



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

Not much to add here; I'm busy with all the same holiday prep you guys are. But I'm still here in the Yeoman Shack if anyone needs me. Happy Holidays, everyone!—Jeff



Latest boat added to my fleet.  
(Bigger pic another time.)

## U.S. Nuclear-Powered Submarine Surfaces in South China Sea

*(Reproduced from the Newsweek website - Published September 24, 2025)*

by Ryan Chann

<https://www.newsweek.com/us-nuclear-powered-submarine-surfaces-south-china-sea-10478851>



*U.S. guided-missile submarine USS Ohio conducts a training exercise with the U.S. Marine Corps in the Philippine Sea on September 3, 2025. (Photo: Mass Communication Specialist Seaman Elijah Webb/U.S. Navy.)*

A United States nuclear-powered submarine capable of launching more than a hundred missiles was deployed in the South China Sea during a visit to an allied nation.

The arrival of the U.S. Navy guided-missile submarine USS *Ohio* in the Philippines comes amid ongoing territorial and maritime disputes between the Southeast Asian country and China, which claims most of the waters in the contested South China Sea.

*Newsweek* has contacted the Chinese Foreign Ministry for comment.

*(concluded on page 8)*



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## From the Wardroom...



Darin Detwiler,  
*Base Commander*

Shipmates and Ladies,

There's a moment every year, right around this season, when the noise around us quiets just enough for the past to catch up. It might be a familiar smell from the kitchen or the sound of people gathering in the next room. Whatever it is, it pulls forward the memories of where we've been, who we served with, and who waited for us to come home.

For those of us who served aboard submarines, much of our character was shaped in a steel world beneath the surface. Patience grew out of long stretches in tight quarters. Calm came from learning to steady ourselves when the stakes were higher than we could ever explain. Trust wasn't a rule. It was the oxygen of the boat, created by the way we showed up for one another day after day.

But there's another part of that story. Our families were living their own version of service. They carried the weight of distance. They filled the silence of unanswered questions. They held everything steady at home so we could hold everything steady at sea. Their courage may not have worn a uniform, but it shaped us just as much as anything we faced underway.

None of this stayed in the past. Those experiences formed the way we show up now. The way we raise our children, support our partners, serve our communities, and strengthen this base. They taught us that leadership is not a position...but, instead, a practice. It's how we choose to take responsibility for one another, even when no one is watching.

Thanksgiving gives us a chance to slow down and notice what we sometimes forget. We're still a crew. Families included. We check in when someone's going through a rough stretch. We celebrate the wins, no matter how small. We carry the traditions that connect us across generations. And we honor the stories that brought us here, whether they unfolded under the ocean or around a kitchen table.

I'm grateful for every one of you. For the time you give to this base. For the stories you share that keep our heritage alive. For the way you look after your shipmates and their families. This community works because every person in it continues to live the values shaped long ago.

From my family to yours, I wish you a warm table and a Thanksgiving filled with peace.

*Darin*

*Darin Detwiler, Commander*  
Los Angeles-Pasadena Base

P.S.: I look forward to seeing you at our Christmas Luncheon on December 20. Please make sure to RSVP as soon as possible. Information is included later in this newsletter.



## Nov. General Meeting Sailing List

Ed Barwick  
Susan Bolton  
Dennis Bott  
Ken Dorn  
Bill Moak  
Art Schwartz  
Rita Schwartz  
Mike Swanson  
Ray Teare  
Dave Vanderveen  
Stan Westrick



## Minutes of November 15, 2025 General Meeting

Base Vice Commander Ray Teare (in Base Commander Darin Detwiler's absence) called the General Meeting of the L.A.-Pasadena Base to order at the L.A. County Firefighter's Museum in Bellflower, CA at 1105 hours. Ray then led the Pledge of Allegiance, following that with a recitation of the USSVI Purpose and a request for a Moment of Silence for our departed shipmates.

Ray explained that last month's meeting Minutes had been published in the prior issue of the newsletter and that they had been reviewed, approved and accepted into the base record during the E-Board meeting. (*See E-Board Minutes elsewhere in this issue.—ed.*)

### Treasurer's Report:

Ray noted that the Treasurer's Report had been reviewed, approved and accepted into the base record by the E-Board and, complying with our By-Laws, asked Treasurer Sue Bolton to present the report to the General Members attending today. (*The same report appears in the E-Board Minutes elsewhere in this issue as usual.—ed.*)

### Membership Update:

Dave Vanderveen reported that base membership is holding stable at 99.

### Memorial Update:

Our base will now take over the flower detail at the memorial site. Dave Vanderveen will remove the old flowers. Stan Westrick, Darin Detwiler and Dennis Bott will now rotate monthly to replace flowers on the appropriate memorial markers for that month.

### New Business/Good of the Order:

The membership was informed that the E-Board had earlier approved an increase to the base donation of a total of \$750.00 toward operational expenses of the next Western Regional Roundup.

*(concluded on next page)*



## Binnacle List

Keep these shipmates in your thoughts—better yet, get in touch!

• **Ed Arnold** is alert and residing in an Assisted Living facility in Yorba Linda. Please reach out via the following info. A phone call or text would be much appreciated.

Ed Arnold  
17803 Imperial Hwy. Rm. 227  
Yorba Linda, CA 92886-2377  
cell/text: 714-797-9286  
email: earnold725@aol.com

• **Associate member Anthony Bland** worked at the Newport News Shipyard for 55 years, building subs and taking them on shakedown cruises to make sure they were safe for our sub sailors. He loves everything about submarines and was thrilled to become an Associate Member of USSVI and our base. His daughter Brooke Nafarrete is also an associate member here. Brooke just reported in that her dad has recently gone into hospice care. Further challenging the family, her husband Carlo's father also went into hospice care—on the very same day. Both offspring have been excellent caretakers for their parents. Our thoughts are of course with the entire family. You can reach out to show your support via the following info:

Carlo & Brooke Nafarrete  
6251 Ferne Avenue  
Cypress, CA 90630-4829  
Brooke's cell: 714-822-1025  
email: BrookeBNafarrete@gmail.com



## General Meeting Minutes...

(concluded from previous page)

It was noted that the Base Storekeeper is now permitted order needed items (patches, shirts and ball caps) from the National Storekeeper as required.

### Christmas Luncheon:

Sue Bolton needs to have received all forms and checks from intended party attendees by no later than December 7. (See *signup form on page 19 of this issue.*—ed.)

Holland Club recognition was then awarded to Art Schwartz.

### Upcoming Meetings:

Next month's meeting will be the Christmas Luncheon held at the Navy Golf Course Clubhouse. The Chaplin's Prayer will be performed by Dennis Bott. (See *page 5.*—ed.)

There being no further business, Bill Moak motioned for adjournment; this was seconded by Dennis Bott and passed unanimously, ending the meeting at 1200 hours.

Respectfully submitted,

*Stan Westrick*

Secretary, L.A.-Pasadena Base, USSVI



**PRIDE RUNS DEEP**



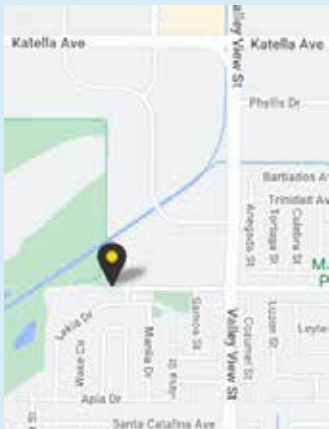
# Annual Christmas Luncheon - December 20!

## Dec. Meeting

**Date:** Dec. 20, 2025

See you all at our annual Christmas soiree on the third Saturday of the month! Fill out and send in your sign-up form (pg. 19) to Sue Bolton ASAP.

On the Greens Conference Ctr.  
U.S. Navy Golf Course  
5660 Orangewood Ave.,  
Cypress, CA 90630  
Phone: (714) 889-1576  
Starts at 11:30 a.m.



## Dec. Birthdays

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

Armen Bagdasarian.....	12/3
Keith Salazar.....	12/4
Louis Myerson .....	12/9
Joe Dow.....	12/10
Marilyn Senior .....	12/10
Charles Hinman .....	12/19
Dave Vanderveen.....	12/29



Don't miss our annual Christmas Luncheon at the Navy Golf Course on Saturday, Dec. 20. See sign-up sheet on page 19. Hurry! Send it off to Sue Bolton now so you won't miss the deadline!

## LOS ANGELES - PASADENA BASE

# 2025 FLOWER FUND and BOOSTER CLUB

A special thank you to the following folks whose generous contributions this year have helped make our base activities and charitable functions possible:

- Bill Dillon • Bud Fox • Bob Schieve • Ken Dorn (multiple) • Sally Moran
- Scott Hultner • Willie Williamson • Greg Paulson • Dennis Bott (multiple)
- Harold Staggs estate • Dave Vanderveen • Ed Barwick (multiple)
- Robert Cailor (multiple) • William Long (multiple) • Ron Jones
- Darin Detwiler • Kathleen Carder • Beauchamp Tran



Booster Club and Flower Fund donations are welcome in any amount and are often also popular with 50/50 Drawing winners at our base meetings. Contributions can be made in cash or by check payable to L.A.-Pasadena Base of USSVI. Checks may also be sent to Sue Bolton at 13561 Iowa Street, Westminster, CA 92683-2637. To ensure proper credit, be sure to indicate Booster Club or Flower Fund on your check.

# 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

## DECEMBER TOLLING OF THE BOATS



USS CAPELIN (SS-289)



USS SEALION (SS-195)



USS F-1/CARP (SS-20)

### USS CAPELIN (SS-289)

Presumed lost on December 2, 1943 during her first war patrol—but *Capelin*'s exact location and cause of death remain a mystery. She may have succumbed either to mines or an operational casualty. Seventy-six men were lost.

### USS SEALION (SS-195)

Lost on December 10, 1941 when she was scuttled in Manila Bay to prevent her from falling into enemy hands after receiving severe damage from the initial Japanese airstrike on Cavite. Six *Sealion* crewmen were lost: four from the harbor bombing, and two from ill treatment in Japanese POW camps after being captured during the fall of the Philippines. A third sailor was also caught and imprisoned, but survived and was released at the end of the war.

### USS F-1/CARP (SS-20)

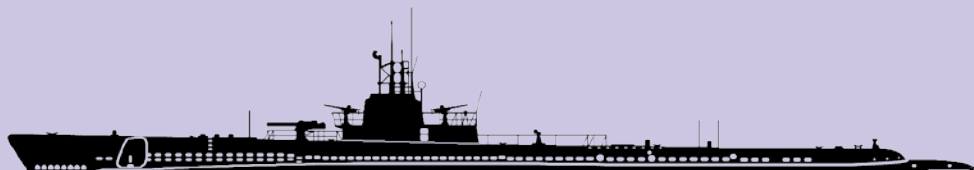
Lost on December 17, 1917 while maneuvering at sea in exercises off San Clemente, California. *F-1 (Carp)* and *F-3 (Pickrel)*—SS-22) tragically collided, the former sinking in just ten seconds, her port side torn open forward of the engine room. Three crew members were rescued by other submarines also operating in the area, but nineteen officers and men were lost.

### USS S-4 (SS-109)

Lost on December 17, 1927 when she sank after being accidentally rammed by USCG *Paulding*. Tragically, forty officers and men rode her to the bottom. *S-4* was eventually salvaged and recommissioned in 1928.



USS F-4 (SS-109)



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

# China's New Unmanned Submersibles with Zero-Radius Turning Can Evade Enemy Sonar Detection

*This new type of vehicle could covertly deploy to blockade shipping lanes, autonomously identify targets, and launch saturation attacks.*

*(Reproduced from the Interesting Engineering website - Published October 4, 2025.)*

<https://interestingengineering.com/military/china-unmanned-submersible-evade-sonar-detection>

*by Bojan Stojkovski*

China's latest underwater unmanned systems have been described as disruptive and intelligent in a new military journal article. Featured during the September 3 parade in Beijing marking the 80th anniversary of victory over Japan, the submersibles reportedly possess zero-radius turning manoeuvrability, allowing them to operate smoothly in complex maritime conditions.

The journal notes they function below 90 decibels to avoid sonar detection and can be paired with submarine-launched missiles, smart mines, or even "mother-daughter" unmanned vehicles to create a multilayered strike network.

The parade also highlighted China's expanding arsenal, from intercontinental ballistic missiles to drones and carrier-based aircraft.

## **Unmanned subs for blockades and saturation attacks**

A recent article in *Ordnance Industry Science Technology* detailed how the PLA Navy has displayed unmanned submersibles, unmanned surface vessels, and unmanned minelaying systems designed for coordinated operations.

The report claimed these vehicles could covertly deploy to blockade shipping lanes, autonomously identify targets, and launch saturation attacks. It further noted the platforms are expected to have exceptionally long endurance and eventually integrate with underwater charging station technology. While Russian media reports last year pointed to similar developments in Moscow's navy, Beijing has not yet publicly disclosed plans for such infrastructure.

According to the *South China Morning Post*, the systems also were described as having advanced intelligence features, with the potential to achieve three-dimensional coordination alongside unmanned surface vessels and aerial drones through artificial intelligence.

According to the report, the surface vessels could employ

autonomous decision-making to identify targets and assess threats, giving them an edge in operating within complex maritime environments.

## **Naval drones can reshape rules of maritime conflict**

The report also notes that swarms of these unmanned vessels could redefine maritime confrontation, acting as a decisive factor in future contests for sea control. Beyond bolstering China's ability to enforce sovereignty claims, the systems are portrayed as adding new complexity to global maritime security governance.

Central to this capability is the AJX002 unmanned mine-laying system, described as able to cut off enemy supply lines through asymmetric tactics and operate as a deep-sea defensive stronghold. Measuring 59 to 65 feet in length and powered by a pump-jet propulsion system, the AJX002 closely resembles Russia's Poseidon nuclear torpedo, though its nuclear status remains uncertain.

China is pursuing ambitions to establish a formidable blue-water navy by 2035, with projections suggesting it could operate up to six aircraft carriers by then. Such capabilities would play a key role in any conflict across the Taiwan Strait, supporting amphibious operations and countering potential U.S. intervention.

Analysts note that the advanced weapons systems displayed during last month's military parade highlight Beijing's intensified focus on defending its claims over Taiwan and projecting power to deter secessionist moves, while also underscoring China's broader drive to modernize its naval forces and expand its influence in regional maritime security.

*Bojan Stojkovski is a freelance journalist based in Skopje, North Macedonia, covering foreign policy and technology for more than a decade. His work has appeared in Foreign Policy, ZDNet, and Nature.*

## USS Ohio Surfaces in South China Sea

(concluded from page 1)

### Why It Matters

As part of its efforts to contain China's growing military threat, the U.S. maintains a strong presence of nuclear-powered submarines in the western Pacific, especially across three north-south defensive island chains—formed by the territories of the U.S. and its allies and partners, including the Philippines, which is part of the First Island Chain.

The presence of the *Ohio*—designed to launch up to 154 Tomahawk cruise missiles—follows China's deployment of its most advanced aircraft carrier, CNS *Fujian*, in the South China Sea for testing and training. Satellite imagery captured on Tuesday shows the aircraft carrier remained off the southeastern coast of China's Hainan Province.

### What To Know

Citing open-source ship-tracking data, @MT\_Anderson, an open-source intelligence analyst on the social media platform X, said the *Ohio* arrived at Subic Bay on the west coast of the Philippines' Luzon Island, bordering the South China Sea, on Tuesday.

On Wednesday, the Submarine Group Seven, a U.S. Navy command responsible for submarine activities throughout the western Pacific, confirmed to *Newsweek* in an emailed statement that the *Ohio* was pierside at Subic Bay for a scheduled port visit.

The submarine, homeported in the state of Washington, is conducting routine operations in the U.S. Seventh Fleet's operating area—which covers the western Pacific and Indian Oceans—to help preserve a free and open Indo-Pacific, according to the statement.

Photos released by the U.S. Navy show the *Ohio* conducting a training exercise with the U.S. Marine Corps in the Philippine Sea, east of the Philippines, on September 3.

The exercise aimed to provide what the U.S. Navy called “flexible, forward-postured and quick-response options” to combatant commanders, according to a photo caption.

Prior to its deployment around the Philippines, the *Ohio* surfaced in Guam—part of the Second Island Chain—in late April and in Brisbane, Australia, in late July. Australia is a key ally in the South Pacific that helps the U.S. sustain naval power on the front line.

“American submarine capability remains, in my view, the primary threat vector for Chinese naval operations,” Alex Luck, a naval analyst in Australia, told *Newsweek*.

The Chinese People's Liberation Army Navy has made significant efforts in ship- and air-borne anti-submarine warfare, including land-based maritime patrol aircraft and undersea surveillance, particularly within the First Island Chain, the analyst added.

### What People Are Saying

The U.S. Navy's Submarine Group Seven told *Newsweek* on Wednesday: “USS *Ohio* is supporting the U.S. [Seventh] Fleet, the U.S. Navy's largest forward-deployed numbered fleet, operating with allies and partners in preserving a free and open Indo-Pacific region.”

The U.S. Navy said on its website: “*Ohio*-Class guided-missile submarines (SSGN) provide the Navy with unprecedented strike and special operation mission capabilities from a stealth, clandestine platform. Armed with tactical missiles and equipped with superior communications capabilities, SSGNs are capable of directly supporting Combatant Commander's strike and Special Operation Forces (SOF) requirements.”

### What Happens Next

It remains to be seen whether the *Ohio* will conduct any exercises with the Philippine military in the South China Sea, signaling the U.S. security commitment to the ally.



My thanks to Chuck for finding this old cartoon for me.—ed.



# Submarine Lost Since 1917 Found Under More Than 1,300 Feet of Water

(Reproduced from the Earth.com website - Published September 29, 2025.)

<https://nationalecurityjournal.org/russias-new-lada-class-submarine-has-just-1-mission/>

by Jordan Joseph



A World War I era U.S. Navy submarine now rests quietly more than 1,300 feet (396 meters) below the Pacific, west of San Diego. The USS *F-1* sank on 12/17/1917 after a collision during a training run, and nineteen sailors died, according to Navy records.

A recent deep-ocean mission used modern tools to map the wreck in crisp detail, without disturbing it. The mission doubled as a training cruise for pilots and engineers who operate some of the most capable undersea vehicles in the world.

## Finding the USS *F-1*

Bruce Strickrott, from Woods Hole Oceanographic Institution (WHOI), helped lead piloting on the expedition.

He and partner teams documented the submarine's hull and surrounding seafloor with high resolution video and photographs.

The human-occupied deep-sea vehicle *Alvin* can reach

about four miles (6.5 kilometers) deep, which puts most of the seafloor within reach of its cameras.

That capacity made it possible to observe the site directly—planning safe, careful passes over sensitive features.

The first views showed that the submarine is still relatively intact, lying on one side of her hull, with key features still visible. Teams also noted seafloor life that has colonized the wreck over time.

## How USS *F-1* images were captured

The crew stitched thousands of overlapping images into precise 3D shapes using photogrammetry, a method that turns many pictures into accurate measurements. Those models help researchers estimate dimensions and track changes at the site over time.

An autonomous underwater vehicle called *Sentry* cruised

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## Found: *F-1* Submarine from 1917

(concluded from page 9)

low and steady to map the area with sonar before the *Alvin* arrived.

*Sentry* is rated to operate down to about 19,685 feet (six kilometers) and can run long, pre-planned survey lines with high stability. This is ideal for seafloor mapping and imaging.

After *Sentry*'s reconnaissance, the human-occupied vehicle (*Alvin*) moved in slow, deliberate patterns over the wreck. Pilots balanced visibility, distance, and safety to avoid stirring sediment or contacting the hull.

### The technology at work

A ship-mounted multibeam sonar built a wide-area map from the surface. That map guided *Sentry*'s lower altitude passes for finer detail, and helped the team plan *Alvin*'s path lines.

Photogrammetric models capture the submarine's dimensions within small margins of error when images overlap well and light is even. Those constraints pushed the team to use steady speeds, stable altitudes, and consistent camera settings during each run.

### History of the USS *F-1* submarine

*F-1* went down in heavy fog when her sister sub, *F-3*, struck her broadside off Point Loma. The Navy Director's historical H-gram recounts that *F-1* sank within seconds and five topside sailors survived while nineteen were lost.

The site is a war grave and a protected Navy wreck. That status shapes how scientists plan surveys—meaning non-contact documentation and a leave-in-place approach to anything observed.

Respect led the expedition to hold a brief remembrance aboard the research vessel over the wreck site. A crew member tolled the ship's bell as lost names were read.

### Training with purpose

This cruise sharpened pilot skills for complex underwater habitats where currents, slopes, and visibility can change quickly.

Mapping a wreck at depth requires smooth coordination among bridge officers, vehicle pilots, sonar operators, and image specialists.

The work also trains the next wave of undersea engineers on safe procedures, navigation checks, and data quality control.

Confidence in these skills matters when missions shift to active faults, vents, and other sites where good decisions protect both people and instruments.

### High-def models of USS *F-1*

High fidelity 3D models allow experts to measure hull thickness, openings, or damage patterns without touching the site. Repeat surveys can flag changes caused by corrosion, gravity, or biology.

Detailed shape files also help historians interpret how the collision unfolded and where water likely rushed in.

Combined with archival logs and survivor accounts, the geometry can test hypotheses with numbers instead of guesswork.

These data support education and museum work as well. Curators can build accurate exhibits or virtual tours that preserve context and scale.

### Tools behind the scenes

*Alvin*'s pressure sphere, thrusters, and life support allow three people to spend hours on the bottom. The sub's manipulator arms stayed out of the way on this mission; the team chose visual surveys only.

*Sentry*'s pre-programmed tracks covered the area efficiently, collecting images and sonar swaths which overlapped. That redundancy is vital for clean mosaics and consistent 3D reconstructions.

Both vehicles send navigation data to align imagery with the seafloor map. Cross checks between instruments catch drift or distortion before it becomes a problem.

The same methods can document other war graves and historic downed aircraft without disturbing them. Accuracy improves as cameras, navigation sensors, and processing software advance.

More expeditions will use this playbook on complex terrain where cliffs, boulders, or wreckage makes passes tricky. The skills honed here translate directly to research on hazards, ecosystems, and resources.

# U.S. Navy Submariner Joins Mission to Rebuild Anglo-Saxon King's 1,400-Year-Old Longship

(Reproduced from the CBS News website - Published October 1, 2025.)

<https://www.cbsnews.com/news/sutton-hoo-ship-american-navy-submariner-rebuilding-anglo-saxon-king-longship/>

by Archie Clarke



People watch the excavations at the site of an Anglo-Saxon ship burial at Sutton Hoo, near Woodbridge, Suffolk, England, Aug. 17, 1939. (Photo: Topical Press Agency/Hulton Archive/Getty.)

Woodbridge, England — In a far-flung corner of southeast England, in a boatshed on the River Deben, a former U.S. Navy submariner whose career saw him serve on some of the most advanced nuclear-powered vessels of the 20th century has embarked on a mission into the past. David “Mac” MacDonald is one of 180 volunteers building a precise replica of a ship that set sail under the command of a king almost

one-and-a-half millennia ago.

They’re working with The Sutton Hoo Ship’s Company in the small town of Woodbridge, and their mission is to build a historically accurate reproduction of the wooden longship famously discovered on the site, which is believed to have been the final resting place of a 7th-century Anglo-Saxon king.

(concluded on page 12)



## Submariner Helps Rebuild Ancient Longship

(concluded from page 11)

### Sutton Hoo Excavations

The remnants of the original ship were discovered buried at Sutton Hoo almost a century ago, just across the river from the reconstruction site.

Amid the skeleton of the old ship there was a wealth of Anglo-Saxon artifacts, which, along with the underdog story of its discovery, have brought the site international fame.

The treasure trove included the “Sutton Hoo Helmet,” the most iconic remnant of Anglo-Saxon England.

The old ship was in poor condition when amateur archaeologist Basil Brown discovered it—little more than an imprint in the sand, measuring about 90 feet in length.

Due to the relative lack of knowledge about this period in English history, the find was dubbed “one of the most important archaeological discoveries of all time” by a curator at the British Museum.

There’s an ongoing debate as to who exactly was buried in the longship, but the most widely accepted theory is that King Raedwald of East Anglia was entombed in the vessel. He was among the first English kings to convert to Christianity, and is of no relation to the current royal family.

### Sutton Hoo ship burial, 7th century (1990-2010)

The boathouse in which the ship is being reconstructed from scratch draws over 9,000 visitors every month, along with many volunteers. MacDonald grew up in New England and then lived in North Carolina for thirty years, but he moved to the U.K. seven years ago.

He built bespoke furniture and is a trained violin maker, but he put all that aside for a set of Anglo-Saxon axes after one of his wife’s friends mentioned the project. Now he’s part of the longship family, where he says he has “been made most welcome.”

MacDonald said he and his fellow shipbuilders can already envision the longship as it takes shape before them, telling CBS News: “We’re just carving away all the wood that doesn’t look like a boat.”

But the project is far from simple. It aims to recreate the longship using the same methods and tools that would have been used by the Anglo-Saxons—axes, mallets and clamps, all made from designs over 1,400 years old—and to make it seaworthy.

### Sutton Hoo longship replica

The team started construction in 2019, with hopes of completing the project by early 2027.

Master Shipwright Laurie Walker described to CBS News the huge amount of time required to manufacture each individual part of the ship. The hull will be made of about 90 wood planks, each one requiring between 30-40 hours of work to craft. Those planks will be held together by about 3,800 wrought iron nails, all locally made.

The wood used for the ship’s handcrafted parts is as labor-intensive to find as it is to fashion into the needed components. Project horticulturist Andy Spencer said every tree used as source material must be selected based on its unique length, shape and lack of imperfections.

Spencer said the keel of the ship, for instance, required an almost perfectly straight, 43-foot oak tree, which required an arduous search process — one that must be repeated for virtually every primary component.

Spencer is also head of the project’s replanting program, which aims to replant roughly twenty oak trees for every one that is cut down. The new trees are being planted close to where the longship is under construction, in the newly-annointed “Saxon Ship Wood.”

Another challenge for the team is the lack of historical plans for the original Sutton Hoo ship, which was built, “smack bang in the middle of a period about which we know absolutely nothing,” according to project board chairman Sean McMillan.

That’s not because the Anglo-Saxons didn’t record their work, but because Viking raids in the subsequent centuries saw many monasteries along England’s east coast—where historical records would have been kept—plundered and destroyed.

As such, details of the Sutton Hoo burial ship, which, according to McMillan, “in its day would have been the equivalent of an aircraft carrier,” are non-existent.

“During the build there’s a lot of questions coming up of, ‘Well, how would they have done this?’ Well, we don’t know, because there’s no evidence of it,” said McMillan.

So they have to work with what they’ve got—the remains of the hulking vessel pulled from the Suffolk county mud.



In the old days going north out of the Norfolk area, you didn't have Interstate 64 as an option. And Interstate 95 existed only in the minds of futuristic thinkers. You had Rt. 460 or Rt. 17 and that's it.

Rt. 460 was straight as an arrow, but it sure had some amazing places to visit. For that reason, boat sailors were always partial to 460.

The main one was Wright's Bar-B-Q. There was this town called Zuni, Virginia. To call it a town is actually charitable. The “YOU ARE NOW ENTERING ZUNI” and “YOU ARE NOW LEAVING ZUNI” signs were on the same post, front and back. The town consisted of a gas station, a package store (for those of you who live in states where you have private liquor stores, a package store is an Alcohol Beverage Control, or ABC store), a feed store, and Wright's Bar-B-Q.

For miles before you got to Zuni, there were tin signs nailed to trees, fenceposts, the sides of barns—crissakes, if you could see a vertical surface, chances are someone had nailed to it one of those three little dancing pigs signs reading, “WRIGHT'S BAR-B-Q - MOUTHWATERING PIT COOKED PORK - 10 MILES ON RIGHT.”

They weren't lying. Guys on the boat would hear the “Set the Maneuvering Watch” word passed, look at their watches, grin and say, “Hell, we can make it to Wright's before the old gals lock the door!”

Wright's employed ladies who were very senior citizens. Women who'd reached the age where they were looking for a little side income to supplement their retirement checks. They wore black dresses with white aprons and had little white lace handkerchiefs pinned in their breast pocket. And, they wore hairnets. In the '50s, folks didn't care for big long hairs showing up in their chow, so the health authorities required that food service people cover their heads. Somewhere along the line, they stopped doing that. With fast food being lukewarm, synthetic cardboard-tasting crap, maybe long black waitress hairs have become the most nutritional part of the whole meal.

The old ladies loved us boat sailors. We called 'em “Sweet-heart,” and to them we were all “Darlin.” We brought 'em weird presents from places the boat had pulled into, and we tipped on the level of the Oil Minister of Kuwait.

These practices probably contributed to our popularity.

As I recall, racy lacey lingerie from Smith's in Bermuda was always a big winner. Always had this vision of these old, over-the-hill haypounders out there in the east jeezus boondocks grabbing jumper cables for their pacemakers when granny came dancing into the living room wearing one of those abbreviated black see-through numbers. I'll bet pappy damned near jumped out of his old claw hammer loop big mac overalls. Geriatric sex? You betcha! The sub force sure spread a lot of joy!

Wright's produced exceptional barbeque. Crackerjack smoked pork. But, they made BBQ sauce too. Ladies would say, “Darlin', you want mild or hot sauce with that?” If you ever said “I'll take the hot sauce,” you only did it once.

Those sweet little old ladies had broken the code on vegetable-based napalm. They'd invented a liquid you could use for heavy welding. The stuff they put under a sandwich bun could melt the fillings out of your teeth and make you crave asbestos skivvies.

I loved Wright's. It's gone now. All that's left are a couple of faded three little pigs signs nailed to trees—peeling paint spreading the lie that Wright's Bar-B-Q is still 10 miles up the road. A shame.

There was a roadside peanut stand at Ivor Virginia. Sold giant croaker sacks full of roasted and boiled peanuts. It's amazing what kind of mess four submarine sailors and a twenty-pound bag of fresh roasted peanuts can make inside an automobile. For years after I left the boats, beer bottles and damned peanut shells kept appearing every time I hit the brakes hard.

The woman operating the peanut stand was a big one by any standard you could apply. A Japanese Sumo wrestler in a dress instead of a diaper—without the slanted eyes. She looked like she'd mastered the art of locomotive swallowing. You could set up housekeeping in one of her bra cups.

One night, we kept seeing these billboards that read, “FUMAZONES KILL NEMATODES.”

We looked at each other.

“What 'n hell's a fumazone? And whadda they have against nematodes—whatever 'n hell *they* are?!”

We were enlisted non-rated, so no one ever accused us of possession of any overwhelming brilliance.

*(concluded on page 14)*

## Route 460... by Dex Armstrong

(concluded from page 13)

"Sounds like Greek names. Must be some serious stuff between some Greeks..." Yeah, we were bright alright.

We later learned that it was all about some chemical that cured cancer of the peanut root.

Well, being the creative raghats that we were, we invented words like "fumanazonic physics" and "nemanatodic compensation." Words we could work into conversations with old Chiefs who'd never admit they had no gahdam clue what we were talking about.

"Hey Chief, when you went to 'A' School, were you good in fumanazonic refractory multi-denominational iambics?"

"Hell, yes. But I'm not here to give *you* all the answers. 'Time you learned the idea behind qualification is for you to go find out the answers yourself, bilge breath."

Not more than ten minutes later, he'd be linked up with one of his old barnacle-encrusted E-8 buddies, asking:

"Hey Jack, when you studied for your rate, you have any of that fumanazonic shit?"

Playing Pin-the-Tail-on-the-Goat-Locker was a big part of the fun in those days.

Nobody takes Route 460 anymore. A lot of old coots died smiling from that Bermuda Garter Belt Cardiac Shutdown phenomenon though. Damn near nobody left!

Keep a zero bubble...

Dex.



PRIDE RUNS DEEP

# 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 USSVI Boat Sponsorship Program  
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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 *Connecticut* (SSN-22)  
USS *Delaware* (SSN-791)  
USS *Greeneville* (SSN-772)  
USS *Helena* (SSN-725)  
USS *Hyman G. Rickover* (SSN-795)

USS *Montana* (SSN-794)  
USS *North Dakota* (SSN-784)  
USS *Kentucky Blue* (SSBN-737)  
USS *Kentucky Gold* (SSBN-737)  
USS *Maine Blue* (SSBN-741)

### Questions?

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



## New Members

We proudly welcome aboard:

### Frank M. Berezney

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

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

### Kathleen A. Carder

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

### David "Dave" Geske

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

### Charles B. "Charlie" McCarthy, Jr.

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

### Laurie Ann Mabry

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



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

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



## Gary Wing's New Digs

Membership Gal  
Marilyn Senior  
reports that Gary  
Lee Wing relocated  
to Oregon just  
in time for the  
changing of the  
leaves. Three weeks  
after he retired from  
his job, he made his  
move to Oregon.  
Bravo Zulu, Gary!



## Darin Digs New PodCast Gig

Our own proud new base C.O., Darin Detwiler—food safety expert extraordinaire—  
together with his wife, Gennette Zimmer, have begun a new podcast devoted to food  
cautionary tales. Read all about it on the Northeastern Global News website, here:

<https://news.northeastern.edu/2025/11/10/confessions-of-a-food-safety-a-hole-podcast/>



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

(75-year members noted with \*)

Arthur B. Schwartz.....	2025
Scott Hultner.....	2024
Stanley O. Westrick .....	2024
Ronald R. Jones.....	2023
Gerard A. Krudwig.....	2022
Gregory M. Paulson .....	2022
Michael J. Swanson.....	2022
Ralph J. Hansen .....	2021
Robert F. Schive, Sr.....	2021
Larry D. Long.....	2021
G. Judson "Jud" Scott, Jr....	2021
Edward E. Kushins .....	2020
Bruce Evan Neighbors .....	2020
Frank M. Berezney .....	2019
David H. Vanderveen.....	2019
Dennis Bott .....	2018
Robert "Mike" Cailor .....	2018
Robert Miller.....	2018
Roger C. Dunham, MD ...	2017
Richard McPherson.....	2017
Harry "Bill" Moak.....	2017
Louis A. Myerson .....	2017
Elliot Rada .....	2017
Ronald G. Wagner .....	2017
Dennis J. Walsh.....	2017
Michael Kish .....	2016
Charles B. McCarthy, Jr....	2016

(concluded next page)



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

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



*(Holland Club Roster, concluded)*

Gary Wheaton.....	2016
Lawrence R. Butler .....	2015
Samuel T. Higa .....	2015
Harry P. Ross.....	2015
Charles H. Senior .....	2015
Larry E. Smith.....	2015
Sam Aboulafia.....	2014
David Palagyi .....	2014
Earl Thomas Peratt, Jr. ....	2014
David D. Semrau, DDS ....	2014
Ray Tracy Teare.....	2014
Milton Harry Boudov .....	2013
Kenneth Jon Dorn .....	2013
M. Mark Hoffer.....	2013
Michael P. Klein .....	2013
Ronald L. Levenson.....	2013
Edward L. Arnold.....	2012
T. Michael Bircumshaw ...	2012
Raymond Cheesebrough .	2012
John V. Mahan .....	2012
Lee Melody .....	2012
Clyde Matthew Turner.....	2012
George R. Walrath .....	2012
John L. Weisenberger .....	2012
Edward A. Barwick .....	2011
Joseph W. Koch, Jr. ....	2011
Stephen D. Diumentti .....	2009
David Whittlesey .....	2009
Dennis A. Yure.....	2009
Armen Bagdasarian.....	2008
Paul A. Riggs .....	2008
Rex L. Shields .....	2008
Francis R. Traser .....	2006
Ronald K. Thompson .....	2004
James Rogers .....	2003
*William F. Long.....	1999
*Kenneth E. Chunn.....	1998
*Patrick Zilliacus. ....	1994
*William J. Dillon.....	1993



## E-Board Meeting Minutes of November 15, 2025

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted at the L.A. County Firefighter's Museum in Bellflower, CA on Saturday morning, November 15, 2025. A quorum was met so the meeting proceeded normally.

### In attendance:

- Darin Detwiler, Base Commander
- Ray Teare, Base Vice Commander
- Stan Westrick, Base Secretary
- Sue Bolton, Base Treasurer
- Dennis Bott, Memorial Director
- Ken Dorn, Director
- Bill Moak, COB
- Dave Vanderveen, Immediate Past Commander
- Mike Swanson, Immediate Past Treasurer

Base Commander Darin Detwiler called the meeting to order at 1002 hours. Minutes of the prior E-Board and General meetings were reviewed. Dave Vanderveen moved to accept the minutes into the base record; this was seconded by Bill Moak and unanimously approved.

### Treasurer's Financial Report: Sue Bolton

The Treasurer's Report as of November 13, 2025 was read into the Minutes by Base Treasurer Sue Bolton.

Checking	\$28,757.27
Cash On Hand	\$50.00
Uncleared Checks:	\$00.00
<b>Total</b>	<b>\$28,807.27</b>

All vendors have been paid up-to-date.

Income (Coins):	\$60.00
Income (Base Stickers):	\$25.00

### Flower/Booster Club Additions:

Ken Dorn	\$200.00
William Long	\$100.00

### Other Donations:

Kathleen O'Rourke Carder	\$30.00
50/50 Drawing	\$30.00
Ron Jones	\$20.00
Ken Dorn - Logo Screen Photo Backdrop	\$250.00

<b>In-Kind Donations</b>	<b>\$00.00</b>
--------------------------	----------------

There were no questions nor corrections needed. Dave Vanderveen moved to approve the Treasurer's Report and accept it into the base record; this was seconded by Bill Moak and passed unanimously.

### Old Business:

Dave brought up that a donation from our base to the Western Regional Roundup had been talked about at the prior E-Board meeting and had been originally approved at \$500.00. Ray Teare made a motion to amend the amount to \$750.00. This was seconded by Dave Vanderveen. The motion was passed unanimously. Sue Bolton will send a check for the \$250.00 balance..

*(concluded on next page)*

## USS Cobia Dry-docking Reveals Hidden Damage to Her Ballast Tank

by Steven Devine

(from the SeehaferNews.com website  
Published September 29, 2025)

<https://www.seehafernews.com/2025/09/29/uss-cobia-drydocking-reveals-hidden-damage-to-ballast-tank/>

The Wisconsin Maritime Museum is showing why drydocking a historic WWII submarine is essential.

Submarine Curator Karen Duvalle explained that a secret was discovered underneath one of the concrete blocks that the USS *Cobia* was sitting on after she was pulled out of the water, allowing the hull, or the underside of the boat, to be cleaned and repainted.

Duvalle says a welding seam near the keel of the ship was split entirely on one of the submarine's ballast tanks.

The ballast tank has an opening at the bottom to allow water in and out for diving and surfacing, but a steel plate covered *Cobia's* to prevent water from entering the tanks entirely.

When *Cobia* arrived at Fincantieri Bay Shipbuilding in Sturgeon Bay, all ballast tanks were pumped out if needed, but ballast tank two was not draining.

Duvalle believes the keel block held the steel plate in place, which is why they never noticed the issue in the first place. Two blocks will need to be removed one at a time to reweld the seam and keep the ballast tank empty.

An opening in the bottom of the sub may seem scary, but submarines have a double hull, and water only enters the ballast tank, not the hull itself.

The submarine left Manitowoc on September 7th and is scheduled to be away from the museum for about six weeks.

The Wisconsin Maritime Museum predicts an early October return.  
(See *Cobia* photo on bk. pg.—ed.)

## E-Board Meeting Minutes...

(concluded from previous page)

### New Business / Good of the Order:

The state of our memorial site flower program was brought up. Our base will now take over the flower detail at the memorial site. Dave Vanderveen will remove the old flowers. Stan Westrick, Darin Detwiler and Dennis Bott will now rotate monthly to replace flowers on the appropriate memorial markers for that month. (Specific months have not yet been assigned.)

### Base Patches and Other Materials:

Bill Moak requested an okay to order 200-250 patches depending on the price. Dave Vanderveen made a motion to permit ordering the patches, and this was seconded by Dennis Bott. The motion carried unanimously.

Dave Vanderveen then made a motion to permit Bill's ordering other materials as needed up to \$300.00. This was seconded by Dennis Bott. The motion was approved unanimously.

### Upcoming Meetings:

The following meeting venues were discussed and tentatively agreed upon:

- December: Navy Golf Course Clubhouse for the annual Christmas Luncheon; see Sue Bolton—she needs to have received all forms and checks from intended party attendees by no later than December 7. (See *signup form on page 19 of this issue.—ed.*)
- January, 2026: VFW Hall in Anaheim
- February: Fire Museum or Simi Valley Museum
- March: Simi Valley Museum
- April: Fire Museum
- May: Submarine Memorial site
- June: VFW Hall in Anaheim
- July: Fire Museum
- August: Dennis Walsh's house for picnic
- September: VFW Hall in Anaheim
- October: TBD
- November: Fire Museum
- December: Navy Golf Course Clubhouse for annual Christmas Luncheon

There being no further business, Darin Detwiler motioned for adjournment; this was seconded by Ray Teare and passed unanimously, ending the meeting at 1102 hours.

Respectfully submitted,

*Stan Westrick*

Secretary, L.A.-Pasadena Base, USSVI



**PRIDE RUNS DEEP**



## THE L.A.-PASADENA BASE, USSVI ANNUAL CHRISTMAS LUNCHEON

On Saturday, December 20, 2025, the USSVI L.A.-Pasadena Base will hold its annual Christmas luncheon for the 2025 holiday season. The party will take place at the Los Alamitos Golf Course: On the Greens Conference Center, 5660 Orangewood Ave., Cypress, CA 90630.

It's the time of year to visit with our submarine friends and guests, and you won't want to miss it!

Social Hour: 11:30a.m. - Luncheon served: 12:15p.m.

### **This Year's Menu is as Follows:**

**Tossed Garden Salad with Ranch and Italian dressings on the side**

#### **Entrée Selection:**

**Chicken piccata**

**Oven-roasted Potatoes and Green Beans Almondine, Dinner Rolls and Butter**

**Grilled flat iron steak**

**Oven-roasted Potatoes and Green Beans Almondine, Dinner Rolls and Butter**

**Vegetarian Option**

**Mushroom Raviolis  
Dinner Rolls and Butter**

**Beverage: Coffee, Iced tea**

**Dessert: Cheesecake with Raspberry Drizzle**

**Sparkling Cider/Champagne Toast**



As always, it's very important to get your reservations in ASAP so we can give the golf course a firm head count no later than twelve days before the luncheon.

The cost of the meal is \$50.00 per person. Cocktails will be for sale at the main bar.

Please send your check and reservations (checks made out to LA-Pasadena Base USSVI) to the address shown below. Be sure to indicate your choice of entrée and how many of each.

Name: \_\_\_\_\_

Name: \_\_\_\_\_

Guest: \_\_\_\_\_

Guest: \_\_\_\_\_

Mail to: Sue Bolton  
13561 Iowa Street  
Westminster, CA 92683  
Phone: 714-932-6222

Chicken piccata \_\_\_\_\_

Flat iron steak \_\_\_\_\_

Mushroom ravioli \_\_\_\_\_

Total # of dinners \_\_\_\_\_ X \$50.00 \$ \_\_\_\_\_





2026 United States Submarine Veterans Calendar

# SILENT HUNTERS

Los Angeles-class submarines continue to play a critical role in national security. Their ability to operate undetected has ensured strategic deterrence and supported global military operations for decades.



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Oakley, CA 94561  
Email: [NSK.USSVI@yahoo.com](mailto:NSK.USSVI@yahoo.com)  
Phone: (925) 679-1744  
Quantity discounts available.



**USS PROVIDENCE (SSN 719)**  
2003, she earned the nickname "Big Dog of the Red Sea" for launching the most Tomahawk missiles during the conflict. The submarine also played a key role in launching Tomahawk missiles against Libyan air defenses during Operation Odyssey Dawn in 2011. In popular culture, *Providence* is featured in the 1986 Tom Clancy novel *Red Storm Rising*, alongside her sister submarines, *USS Boston* (SSN 703) and *USS Chicago* (SSN 721). After 37 years of dedicated service, *Providence* was decommissioned on August 15, 2022.

## August 2026

(Five submarines and 251 men lost)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						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					

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

Proceeds to benefit USSVI operations and projects.





**Museum boat USS Cobia (SS-245) in her recent drydock evolution—just before keel cleanup began.**

---

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

---

SEALION  
S-36  
S-26  
SHARK I  
PERCH  
S-27  
GRUNION  
S-39  
ARGONAUT  
AMBERJACK  
GRAMPUS  
TRITON  
PICKEREL  
GRENADIER  
RUNNER  
R-12  
GRAYLING  
POMPANO  
CISCO  
S-44  
DORADO  
WAHOO

CORVINA  
SCULPIN  
CAPELIN  
SCORPION  
GRAYBACK  
TROUT  
TULLIBEE  
GUDGEON  
HERRING  
GOLET  
S-28  
ROBALO  
FLIER  
HARDER  
SEAWOLF  
DARTER  
SHARK II  
TANG  
ESCOLAR  
ALBACORE  
GROWLER

SCAMP  
SWORDFISH  
BARBEL  
KETE  
TRIGGER  
SNOOK  
LAGARTO  
BONEFISH  
BULLHEAD

