7YKCs>

Many Service Members of Color Turn Down Assignments Because of Racism Concernst  
<https://bit.ly/3pug3IU>

Military Tax Tips: Common Military Tax Situations and Mistakes  
<https://bit.ly/3IG3rGf>

VA Hospital Warns 1000s of Vets of Possible Infection from Improperly Cleaned Equipment  
<https://bit.ly/3HzMyM6>

Biden Picks Replacements for Purged Naval Academy Board, Incl. 2 Trailblazing Women  
<https://bit.ly/3tjCFNC>

‘I’m Pretty Much Leading a Double Life:’ Nonbinary Troops & the Pentagon’s Next Frontier  
<https://bit.ly/3pvtGYu>

Sailors, Marines to Get an Extra Week of Leave to Welcome New Baby  
<https://bit.ly/3huLe2n>

Advanced PCS Pay Axed, and Mandatory Govt. Travel Card Use is Coming for Sailors  
<https://bit.ly/3tpIVmM>

Navy Engineer Who Tried to Sell Sub Secrets Pleads Guilty  
<https://bit.ly/3HtUCxS>

VA to Overhaul Disability Evaluations for Mental Health, Other Conditions  
<https://bit.ly/3vsjwM1>

Stopgap Spending Measure with \$350 Million for Hawaii Water Crisis Goes to Biden  
<https://bit.ly/3MrygB1>

(continued on next page)

## Russian Sub Strikes Brit

(concluded from previous page)

ship and camera crew briefly spot the periscope of the Russian submarine above the water, *The Times of London* reported.

“We are very close to the submarine—we are probably parallel. If they were on the surface we would definitely see faces,” Commander Thom Hobbs told the Channel 5 crew shortly before the collision.

On December 4, 2020, the Royal Navy said it had tracked nine Russian vessels close to UK waters in recent weeks.

**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...

(continued from previous page)

Navy Wants Deep Sea Salvage, But Not the F-35 at the Bottom of the South China Sea  
<https://bit.ly/3tG3IID>

1000s of Veterans May See Disability Deadline Waived as Supreme Court Takes Up Case  
<https://bit.ly/3pwGLAF>

Veterans Denied Disability Pymts. Assistance by VA's Verification Service, Families Say  
<https://bit.ly/3sxUf0Y>

John Dudas, USSVI VSO  
[john.dudas.ssn571@gmail.com](mailto:john.dudas.ssn571@gmail.com)

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### From Your Western Region Roundup Committee:

Shipmates,

The deadline for the reduced hotel room rate at the Silver Legacy Resort and Casino in Reno is rapidly approaching. Our online Registration and Payment system for the event makes short work of the process and you can also book your hotel room at our website as well. Register online today!

[https://wrroundup.com/?page\\_id=1323](https://wrroundup.com/?page_id=1323)

The Western Region Roundup Committee has worked hard to put together a great event and we really hope to see you there. In addition to the many events we have scheduled, we are proud to announce that our National Commander, Wayne Standerfer, will be the guest speaker for the Thursday night banquet and our National Storekeeper, Barry Commons, will be on hand to provide you with a new embroidered vest.

We want to thank our bases and shipmates from all over the Western Region for their support as sponsors. There is still time to help in that way.

[https://wrroundup.com/?page\\_id=1949](https://wrroundup.com/?page_id=1949)

Please enjoy this video showcasing the Roundup activities:

<https://youtu.be/0haRSqInaZQ>

As always, the goal of the Roundup is to provide a way for all submariners to gather for their mutual benefit and enjoyment. We look forward to seeing you there!

Western Region Roundup Committee

**USSVI  
Western Region  
Roundup**

**A Gathering of Submariners**



(continued on next page)

## USSVI Regional and National News Bulletins...

*(continued from previous page)*

*Shipmates and Ladies,*

*Forwarding information about the coming memorial ceremony for the crew of USS Thresher.*

*Dave*

From: Rocky Rockers <rockymt1ss@gmail.com>

Date: Monday, March 14, 2022

Subject: 59th Annual *Thresher* Memorial 9 April 2022

Please forward the following message to all USSVI bases. We are excited to be able to finally meet again in person for this event, and hopefully others will be able to join us online.

Respectfully,

John Henry McArdle

Commander, Thresher Base USSVI

USSVI Members,

Due to the recent rescinding of COVID-19 restrictions at both Portsmouth Naval Shipyard and R.W. Traip Academy, USSVI *Thresher* Base is hosting the 59th Annual USS *Thresher* Memorial Service in person this year! Join with us in person or virtually on Saturday, April 9th at the R.W. Traip Academy, 12 Williams Ave., Kittery, ME, beginning at 1300 hrs., to perpetuate the memories and SUBSAFE legacy of the 129 men lost aboard USS *Thresher*.

To assist us in planning efforts, please RSVP your attendance by March 26th via the following Google form: <https://forms.gle/zEMvawQDdFmcReNA7>.

For those unable to attend in person, we will be broadcasting the service live (online). If you plan on watching the live service, it is imperative that you please use the Google form to register. This will allow us to recognize you in the pre-service presentation and thank you after the event for providing your virtual attendance and support to the USS *Thresher* Family/Former crew.

The Submarine Veterans of *Thresher* Base are looking forward to seeing you after long having to limit our activities due to the pandemic.

With respect and gratitude for your continued support of our charter to perpetuate the men lost aboard USS *Thresher*,

John Henry McArdle

Commander, Thresher Base USSVI

---

*Shipmates and Ladies,*

*Forwarding USSVI correspondence to L.A.-Pasadena Base members.*

*Dave*

From: Western Region Roundup Committee

Shipmates,

The Western Region Roundup was started by our WWII brothers more than twenty-five years ago for the purpose of providing a way for all submariners to gather for their mutual benefit and enjoyment. Clearly the goal of our committee was to build a foundation to ensure that this time-honored tradition continues this year and into the future.

*(continued on next page)*

## USSVI Regional and National News Bulletins...

(continued from previous page)

There is still time to register, but the deadline for the reduced hotel room rate at the Silver Legacy Resort and Casino in Reno, is just one week away. Registering is easy using our website: you can register, pay and book your hotel room online, or download a Reg. form and mail-it in. Click on this link to Register. [https://wrroundup.com/?page\\_id=1323](https://wrroundup.com/?page_id=1323)

We look forward to seeing you there.

Western Region Roundup Committee  
Regional Director: Vic Van Horn, Perch  
Chair/Public Affairs: Barry Wyatt, Gold Country  
Vice Chair: Jim DeMott, Bremerton  
Treasure/Reg./Contracts: Tim Carlisle, Mare Island  
Secretary: Pete Juhos, Gold Country  
Webmaster: Gene Kellar, Rocky Mountain  
Merchandise/Vendors: Jan Stiffey, Bremerton

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*Shipmates and Ladies,*

*Here's some information from the USSVI Board meeting.*  
Dave

From: Rocky Rockers <rockymt1ss@gmail.com>  
Date: Sunday, March 20, 2022  
Subject: Mid-Year BOD Meeting

- Website conversion shifted for the 4th time in three years! This new company is on a three-year contract for \$26k/year or \$2,160/mo. or about .19 cents/mo./member. No time frame was given for completion. Tim Carlisle of Mare Island Base is one who will help guide them through what is wanted. Other high tech members will be brought aboard as needed. The new company who has been contracted to build the website: <https://www.blackbaud.com/>. The NC stated that the prior company did not deliver or produce the required site and was not able to convert the data existing in our website to something useful in a new platform.
- A financial audit was conducted with Tom Williams/Central Region Director as Chair of the committee. A few discrepancies were found but were easily corrected by the National Treasurer.
- Mileage rate for travel of Eboard members was raised to match the current IRS rate effective 4/15 which is 58 cents/mile and per diem changed to \$50/day. Also, the average rate for motels is \$110-\$130. Anything over \$150 has to be approved by NSVC.
- Convention News: Ninety-seven people have signed up for the Buffalo Convention so far this year. Buffalo will be the first and last four-day convention. Hotel amenities are based on room night reservations and this makes it more difficult to make the event profitable. Tucson will host the 2023 Convention. For 2024 there are two bases showing an interest: Cod base in Cleveland and Hampton Roads Base in Virginia.
- As of today we have 11,457 total members, of which 10,892 are voting members. Steve noted the bases with members who have not sent dues to National. Wayne stated this is a priority for RD's and DC's.
- Treasurer reported a \$1,093,695 balance. \$49,731 down year-to-date due to investment decline. Also, the minimum wage for Washington (Nat. Office mgr) is moving to \$14.49/hour. If any member wants detailed information on income or expenses, contact Jon Jaques.
- Election: Tom Conlon is investigating an online company to handle the election at around \$925 total. Or it might be just a mail-in ballot from *American Submariner* magazine.

(concluded on next page)

## USSVI Regional and National News Bulletins...

*(concluded from previous page)*

National Officer slate:

Bill Andrea - NC

Jon Jaques - NSVC

Steve Bell - NJVC

Paul Hiser - National Treasurer

David Campbell - National Secretary

Les Alschuler - Northeast Regional Director

Ken Nichols - Southeast Regional Director

Tom Williams - Central Regional Director

Pete Juhos - Western Regional Director

Thanks to Ron Martini and Pete Juhos for their notes adding to my own.

Dennis Ottley

USSVI Western District-1 Commander

USSVI 2023 National Convention Chair

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

From: "USSVI POC: William C. Andrea" <NJVC@ussvi.org>

Date: March 27, 2022

Subject: USSVI National Awards Reminder

Submitted by: Bill Scott, National Awards Chair

This is a reminder about the 2022 USSVI National Awards nominations and important deadlines.

April 30 - All nominations except the NLOY awards are due to me NLT close of business on that day.

May 15 - All NLOY nominations are due to me NLT close of business on that day. I will then send all nominations on to the committee chairs for tabulation of the award winners. (Refer to the Awards Manual for other deadlines.)

Nominations received after those deadlines will not be considered, and the sender will be notified. If mailing nominations via snail mail, they must be postmarked no later than that day to be considered.

When preparing your nominations, be creative and don't use the "cookie cutter" method of taking a previous write-up, changing the names of previous nominations and adding new activity. This applies particularly for those shipmates who were previously nominated, but did not get selected and who still deserve that particular award, or for a different award this year. Remember, no photos, and font size must be 12pt, and preferably in Word Document format for all nominations except for NLOY. (See the Awards Manual for any additional guidance.)

When sending your nominations, be sure to include the nominee's base, base position, Base Class, BC's name and address. In addition for the NLOY award nominations, include the editor's name. I'm also suggesting the inclusion of the District Commander's name and address also for mailing awards to the recipients in case they aren't at the convention.

38 Nominations received as of 3/23/22: 8 - Link Awards, 1 - DCOY, 9 - Meritorious Individual, 1 - Meritorious Base, 4 - Golden Anchor, 12 Silver Anchor (1 posthumous) and 3 - Ben Bastura.

Harold W (Bill) Scott II, STSCS(SS) USN RET.

USSVI National Awards Chair

Central District 4 Commander

Chief of the Boat, USSVI Central Texas Base

CTB Newsletter Editor, 512-826-8876

## The Men Who Wore Peacoats

(concluded from page 19)

Los Angeles boat surfacing in your john and blowing you away!”

Then we laughed like kids and started whittling another stick to poke in another hornet’s nest. We got our battle cry from Patty Wayne: “Hyman Rickover: Anti-Christ! Yaddah, yaddah, sis boom bah!”

“That,” says Olgoat, “is Latin for ‘Blow it out yer ass.’”

If you wore shoulder boards, you missed a lot. The action all took place aft of the control room. While you guys were reading *The Wall Street Journal*, doing crossword puzzles and cheating each other at gin rummy, mutinies were being considered, diabolical plots were unfolding, and stupid stunts were being planned. Grown men were insulting each other. Cooks were being ragged. Towel fighting world championships were held. The virtues of tit size were being

academically discussed. Lousy coffee was being consumed, and sea stories were being told under the guise of pure naval history.

We had to read Tom Clancy to figure out what went on up forward.

Keep a zero bubble . . .

Dex.



# 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

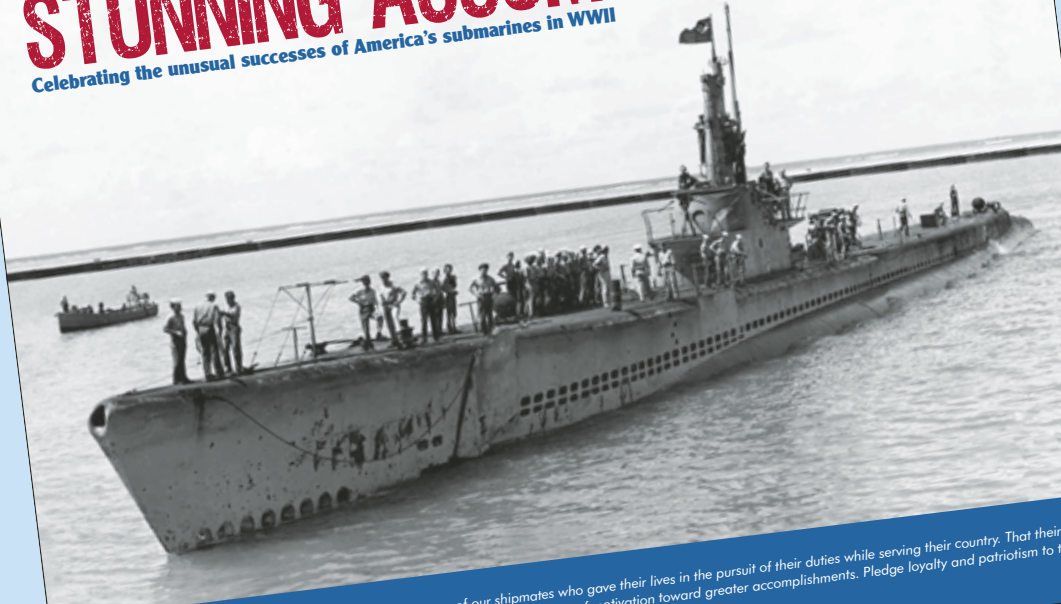
USS Columbia (SSN-771)	USS Montana (SSN-794)
USS Connecticut (SSN-22)	USS North Dakota (SSN-784)
USS Delaware (SSN-791)	USS Kentucky Blue (SSBN-737)
USS Greenville (SSN-772)	USS Kentucky Gold (SSBN-737)
USS Helena (SSN-725)	USS Maine Blue (SSBN-741)
USS Hyman G. Rickover (SSN-795)	

**Questions?**  
Jack Messersmith  
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or e-mail  
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2022 United States Submarine Veterans Calendar

# STUNNING ACCOMPLISHMENTS

Celebrating the unusual successes of America's submarines in WWII



## Discover the astounding achievements of a dozen World War II American submarines.



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

With this year's calendar, USSVI once again celebrates WWII boats, particularly this batch of twelve individual trailblazers—champions among champions all. We're proud to bring their accomplishments to light, from destroying enemy shipping to rescuing downed aviators, hauling gold bullion to pioneering new techniques and technologies. They've seen and done it all, and each has her own story to tell.

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.

We invite you now to learn month-by-month the twelve success stories of these remarkable boats. Clear the bridge and standby to dive into some real underwater adventure!

The all-new 2022 USSVI Submarine Calendar

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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 Buckley 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 scuttling charge,

### USS Barb Derails Home Island Train Schedule

plan 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 submerses barely made it back in time and *Barb* lagged it out of three foot suite. Afterwards, the Karafuto 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	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						



"We shall never forget that it was our submarines that held the lines against the enemy while our fleets replaced losses and repaired wounds."  
—FLEET ADMIRAL CHESTER W. NIMITZ

5-28 (SS-139) 1944  
Independence Day

ROBALO (SS-273) 1944

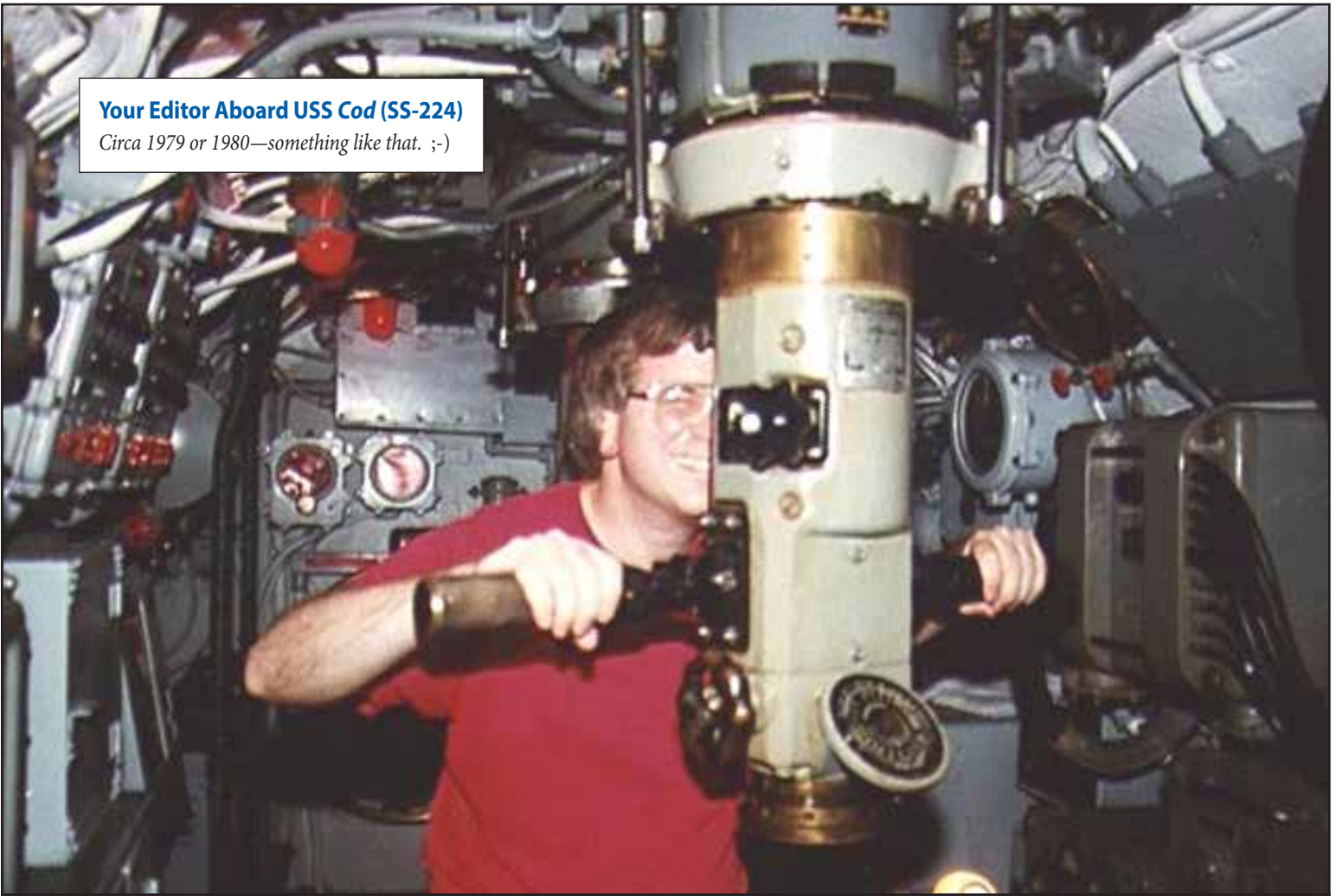
GRUNDON (SS-210) 1942

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	5 6 7 8 9 10 11	12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Proceeds to benefit USSVI operations and projects.

**Your Editor Aboard USS Cod (SS-224)**

Circa 1979 or 1980—something like that. ;-)



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

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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

