



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

It was brought to our attention at the last E-Board meeting that there's a desire to see more base and member news appearing in this publication. That sounds good to me! Just remember, I can only publish items that've been sent to me. So bring it on! Till more of that material appears though, we'll stick with our usual general internet submarine coverage of interest.—Jeff

U.S. Navy's Block V Virginia Class: A Sub Russia and China Can't Match

The Block V Virginia-class subs represent a significant upgrade over their predecessors, designed to bridge the missile gap between the U.S. and China

(Reproduced from the National Interest website - Published February 24, 2024.)

by Harrison Kass



Virginia-class submarine. (U.S. Navy photo.)

Summary: The Block V Virginia-class submarines represent a significant upgrade over their predecessors, designed to bridge the missile gap between the U.S. and China. Being constructed in Groton, Connecticut, these fast-attack submarines are a more cost-effective solution than the *Seawolf* class, with each unit totaling about \$1.8 billion. The introduction of the Virginia Payload Module (VPM) allows the Block V to carry three times as many Tomahawk missiles, directly addressing the missile proliferation and range advantages that China has developed. With many more Block V submarines planned, they are expected to play a crucial role in U.S. naval strategy for decades to come.

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From the Wardroom...



Dave Vanderveen,
Base Commander

Shipmates and Ladies,

I had to travel so much before I retired from Chevron that any novelty which made it fun had long since evaporated. The trip I made to Silverdale, Washington in mid-April was the same long, boring airport slog I remembered, and then I got to sit for two hours in a small bus enroute to the hotel. The trip was worthwhile, though! It was good to visit with shipmates I hadn't seen in a long time, and to meet new ones, too. Several of us from L.A.-Pasadena Base were there and I enjoyed some good, relaxed conversation with them and their "better halves."

I hadn't been on an active submarine in nearly 52 years and got to tour USS *Nebraska* (SSBN-739) at the Kitsap-Bangor Submarine Base. When I stepped into the Missile Compartment, I felt right at home. Although she is nearly one-third longer and broader in the beam than the *Madison*-class boats I was on, it was surprisingly tight quarters. In true submarine style, every available space was crammed with equipment. I remarked to the Chief Nav-ET who was leading our tour that the atmosphere didn't have the amine smell I was used to, and he said the Navy uses "modern" techniques to scrub carbon-dioxide. I felt older than my 75 years.

Doors and hatches are much bigger than I was used to, so those of us who have become "wide-body" folks didn't cause a green board when we went through one. In fact, the stores loading hatch allows huge containers to be lifted into the boat by crane. The sailor favorite "stores loading party" is a thing of the past. The trunk into the Auxiliary Machinery Room at the aft end of the Missile Compartment is big enough to allow insertion of a spiral ladder(!) when the boat is in-port. One of the old guys on the tour remarked how cool it was to see one of the "new" boats. The *Nebraska* is 31 years old and by the time you read this has started her 80th patrol. I guess everything is new to us old guys.

Although the boat tour was the high point, we also saw the Trident Training Facility's weapons labs, the attack teacher, and the surface navigation lab. Then, we got to do the business of our organization. Overall, this year's Western Region Roundup was worthwhile, especially because I personally learned some things we can use when we host the Roundup in 2025.

I hope those of you residing in the SoCal area can join us for our traditional Memorial Day ceremony on the 27th. It continues to be among our most meaningful opportunities to commemorate the submariners who died on their boats in World War II. Many of their family members attend and much appreciate how we continue to commemorate our lost shipmates and their loved ones.

Our May 18th meeting will be at the VFW Hall in Anaheim, followed by a potluck lunch. Please join us! Remember that we're starting to seek candidates for our September base elections, so please be thinking about that. We need you to step up and help out in an officer/leadership position, and I know from personal experience you'll find it very rewarding.

As always, please be mindful of physical hazards to your safety and to the people around you who are sick—including those who may have stealth illnesses. Allow your good sense to protect you!

Dave

Dave Vanderveen, Commander
Los Angeles-Pasadena Base



Minutes of April 20, 2024 General Meeting



April General Meeting Sailing List

Ed Barwick
 Brooke Bland Nafarette
 and husband Carlos
 Dennis Bott
 Ron Jones
 Joe Koch
 Jack Mahan
 Bill Moak
 Jeff Porteous
 Chuck Senior
 Marilyn Senior
 Mike Swanson
 Ray Teare
 Dave Vanderveen
 Ron Wagner
 Pat Zilliacus
 Mercedes Zilliacus



Base Commander Dave Vanderveen called the General Meeting of the L.A.-Pasadena Base to order at the VFW Hall in Anaheim at 1110 hours. Dave then led the Pledge of Allegiance, following that with reciting the USSVI Purpose and adding a request for a Moment of Silence for our departed shipmates.

Dave reported that the E-Board had reviewed and approved the minutes of both March meetings and accepted them into the base record. He also reported that the E-Board had reviewed, approved and accepted the Treasurer's Report into the base record.

Treasurer's Report:

In compliance with our By-Laws, Treasurer Mike Swanson read aloud his Treasurer's Report dated as of April 19, 2024, to the members present in the General Meeting. *(It appears in the E-Board Meeting Minutes elsewhere in this issue as usual.—ed.)*

Membership Report:

Membership Chairwoman Marilyn Senior reported we currently have 96 members, thirteen of whom are Associates. She prompted the group to RECRUIT! Pat Zilliacus, who has offered to prompt Members-at-Large to join us, reported that he still has not received a current MAL listing. Dave reported that although base officers should have access to it through the USSVI website, it's currently not available. Pat will continue to prompt Keith Post at National regarding this issue.

Memorial Report:

Dennis Bott repeated what he'd reported at the earlier E-Board meeting. *(See E-Board Meeting Minutes elsewhere in this issue.—ed.)*

Memorial Ceremony Preparation:

Dennis Bott again repeated what he'd reported at the earlier E-Board meeting. *(Again, see E-Board Meeting Minutes.—ed.)*

Western Region Roundup 2024:

Dave, Bill and Ray repeated what they'd reported to the E-Board. *(See Minutes.—ed.)*

Western Region Roundup 2025:

Dave reported that discussions continue with the *Queen Mary* staff regarding lodging, meeting space, meals, and tours, with the next meeting scheduled for April 24th. The battleship *Iowa* leadership has committed to conducting tours and holding the Tolling the Boats ceremony on the fantail—to be closed with a ceremonial firing of a 5"/38 caliber gun salute. We decided to use the "65 boat script" and to run the video accompaniment showing where each boat sank as done at the 2023 Convention. This coming summer, we will begin forming our hosting plan, invite other So. California bases to participate, and ask for commitments to help with the work.

(concluded on next page)



**Ad Still Here by
Popular Demand!**

Wings'n'Pies



Just the Place for Killer MidRats!

Hey, know anyone on boats out of New London? Or, planning a visit to Groton yourself?

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



General Meeting Minutes...

(concluded from previous page)

The Good of the Order:

Jeff Porteous pointed out there are many submarine groups in existence on social media, cross promoting and sharing resources. His own real world organization of submarine modelers, history buffs, and yes, additional submarine veterans—The SubCommittee—is 10,000+ members strong on Facebook. (Subs are sexy!) Jeff promotes the USSVI to the sub veterans in this group whenever he can.

Pat Zilliacus related a story about Bill Post, CO of *Gudgeon* (which sank IJN submarine *I-173*) who later went to command USS *Spot*. He became a flag officer, and in a later discussion with Pat's brother, encouraged him to become involved with submarine structural work. Subsequently, Pat's brother was part of the investigation into USS *Thresher's* loss and is the one who found the failed silver-brazed fitting which allowed high-pressure sea water to spray onto an electrical bus causing the reactor to scram. As the crew scrambled to restart the reactor so they could drive the boat to the surface, she settled below crush depth. His finding ultimately led to the SUBSAFE program, which vastly improved procedures, design and construction work on our boats. BZ to the Zilliacus brothers!

Dave asked Pat where he got his yellow Holland Club hat, because USSVI's usual supply sources don't have it. Pat got his through "The Vest Lady," who unfortunately was not able to attend the WRR in Silverdale this year.

New Associate member Brooke Bland and her husband Carlos attended their first meeting and she related her own and her dad's experiences building submarines with Huntington-Ingalls. She provided a list of the boats her dad helped build and committed to helping him attend the Memorial Day ceremony and future base meetings.

There being no further business, Joe Koch motioned for adjournment; this was seconded by Dennis Bott and passed unanimously, adjourning the meeting at 1150 hours.

Respectfully submitted,

Dave Vanderveen

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

P.S. Joe Koch won our monthly 50/50 drawing to the tune of \$30—and donated it back to the base's Booster Fund. Thanks, Joe!



PRIDE RUNS DEEP

May Meeting at the Anaheim VFW Hall

May Meeting

Date: May 18, 2024

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

Parking's behind the building.

Location:

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

Times:

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

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

A-H — *Dessert*

I-R — *Main Dish*

S-Z — *Salad or Vegetable*

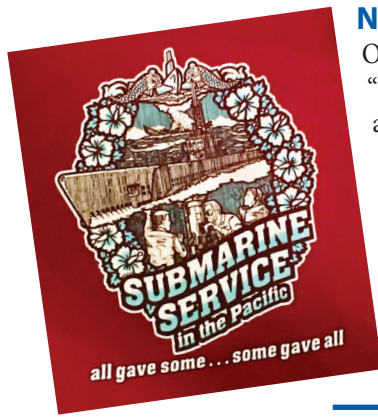


May Birthdays

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

- Jeff Porteous 5/4
- David Palagyi 5/7
- Robert Miller..... 5/7
- Doc Dunham, MD 5/10
- Pat Zilliacus..... 5/11
- Bruce Evan Neighbors ... 5/17
- Michael Bircumshaw..... 5/18
- Dennis Bott 5/19
- Dr. Darin Detwiler 5/19
- Mike Swanson..... 5/21

Ship's Store



New Reduced Price on T-Shirts!

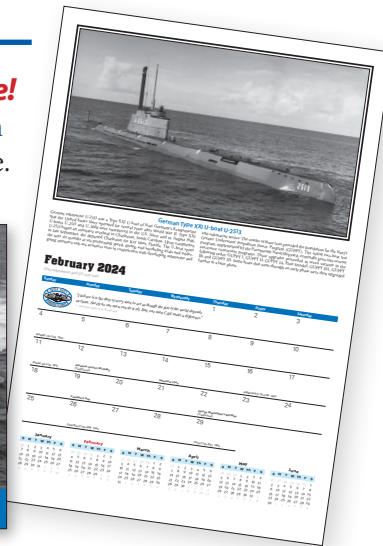
Our ever-popular L.A.-Pasadena Base "Submarine Service" tees are once again selling like fresh whites after a fall down the pump room hatch! Now a mere **ten bucks** apiece, there's no reason not to have a closetful. Contact Bill Moak for yours, or just bring a few extra bucks to the next meeting, you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

2024 Calendars Now Available!

Order at ussvinalstorekeeper.com
Or see details elsewhere in this issue.
Don't miss out—they're selling fast!



Get in touch with our base Storekeeper, Bill Moak, at 805-660-4776 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

2024 FLOWER FUND and BOOSTER CLUB

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

- Ken Dorn • Dennis Bott • Bill Moak
- Sally Moran • Ron Jones



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

MAY TOLLING OF THE BOATS



USS LAGARTO (SS 371)



USS SCORPION (SSN 589)



USS SQUALUS (SS 192)

USS LAGARTO (SS-371)

Lost on May 3, 1945 near the Gulf of Siam during her second war patrol, *Lagarto* was sunk by the radar-equipped minelayer HIJMS *Hatsutaka*—which was subsequently sent to the bottom by the USS *Hawkbill* (SS-366) twelve days later. Eighty-six men went down with *Lagarto*.

USS SCORPION (SSN-589)

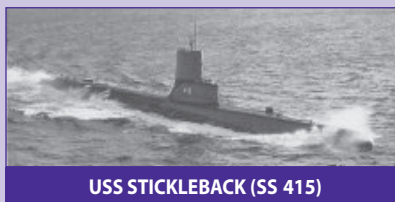
Lost May 22, 1968 while returning to Norfolk from a Mediterranean deployment; the nuclear-powered *Scorpion*'s last reported position had been about fifty miles south of the Azores. She was never heard from again, though her wreck was discovered in October of that same year. The exact cause of her loss has never been definitively determined, yet various operational casualty and other theories still abound. Ninety-nine officers and men perished in the tragedy.

USS SQUALUS (SS-192)

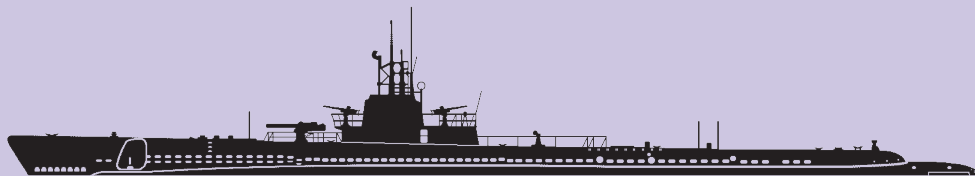
Partially flooded as a result of a major valve failure during a test dive, *Squalus* went to the bottom off the Isle of Shoals on May 23, 1939, coming to rest keel down in 240 feet of water. Commander Charles Momsen and Navy divers from the USS *Falcon* (ASR-2) rescued thirty-three survivors using the diving bell Momsen had himself invented. Tragically, twenty-six men had already drowned in flooding contained in the boat's after compartments. Later, *Squalus* was raised and recommissioned as the USS *Sailfish* (SS-192). In a cruel twist of fate, *Sailfish* later sank the Japanese aircraft carrier *Chuyo*, which had been carrying some of the surviving crew members from USS *Sculpin* (SS-191)—the very boat which had located the sunken *Squalus* and stood by her during rescue operations. Only one of the twenty-one *Sculpin* crew members aboard *Chuyo* survived the carrier's sinking.

USS STICKLEBACK (SS-415)

Lost on May 30, 1958 when she sank off Hawaii while under tow after colliding with the USS *Silverstein* (DE-534). The entire crew had been taken off prior to her loss.



USS STICKLEBACK (SS 415)



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

Huntington Ingalls Industries Launches Virginia-Class Block IV Submarine USS Massachusetts

(Reproduced from The Artistree on the Microsoft Start website - Published March 1, 2024.)

by Nathan Hale



Virginia-class Block IV submarine. (Photo: Naval News)

The submarine *Massachusetts* recently reached a significant milestone in her journey to join the U.S. Navy's fleet. After being christened in May, the submarine was moved from the construction facility to the water using a floating dry dock.

She was then submerged and towed to the shipyard's submarine pier for further outfitting, testing, and crew certification. This process marks a crucial step in preparing the submarine for her operational duties.

As a *Virginia*-class submarine, the *Massachusetts* is a nuclear-powered fast-attack vessel designed to conduct a variety of missions in both deep ocean and shallow littoral waters.

These submarines are set to replace the aging *Los Angeles*-class submarines and feature advanced technologies that enhance their warfighting capabilities, including improved firepower, maneuverability, and stealth.

With a top speed exceeding 25 knots, *Virginia*-class

submarines can support a wide range of mission profiles. The *Massachusetts* is the 25th submarine of its class, with Newport News Shipbuilding responsible for delivering twelve of these vessels.

Specifications for the *Virginia*-class submarines include a displacement

of 7,800 tons, a length of 377 feet, a beam of 34 feet, and a draft of 32 feet.

They are powered by an S9G reactor and auxiliary diesel engine, enabling them to remain submerged for up to three months and reach a test depth of over 800 feet.

These subs can accommodate a crew of fifteen officers and 120 enlisted personnel. Their armament includes twelve vertical launch system tubes and four 21-inch torpedo tubes for Mk-48 torpedoes and BGM-109 Tomahawk missiles.

The *Virginia* class has been at the forefront of adopting new technologies and construction techniques to enhance efficiency and reduce costs. The use of "commercial off-the-shelf" (COTS) components, particularly in computer and data networks, has helped lower production costs.

An innovative industrial arrangement between General Dynamics Electric Boat and Huntington Ingalls Industries has enabled the sharing of construction responsibilities, further optimizing the production process.

The U.S. Navy's *Ethan Allen*-Class Missile Submarines Had Just One Mission

The Ethan Allen-class submarines, designed as successors to the George Washington class, were central to the U.S. Navy's "41 for Freedom" ballistic missile fleet during the 1960s.

(Reproduced from the National Interest website - Published March 2, 2024.)

by Maya Carlin



Ethan Allen class on the surface. (U.S. Navy photo.)

Summary: The *Ethan Allen*-class submarines, designed as successors to the *George Washington* class, were central to the U.S. Navy's "41 for Freedom" ballistic missile fleet during the 1960s. Built to carry the Polaris A-2 missile, these submarines were a key part of America's Cold War deterrent strategy against the USSR. Commissioned in the early 1960s, the class included ships like the USS *Ethan Allen*, which played a significant role in testing the Polaris missile. The *Ethan Allen*-class represented a technological advancement with their nuclear-powered design and

missile capabilities. However, the SALT II treaty later restricted their strategic role, leading to their eventual decommissioning and disposal.

The *Ethan Allen*-Class: The Submarines That Shaped Nuclear Deterrence

Commissioned mainly in the 1960s, the U.S. Navy's ballistic missile submarine fleet comprised the service's "41 for Freedom."

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Ethan Allen-Class Submarines

(concluded from page 8)

The *George Washington*, *Ethan Allan*, *Lafayette*, *James Madison*, and *Benjamin Franklin* classes were designed to create a survivable and credible sea-based deterrent as the Cold War between the U.S. and USSR was heating up.

In the 1960s, the Navy proposed acquiring forty-one nuclear-powered ballistic missile submarines. However, the 1932 SALT 1 Treaty limited this goal.

Introducing the *Ethan Allen*-Class: One Clear Mission

Designed as a successor to the *George Washington* class, the *Ethan Allen* SSBNs were uniquely constructed to be capable of launching ballistic missiles against the Soviet Union, Warsaw Pact or any nation or nations threatening the United States.

The class's lead ship, *Ethan Allan*, was constructed by General Dynamics Electric Boat and commissioned in 1961.

Sam Houston was next to commission one year later, built by Newport News Shipbuilding and Drydock Corporation.

The fourth and fifth ships in the class, *John Marshall* and *Thomas Jefferson*, were also constructed by Newport News, while General Dynamics built the third ship, *Thomas A. Edison*. The water-cooled Westinghouse 5SW reactor powered the *Ethan Allen*-class submarines.

While the first three ships of the class were equipped with turbines designed by Westinghouse, the last two submarines had turbines from General Electric installed.

Weapons Platforms for This SSBN Class

While they were functionally similar to their predecessors, the *Ethan Allen* submarines could carry the Polaris A-2 missile and were longer-hulled with fewer torpedo tubes incorporated. USS *George Washington* was the first submarine to be able to successfully launch the UGM-27 Polaris submarine-launched ballistic missile in the early 1960s.

Once launched from a moving underwater platform, the two-stage, solid-fueled, nuclear-armed weapon was essentially invulnerable to counterattack.

The A-2 variant of the Polaris entered service in 1961, sporting several upgrades from the original weapon. However, issues surrounding the weapon's W-47 warhead ultimately led to large numbers of A-2 missiles being recalled

for modifications. Over the next decade, these missiles were replaced with the upgraded A-3 Polaris variants.

When both American and Soviet negotiators penned the SALT II treaty to hinder the production of strategic nuclear weapons by both countries, new missile programs were banned.

The U.S. was able to preserve its Trident missile program, but the *Ethan Allan* submarines were forced to be redesignated as fast attack submarines.

To comply with the treaty's guidelines, the missile fire control systems were removed from these submarines and their missile tubes were filled with concrete.

More *Ethan Allen*-Class Technical Details

Like her *George Washington* predecessors, *Ethan Allen* was built from HY80 steel. She was equipped with the Mark 2 Mod 3 Ship's Inertial Navigation System, Mark 16 Mod 6 torpedoes and the Mark 112 Mod 2 in addition to the Polaris A-2 initially.

In 1962, *Ethan Allen* launched a Polaris missile over the South Pacific in the Navy's first complete operational test of a strategic missile.

Following this test, *Ethan Allen* returned to the East Coast to be rearmed with the Polaris and continued her first deployment cycle in 1962.

Retirement

Following nearly two decades of service, *Ethan Allen* was redesignated as SSN 608, but only served in her new role for three years. By 1983, she was decommissioned and was officially stricken from the Navy list. *Ethan Allen* remained at the Puget Sound Naval Shipyard in Bremerton Washington prior to being disposed of through the Navy's Nuclear Powered Ship and Submarine Recycling Program in 1999.

Maya Carlin, National Security Writer with The National Interest, is an analyst with the Center for Security Policy and a former Anna Sobol Levy Fellow at IDC Herzliya in Israel. She has bylines in many publications, including The National Interest, Jerusalem Post, and Times of Israel.



PRIDE RUNS DEEP

Attack Submarine *Boise* Overhaul at Risk Under One-Year Continuing Resolution

(Reproduced from the USNI News website - Published February 28/29, 2024.)

by Mallory Shelbourne



The Los Angeles-class attack submarine USS Boise (SSN-764) enters Souda Bay, Greece, during a scheduled port visit on Dec. 23, 2014. Boise conducted naval operations in the U.S. 6th Fleet area of responsibility in support of U.S. national security interests in Europe during her last deployment ending in January 2015—and the submarine has been awaiting a maintenance availability ever since, due to limited capacity in public and private yards. (U.S. Navy photo.)

The long-awaited overhaul of the idle attack submarine USS *Boise* (SSN-764) is in jeopardy if Congress does not pass a budget, the Navy’s number-two civilian told reporters Wednesday.

Should the Department of Defense need to operate under a one-year stop-gap spending bill for Fiscal Year 2024, then the Navy is looking at \$26 billion in a funding shortfall and misaligned funds, Under Secretary Erik Raven said.

The overhaul of *Boise*, a *Los Angeles*-class attack submarine that lost its dive certification in 2017 due to ongoing delays at the public shipyards, would once again get postponed.

“If we do not have the funds that were requested in the ’24 budget, we will not be able to execute that availability,” Raven said. “We’re talking about a \$600 million shortfall that we will simply not be able to make up.”

Just last week the Navy issued HII’s Newport News Shipbuilding a \$1.2 billion contract modification to start work on *Boise*, which last came home from deployment in 2015. Because the public yards prioritize nuclear-powered ballistic missile submarines and aircraft carriers for maintenance work, the attack boats have faced years of maintenance delays, leading the Navy to ask the private sector to perform attack submarine overhauls.

(concluded on page 11)

USS Boise Overhaul at Risk

(concluded from page 10)

During the call Wednesday, Raven and his Army and Air Force counterparts sounded the alarm over what a one-year continuing resolution would mean for the services as lawmakers struggle to reach a deal on spending for FY 2024.

“There’s three child development centers that are at risk—one is in Guam and two more in Virginia. [We’re] very concerned about our ability to keep that LHA program on track,” Raven said.

Under a continuing resolution, the Pentagon is restricted to the prior year’s funding levels and cannot spend money on new-start programs, but the departments can seek waivers for specific programs, as the Navy usually does with the *Columbia*-class ballistic missile submarines. The first two stop-gap spending measures for FY 2024 includes exemptions for *Columbia*.

Should the Pentagon need to operate under a one-year CR, Raven said the Navy would face an almost \$800 million shortfall for the *America*-class amphibious assault ship program, a \$2 billion shortfall for the *Virginia*-class attack boat program, and shortfalls in munitions spending.

“These were all priority areas that were built into the ’24 budget,” he said.

The Navy’s FY 2024 request sought two *Virginia*-class attack boats, \$1.8 billion in incremental funding for the LHA program, and pursued multi-year procurement strategies for munitions programs like the Naval Strike Missile and the Long-Range Anti-Ship Missile.

Raven said the Pentagon would need to work with Congress on “challenges” that a one-year CR would present to the multi-year procurement plans for munitions. Army Under Secretary Gabe Camarillo pointed to the service’s multi-year procurement of PAC-3 interceptors. Since FY 2024 is the first year in the procurement plan, the Army would be short \$1.2 billion under a year-long CR.

Readiness is the top priority for the Navy even under a one-year stopgap bill, Raven said, meaning the service would sacrifice modernization and new program investments to ensure it’s ready to conduct combat operations like sailors are performing in the Red Sea.

“If we are faced by a full-year continuing resolution, we want to prioritize readiness first of all, people, and people secondly. And what that means is taking risk in investment programs,” Raven said. “And I’m very concerned about our ability not only to execute that strategy unless given

really unprecedented flexibilities by Congress, but also the follow-on impacts on the industrial base and our modernization plan.”

The Navy’s number-two civilian said the service also wants to double the production of the SM-6 missiles. Sailors have been using mostly out-of-production SM-2s to shoot down drones and missiles launched by the Houthis into the Red Sea, drawing down on the overall missile inventory. But under a one-year CR, Raven said the service could not increase production. For the last few budget cycles, including the FY 2024 submission, the Navy has asked Congress to buy 125 SM-6s.

In addition to the FY 2024 budget, a supplemental appropriations bill is also stalled Congress. That legislation would pump \$3.4 billion into the submarine industrial base, a crucial investment for the Biden administration’s AUKUS partnership between Australia, the United Kingdom and the United States.

The current goal is for shipbuilders to construct one *Columbia*-class boat and two *Virginia*-class boats per year so the U.S. can eventually sell attack boats to the Australians while helping the Royal Australian Navy pursue an indigenous ability to both build and maintain nuclear-powered boats. But Raven said that the Navy would need to delay the investment in one *Columbia* and two *Virginias* under a one-year CR. Navy officials say the industrial base needs to build 2.33 *Virginia*-class boats for the U.S. to sell to the Australians.

Another \$2.5 billion in the supplemental would go toward contingency operations in U.S. Central Command across the services, Raven said. Without that funding, he said the Pentagon needs the flexibility to find dollars in other places. The Navy also needs reprogramming authorities and flexibility to move money around so it can increase pay for sailors, avoid furloughing civilian employees, and continue operations and training, the undersecretary said.

With the ongoing attacks on commercial shipping in the Red Sea, Raven said current operations are the priority.

“Between the ability to fight tonight and be ready for all the threats, versus preparing for the future and modernizing our forces, it is a tough decision,” he said. “But we have to lay our chip somewhere and that’s on the ability to perform our missions today.”

Mallory Shelbourne is a reporter for USNI News. She previously covered the Navy for Inside Defense and reported on politics for The Hill.

U.S. Navy's New Block V *Virginia* Class

(concluded from page 1)



Block V Virginia-Class Submarines: Pioneering the Next-Generation U.S. Naval Force

The Block V *Virginia*-class submarines are currently being built in Groton, Connecticut. The Navy, clearly enthusiastic about the number of upgrades the Block V offers over the previous four *Virginia* blocks, has ordered many more Block V's that have not yet entered construction—but are expected to serve for a half a century after commissioning.

Introducing the Block V Virginia

The *Virginia* class was designed as a fast-attack submarine that was cheaper than the \$2.8 billion-dollars-per-unit *Seawolf*-class submarine (of which only three were ever made). The *Seawolf* was an impressive vessel, to be sure. But in the post-Cold War era of sequestration, the *Seawolf*'s massive price tag became unpalatable, clearing the way for the cheaper *Virginia*-class to gain favor with U.S. war planners. The *Virginia* isn't exactly cheap—but at \$1.8 billion-dollars-per-unit, the vessel costs about one billion dollars less than a *Seawolf*.

Already, Block I-III *Virginia*-class submarines are in service. Even a few Block IV *Virginias* are in service. Actually, a few more Block IV *Virginias* are on the way, meaning that the Block IV is a contemporarily acceptable submarine—which suggests that the Block V will be especially cutting edge.

The Block V was designed to address a very specific and forward-looking problem: the missile gap between the U.S. and China.

China is currently engaged in one of the greatest ship-

building sprees in world history. Additionally, China is augmenting its air force, and its nuclear and conventional arsenals. Simultaneously, China is making aggressive territorial claims throughout the Indo-Pacific. All this while the United States was focused elsewhere—in Iraq and Afghanistan, which drained U.S. resources without lending much strategic advantage.

However, enjoying the U.S. distraction, China began converting its latent power into actual power—in some respects surpassing the United States. For example, China now possesses the largest navy in the world. But of still more concern to the U.S., perhaps, is that China invested heavily in a stockpile of cruise and ballistic missiles. The U.S. failed to keep

pace with Chinese missile proliferation, and now, a missile gap exists.

China has not only developed more missiles than the U.S., but also missiles with a greater range than those of the U.S. Unfortunately, China is approaching a monopoly status on intermediate-range missiles in the Indo-Pacific region. Of course, the U.S. could've built intermediate-range missiles, but chose not to after signing the Intermediate-Range Nuclear Forces Treaty. The treaty was a Cold War agreement between the U.S. and USSR that banned the deployment of missiles with an effective range between 500 and 5,000 kilometers. China never signed the treaty, and can deploy their intermediate-range missiles wherever, whenever.

Virginia Payload Module

Trump, recognizing the missile gap, withdrew from the treaty. As a method to remedy the missile gap, the *Virginia*-class Block V is being developed with a cutting-edge new concept: the Virginia Payload Module (VPM).

The VPM is a hull plug that will allow the submarine to haul three times as many Tomahawk missiles as the Block IV. Obviously, if the Block V can carry three times more Tomahawks, this will help mitigate the missile gap once the Block V's are deployed to the region.

Harrison Kass is a defense and national security writer with over 1,000 total pieces on issues involving global affairs. An attorney, pilot, guitarist, and minor pro hockey player, Harrison joined the U.S. Air Force as a Pilot Trainee, but was medically discharged. Harrison holds a BA from Lake Forest College, a JD from the University of Oregon, and an MA from New York University. Harrison listens to Dokken.

Boatsailors and Peacoats

by Bob "Dex" Armstrong

You remember them. Those ton-and-a-half monsters that took the annual production of thirty-five sheep to make. Those thick black rascals with black plastic buttons the size of poker chips. The issue coats that drove shore duty chief petty officers stark raving nuts if they caught you with the collar turned up or your gahdam hands in your pockets.

"Hey, you rubber sock, get those gahdam hands outta them damn pockets! Didn't they issue you black leather gloves?!"

So, you took your hands out of your pockets and risked digital frostbite rather than face whatever the Navy had in store for violators of the "No Gahdam Hands In Peacoat Pockets" policy. There's probably a special barracks in hell full of old E-3s caught hitchhiking in sub-zero weather with hands in their peacoat pockets.

As for those leather gloves, one glove always went missing.

"Son, where in th' hell are the gloves we issued you?!"

We? I don't remember this nasty, ugly bastard being at Great Lakes when the "jocks and socks" petty officers were throwing my initial issue seabag at me and yelling, "Move it!"

As for the gloves, once you inadvertantly leave one glove on a whorehouse night table or on the seat of a Grayhound bus, the remaining glove is only useful if a tank rolls over the hand that fit the lost glove.

In the days long ago, a Navy-spec. peacoat weighed about the same as a flatcar load of cinder blocks. When it rained, it absorbed water until your spine warped, your shins cracked and your ankles split. Five minutes standing in the rain waiting on a bus and you felt like you were piggybacking the Statue of Liberty.

Also, when a peacoat got wet, it smelled a lot like sheep dip. It had that wet wool smell—times three. It weighed three and a half tons *and* it smelled like "Mary had a little lamb's" gym shorts.

You wanna really know how damn heavy a late '50s peacoat was? Well, they had little metal chains sewn into the back of the collar to hang them up with. Like diluted Navy coffee, sexual sensitivity instruction, comfortable air-conditioned topside security bungalows, patent leather plastic-looking shoes and wearing raghats con-

figured to look like bidet bowls, peacoat specs have been watered down to the point where you could hang them up with dental floss. In the old days, peacoat buttons and grocery cart wheels were interchangeable parts. The gear issued by the U.S. Navy was tough as hell, bluejacket-tested clothing with the durability of rhino hide and the tires of heavy construction equipment.

Peacoats came with wide, heavy collars. In a cold, hard wind, you could turn that wide collar up to cover your neck and it was like poking your head into a tank turret. The things were warm, but I never thought they were long enough. Standing out in the wind in those "big-legged britches" (bell bottoms), the wind whistled up your cuffs and took away body warmth like a thief. But, the peacoats were perfect to pull over you as a blanket when sleeping on a bus or a bus terminal bench.

Every sailor remembers stretching out on one of those oak bus station pews with his raghat over his face, his head up against his AWOL bag, and covered by his peacoat. There was always some not-fully-evolved-from-apehood SP who poked you with his billy bat and said, "Hey, YOU! Get up! Waddya think yer doin'?! You wanna sleep, get a gahdam room!"

Peacoats were lined with quilted satin or rayon. I never realized it at the time, but sleeping on bus seats and station benches would be the closest I would ever get to sleeping in satin sheets.

Early in my naval career, a career-hardened (lifer) first class gunner's mate told me to put my ID and liberty card in the inside pocket of my peacoat.

"Put the sonuvabitches in that gahdam inside pocket and pin the damn thing closed with a diaper pin. Then, take your heavy folding money and put it in your sock. If you do that, learn to never take your socks off in a cathouse. Them damn dockside pickpockets pat'cha down for a lumpy wallet and they can relieve you of said wallet so fast you'll never know you've been snookered."

Only a dumbass will clam-fold his wallet and tuck it in his thirteen button bellbottoms. Every kid above the age of six in Italy knows how to lift a wallet an idiot pokes into his pants. Those little bastards learn to pick sailors' pockets in kindergarten. (Rolling bluejackets has been a national sport in Italy for ages.)

In Washington, DC they have a wonderful marble and

(concluded on page 14)

Boatsailors and Peacoats... by Dex Armstrong

(concluded from page 13)



Unknown horsefly, peacoat collar up.
At least his hands aren't in his pockets.

granite plaza honoring the United States Navy. Every man or woman who served this nation in a naval uniform owes it to him- or herself to visit this memorial—and take their families too. It honors all naval service, and any red-blooded American blue-jacket or officer will feel the gentle warmth of pride over the respect given his or her service within this truly magical place. The focal point of this memorial is a

bronze statue of a lone American sailor. No crow being on his sleeve tells you he's non-rated. And there are further indications that suggest maybe, once upon a time, the sculptor himself may once have been an E-3 raghat:

The lad has his collar turned up and his hands in his pockets.

I'm sure the Goddess of the Main Induction nearly wets her panties laughing at the old, crusty chiefs standing there with veins popping out on their wrinkled old necks, muttering, "Look at that idiot sonuvabitch standing there with his collar up and his gahdam hands in his pockets. In my day, I would have ripped that jerk a new one!"

Ah, the satisfied glow of E-3 revenge.

Peacoats... One of God's better inventions.

Keep a zero bubble...

Dex.



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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:

Brooke Bland Nafarette

(Associate; Anthony's daughter; worked on *Key West* in shipyard; sponsored by Mike Swanson)

Spouse: Carlos

6251 Ferne Avenue

Cypress, CA 90630-4829

cell: 714-822-1025

email:

BrookeBNafarette@gmail.com

Anthony R. Bland

(Associate; sub builder/engineer & Air Force veteran; sponsored by Bill Moak)

6251 Ferne Avenue

Cypress, CA 90630-4829

cell: 714-822-1025

email:

BrookeBNafarette@gmail.com

Susan Marie Bolton

(Associate; daughter of Bo Bolton; sponsored by Ken Dorn)

13561 Iowa Street

Westminster, CA 92683-2637

phone: 714-932-6222

email: sbolton714@gmail.com

John Michael Lucio

(RM1-SS E6; Petty Officer 1st.)

Spouse: Monica

2039 Hibiscus Street

Corona, CA 92282-5286

cell: 714-400-4230

email: john.m.lucio@gmail.com

Qualified in 1984 on USS *Buffalo* (SSN-715). Dual Member/Bonefish Base

Mercedes Vivian "Ditas" Zilliacus

(Associate Member)

Spouse/Sponsor: Patrick Zilliacus

8180 Manitoba, Unit #323

Playa Del Rey, CA 90293-8668

cell: 310-740-7586

email: mvzilli@aol.com

Michael Anthony Polis

(Associate Member)

12321 Gamma Street

Garden Grove, CA 92840-3548

cell: 714-504-2042

email: mikeapolis@gmail.com

(Sponsored by Jack Mahan; great granddad Jack Salem Polis had been one of our WWII subvets.)



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

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



A few photos from the late Bo Bolton's recent military sendoff, taken by Bill Moak.



Here the folded flag is bequeathed to Bo's daughter Susan.



Bo was well represented (and always well regarded) by his many L.A.-Pasadena friends. RIP, Shipmate Bolton. Sailor, Rest Your Oar.

Saab & Netherlands Partner to Export Advanced C-71 Sub

Saab & Damen Shipyards collaborate to export Expeditionary C-71 subs to more markets

(Reproduced from the Naval Technology website - published March 7, 2024.)

by Harry McNeil

In a major decision, Saab and Damen Shipyards' CEOs announced a joint venture to export the Expeditionary C-71 subs, marking a milestone in Swedish-Dutch cooperation.

In 2023, Saab, in collaboration with Dutch shipbuilder Damen Shipyards Group, submitted a proposal to the Netherlands to replace their submarine fleet, presenting four advanced Expeditionary submarines.

The Netherlands is in the process of replacing its four *Walrus*-class submarines and is currently deciding which company will obtain the contract. According to GlobalData's Netherlands defense market intelligence, the future subs will be diesel-electric and equipped with long-range missile capabilities.

Canada is likely to initiate the replacement of its *Victoria*-class subs over the forecast period, according to GlobalData's "The Global Submarine Market 2023-2033" report.

The Expeditionary C-71 sub is based on the design of the A26 submarines, blending technology with future-proof capabilities. Sweden has a tradition of producing submarines through Saab's business area, Kockums, and this new design benefits from decades of collaboration.

Four nations already operate subs and sub technology designed by Saab: Sweden, Australia, Japan, & Singapore.

Eternal Patrol Notice



Bobby O. Mahaffey

11/8/1942 — 3/25/2024

We recently learned from Bobby Mahaffey's wife Cathy that Bobby has departed on Eternal Patrol. He was 81.

Bobby had been a member of the Los Angeles-Pasadena Base since 2008, making him a member for seventeen years. He had also been a USSVI national member since 2007.

He qualified on USS *Redfish* (SS-395) in 1962, and so has been a proud Holland Club Member for sixty-two years.

- Joined the Navy in 1962 and left in 1966—served four years
 - Qualified aboard *Redfish* in 1962
- Final rate and rank: QM3(SS)-E4—Petty Officer 3rd Class

Bobby served aboard both *Catfish* (SS-339) and *Redfish* (SS-395) during his Navy service. After the Navy, he moved to Bakersfield, where he worked as a Construction Engineer Inspector for thirty-six years. He was also involved with the American Legion, where he was a Past Commander of Post 26, spending many years assisting his community.

Military Honors will be rendered on June 7, 2024 at 10:45 a.m.:
Bakersfield National Cemetery

30338 E. Bear Mountain Blvd., Arvin, CA 93203 - (661) 867-2250

Immediately following the service, a Celebration of Life will be held at:
American Legion Post 26

2020 H Street, Bakersfield, CA 93301 - (661) 324-9453

Those who wish to can offer condolences to Bobby's wife at:

Cathy Mahaffey
6220 Managua Drive
Bakersfield, CA 93313-5111
cell: 661-428-5195
email: cathmahaffey@hotmail.com

Sailor, Rest Your Oar



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

*(75-year members noted with *)*

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

(concluded next page)



**Los Angeles-Pasadena Base
2024 Calendar of Upcoming Events**

- January 20 Monthly Meeting - Marni’s in Seal Beach
(formerly Glory Days Beachside Grill)
- February 17 Monthly Meeting - VFW Hall
- March 16 Monthly Meeting - VFW Hall
- April 20 Monthly Meeting - VFW Hall
Call for Memorial Day Prep Volunteers
- May 11 Field Day at the Memorial Site - 0900
- May 18 Monthly Meeting - VFW Hall
Nominating Committee Confirmed
Call for participants in the
Huntington Beach 4th of July Parade
- May 25 Tarp Prep at the Memorial Site - 0900
- May 27 Memorial Day Service - 1100
Submarine Memorial, West
- June 15 Monthly Meeting - VFW Hall - Annual “Steakfest”
Call for nominations for 2025 Base Officers
- July 4 115th Annual...
Huntington Beach 4th of July Parade
- July 20 LeRoy Stone Memorial Picnic
(Location TBD)
- August 17 Monthly Meeting - VFW Hall - “Hawaii” Theme
2025 Base Officer Candidates Announced
- September 21 ANNUAL BUSINESS MEETING - VFW Hall
Election of Officers
- October 19 Monthly Meeting - VFW Hall
Annual Officer Installation Luncheon
- November 16 Monthly Meeting - VFW Hall - Thanksgiving Theme
- December 21 Annual Christmas Luncheon

(Holland Club Roster, concluded)

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
 *James E. Carter..... 1999
 *William F. Long..... 1999
 *Kenneth E. Chunn..... 1998
 *Patrick Zilliacus. 1994
 *William J. Dillon 1993
 *Harold Staggs 1992



E-Board Meeting Minutes of April 20, 2024

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted on the morning of Saturday, April 20, 2024.

In attendance:

- Dave Vanderveen, Base Commander
- Ray Teare, Base Vice Commander
- Mike Swanson, Treasurer
- Dennis Bott, Memorial Director
- Chuck Senior, Director
- Marilyn Senior, Membership Chairwoman
- Bill Moak, COB
- Jeff Porteous, *Periscope* Editor
- Jack Mahan, Member

Base Commander Dave Vanderveen called the meeting at the VFW Hall in Anaheim to order at 1000 hours with a quorum present. Minutes of the March E-board and General meetings were reviewed with no revisions requested. Bill Moak moved to accept the Minutes into the base record; this was seconded by Ray Teare and passed unanimously.

Treasurer’s Financial Report: Mike Swanson

The Treasurer’s Report as of April 19, 2024 was read into the Minutes by Base Treasurer Mike Swanson:

Checking	\$22,174.62
Cash On Hand	\$50.00
Uncleared Checks:	\$60.00
Total	\$22,164.62

All vendors have been paid up-to-date.

Income:	\$679.00
Expenses:	\$290.00

Flower/Booster Club Additions:

Ken Dorn	\$400.00
Ron Jones	\$34.00

Inkind Donations:

\$00.00

No changes or corrections were requested. Ray Teare moved to accept the Treasurer’s Report into the base record; this was seconded by Dennis Bott and the motion passed unanimously.

Membership Report:

Membership Chairwoman Marilyn Senior was present so she provided the update. We have 96 members, thirteen of whom are Associates. She confirmed with National that we are still within the allowable number of Associates among qualified submariner members.

Memorial Report:

The facility continues in good condition. NWSSB will trim the podocarpus hedge in early

(concluded on next page)

Japan Commissions 3rd Taigei-Class Sub

(Reproduced from the Naval News website - published March 8, 2024.)

by Kosuke Takahashi

The Japan Maritime Self-Defense Force (JMSDF) has commissioned the 3rd of its *Taigei*-class diesel-electric attack submarines (SSK), which feature better underwater endurance than its older boats.

Named JS *Jingei*, the new boat was inducted into the Escort Division 4 of Escort Flotilla 2, which is homeported at the Yokosuka Naval Base in Kanagawa Prefecture, shortly after being handed over by shipbuilder Mitsubishi Heavy Industries (MHI) at its facility in Kobe City on March 8.

The first boat of this class, *Taigei*, was converted to a test sub on the same day, meaning Japan continues to maintain a total fleet of 22 submarines.

The new sub carries a crew of about 70, has an overall length of 84m, a beam of 9.1m, a draught of 10.4m, and a standard displacement of about 3,000 tons, meaning it's slightly larger than the well-known previous *Soryu*-class SSKs.

The *Taigei*-class has for the first time female-only compartments, creating living space for up to six women.

Jingei means "speedy whale," and was the name borne by an ocean-going yacht and sub tender in the Imperial Japanese Navy.

The new submarine, which cost about 69.9 billion yen (\$473 million) to build, is powered by a diesel-electric engine generating 6,000 hp. It has a maximum speed underwater of 20 knots.

E-Board Meeting Minutes...

(concluded from previous page)

May in preparation for Memorial Day. The potted geraniums will continue where they get water because the area where we thought they could be planted does not get adequate irrigation. We advised Richard Smith (Public Works) that we were NOT asking for additional irrigation to be installed.

Memorial Day Ceremony Preparation:

L.A.'s NBC-TV affiliate has advised that they will broadcast announcements in advance and will record the ceremony for broadcast. Squadron 11 has committed a speaker for the keynote address, and Captain O'Brien has committed as the welcome speaker. Dennis Bott is handling payment to commercial participants through the CF Memorial Fund. Chuck Senior will again print the program, this time with QR codes linking to websites (ours and USSVT's). Field Days are set for May 11 and 25, and Scout Troop 568 has committed to those days and to the ceremony set-up and Color Guard.

2024 Western Region Roundup Update:

Dave, Bill, and Ray discussed the successful roundup held the weekend of 4/11-4/13, and the quality job done by Bremerton Base as hosts.

Base Newsletter:

There was spirited discussion about the length of our newsletter, some of its content, and the cost of printing and mailing (due to number of pages) to non-email members. Chuck pointed out that our Treasury can withstand the cost of that work, and that those postal mailings won't be continuing much longer. The consensus was to offer more input to Editor Jeff, and to "continue steaming as before."

The Good of the Order:

Jeff Porteous noted that software changes for publication of the *Periscope* are due, and our annual share of the costs is \$329.94. Bill moved to pay that amount, Chuck seconded the motion and it passed unanimously. Jeff will communicate with the Treasurer to complete.

Ray Teare suggested having challenge coins made for our base which can also be used in "swag bags" for the 2025 Western Region Roundup (which we will host). Bill suggested that we include the WWII Submarine Memorial – West pamphlet Chuck and Jeff developed. We will include allocating the money to have a sufficient number of additional copies printed as an agenda item for May's meeting.

Dennis raised the dolphin plaques and narrative for the main monument, noting Barry Feinman is ready to go to work. The consensus was that we will ask Barry to wait while we work through the Bricks Project then request authorization from the Navy for the monument signage project.

The May 18th meeting will be held at the VFW Hall in Anaheim because sanitary facilities will not be in place at the Submarine Memorial in time for us to meet there.

A suggestion was made to place an announcement in the May or June *Periscope* seeking candidates for the September elections. (Dave will mention in his regular Skipper's column.—ed.)

There being no further business, Bill Moak motioned for adjournment; this was seconded by Ray Teare and passed unanimously, adjourning the meeting at 1110 hours.

Respectfully submitted,

Dave Vanderveen

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



In honor of Memorial Day.

*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

