

Harold Staggs
Departs on Eternal Patrol
(See Page 16)

THE PERISCOPE

A monthly publication of the Los Angeles/Pasadena Base • United States Submarine Veterans, Inc.

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PRIDE RUNS DEEP



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

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Editor's Corner

Really difficult to believe the holiday season is already upon us! As usual, I'm at work on assorted projects, including trying to make sure my new USS *Harder* (SS-257) r/c fleet submarine model gets in the water soon so she can make an appearance in my annual Christmas newsletter. Meanwhile, if anyone needs me, I'll be in the Yeoman's Shack as always. Cheers!—Jeff

U.S. Navy Has a New Virginia-Class Sub

The U.S. Navy's latest Virginia-class submarine, the USS Idaho (SSN-799) was launched at General Dynamics Electric Boat facility in Rhode Island.

(Reproduced from The National Interest website - Published August 15, 2024.)

by Peter Suci



Milestone marks a significant step as the submarine prepares for final outfitting, testing, and crew certification. (U.S. Navy artist's rendering. Creative Commons/Shutterstock image.)

U.S. Navy Launches Latest Virginia-class Submarine: Meet the USS Idaho

Named after the Gem State, the USS *Idaho* honors Idaho's naval history, including the Navy's Acoustic Research Detachment on Lake Pend Oreille. This is the fifth U.S. Navy vessel named for Idaho, continuing a legacy that dates back to the 19th century.

Though United States Navy shipbuilding efforts continue to run behind schedule, this month, the latest *Virginia*-class nuclear-powered cruise missile fast attack submarine was launched at the General Dynamics Electric Boat facility in North Kingstown, Rhode Island.

The "float off" marked the latest "construction milestone" for the future USS *Idaho*

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From the Wardroom...



Dave Vanderveen,
Base Commander

Shipmates and Ladies,

I hope you like NFL games, because they are on television *all the time* this autumn!

Most of you know we recently lost World War II veteran Harold Staggs, who departed on Eternal Patrol October 11th. Harold had been among my personal heroes because of his wartime experiences, the way he conducted himself, and the impressive things he'd done in his life after the Navy. When I first joined L.A.-Pasadena Base, I made it a point to sit quietly and listen to the WWII guys' sea stories. Harold told some good ones. Some were funny and some were hair-raising. I was struck by the way in which he and his shipmates casually discussed their experiences during depth charge attacks. They were no more dramatic about it than if they'd been talking about getting their hair cut. They were "just doing their jobs." I'll miss Harold. We lost a superb man there.

Our October meeting was conducted at Radiant Brewery in Anaheim (thanks for the idea, Darin!) and included installation of our new slate of elected base officers. Katella Deli catered the lunch, and we were so out-of-practice that we neglected to bring any of our stash of eating utensils. BZ to Stan Westrick for making a run to get some so we could enjoy lunch!

Our November meeting will be on the 16th at the VFW Hall in Anaheim and will include our usual potluck lunch. You will find specific information in this issue. Our Christmas Party and Holiday Celebration will be on December 21st at the Eagle's Nest on the Navy Golf Course in Cypress. We will be back to our usual third Saturday of the month so we won't conflict with the Army-Navy game this year. We will invite Captain O'Brien and her husband in the hope that they can join us.

Bill Moak researched suppliers for pins and patches for us to put into "swag bags" for attendees at the Western Region Roundup in March. We committed to buy 300 pins and 200 patches and will offer whatever surplus we have to our members beginning next April. By the way, registration for the Roundup is open, and the organizing committee has sent the forms out electronically. If you haven't received the email—especially if you live outside the Western Region—please let me know at lapasadenabase@gmail.com and I will get it to you. As a reminder, we'll hold the event on the RMS *Queen Mary* in Long Beach. With her recent renovation, the ship is spectacular and the former First Class Passenger cabins, now used as hotel rooms, are impressive. I hope you can join us!

Last summer, the U.S. Army Field Band organized interviews with veterans for PBS-TV. Four of our members, Pat Zilliacus, Ron Jones, Darin Detwiler, and Ramon Aguilar participated and represent four eras of submarine service from WWII into the 21st century. The broadcast will air on PBS stations at 8:00 pm on November 8th. If you can't see it then, please set your recording devices so you can watch it later. It will be worthwhile!

As always, please protect your health and safety so we can continue to see your shining faces!

Dave

Dave Vanderveen, Commander
Los Angeles-Pasadena Base



Oct. General Meeting Sailing List

Ed Barwick
(and Bonnie)

Dennis Bott

Kathleen Carder

Darin Detwiler

Ken Dorn

Dave Geske

Joe Koch

Bill Moak

Greg Paulson
(and Vanessa)

Chuck Senior

Marilyn Senior

Mike Swanson

Ray Teare
(and Cindy)

Dave Vanderveen

Dennis Walsh

Stan Westrick



Minutes of October 19, 2024 General Meeting

Base Commander Dave Vanderveen called the General Meeting of the L.A.-Pasadena Base to order at the Radiant Brewery in Anaheim (with catering by Katella Deli) 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 Harold Staggs and our other shipmates who've departed on Eternal Patrol.

Dave explained that the Minutes of the September meetings had been reviewed during the E-Board meeting and accepted into the base record. They're published in the previous issue of *The Periscope* for members who wish to review them.

Treasurer's Report:

Mike Swanson provided the Treasurer's Report—as of October 18, 2024—to the members in attendance, and Dave noted that the E-Board had already reviewed and accepted it into the base record. (*The report appears in the E-Board Meeting Minutes elsewhere in this issue as usual.—ed.*)

Memorial Report:

Dennis Bott reported that the Memorial site currently looks good. Dave Vanderveen is still working with the Seal Beach Naval Weapons Station leadership regarding the installation of our memorial bricks. He'll work with Paul Riggs on early drawings for same.

Membership Update:

Marilyn Senior noted the Eternal Patrol departure of Harold Staggs, further reporting we now have 99 members, 66 Holland Club Members, 64 USSVI Life Members, and 59 Base Life Members. Our newest member is Dave Geske. He qualified in 1977 aboard USS *Thomas Jefferson*, and also served aboard USS *Ohio*, did recruiting duty, made Chief, transferred to the USNR, and further worked in the civilian sector supporting the needs of the Navy before retiring. Marilyn then shared the new official dues schedule. (*It appears in the E-Board Meeting Minutes elsewhere in this issue.—ed.*)

New Officer Installation:

All the elected candidates were sworn-in by Dave Vanderveen (except where noted below). (*See the photo on page 5—ed.*) Here's our new officer lineup:

Base Commander	Dave Vanderveen (Final Term)
Vice Commander	Ray Teare
Secretary	Darin Detwiler (Second Term)
Treasurer	Susan Bolton (Not Present)
COB	Bill Moak

Directors

Dennis Bott	(3-year term)
Ken Dorn	1 year left of 3-year term
Chuck Senior	2 years left of 3-year term

(concluded on next page)



**Ad Still Here by
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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)

2025 Western Region Roundup:

A general discussion took place regarding plans for the event, including acquiring pins and patches for the swag bags, and setting up proper registration and lodging.

Christmas Luncheon:

It will take place December 21 (third Saturday of the month—and not in conflict with the Army/Navy game this year!) at the Eagle's Nest/Navy Golf Course: \$45 per person.

The Good of the Order:

Marilyn reminded everyone to pay their dues. The November meeting will take place on 11/16 at the VFW Hall in Anaheim, with Charles "Charlie" McCarthy as our guest speaker. Darin Detwiler shared about the November 8 PBS Veterans' Day special featuring four of our base members: Pat Zilliacus, Ron Jones, Darin Detwiler, and Ramon Aguilar. Don't miss it!

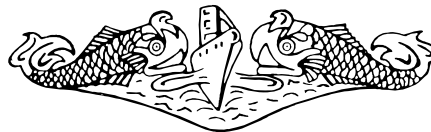
There being no further business, Ed Barwick motioned for adjournment; this was seconded by Greg Paulson and passed unanimously, ending the meeting at 1132 hours.

(After the meeting, several members enjoyed an informative tour of the brewery.)

Respectfully submitted,

Darin Detwiler

Secretary, L.A.-Pasadena Base, USSVI



PRIDE RUNS DEEP

**November Meeting
at the Anaheim VFW Hall**

Nov. Meeting

Date: Nov. 16, 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 —Salad or Vegetable
I-R — Dessert
S-Z —Main Dish

Nov. Birthdays

- We hereby extend the happiest of wishes to all our celebrants!
- Bill Long..... 11/1
 - Rex Shields 11/1
 - Gary Lee Wing..... 11/4
 - David Detwiler..... 11/6
 - Wally Walrath 11/7
 - Dick Traser 11/11
 - Jud Scott..... 11/16
 - Ed Arnold..... 11/21
 - Matt Turner 11/22
 - Cheese Cheesebrough.. 11/22
 - Dave Geske..... 11/28
 - Larry Butler 11/29
 - Ray Teare 11/30

Binnacle List

Keep these shipmates in your thoughts; better yet, get in touch!
Sam Aboulafia; in hospice care.
 cell: 702-274-7256
 email: boomersam5@gmail.com
 c/o C.W. Young Veterans Hospital
 1000 Bay Pines Ave.
 Hospice Unit #G-28
 Bay Pines, FL 33447

Ship's Store

2025 Calendars Now Available!

Order your calendar through Bill Moak or the National Storekeeper. See the ad on page 20 of this issue of *The Periscope*.



Get in touch with our base Storekeeper, Bill Moak, at golfnsurf46@aol.com for more information!



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



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



L.A.-Pasadena Base 2025 Officer Induction Swearing-In Ceremony, Oct. 19. Note beer in foreground—very important! See the list of new inductees in the meeting Minutes on page 3 of this issue.

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 • Mike Swanson
 Sally Moran • Ron Jones • Joe Koch • Greg Paulson
 • Sam Aboulafia



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

NOVEMBER TOLLING OF THE BOATS



USS ALBACORE (SS-218)



USS GROWLER (SS-215)

USS ALBACORE (SS-218)

Lost on November 7, 1944 off northern Hokkaido. A recipient of two Presidential Unit Citations, *Albacore* had been on her eleventh war patrol when she struck a mine while running submerged. A nearby Japanese patrol craft had detected her and bore witness to her loss as she entered the minefield. Eighty-five officers and crew perished.

USS GROWLER (SS-215)

Lost on November 8, 1944 when she went down in the South China Sea. *Growler* had been awarded two Navy Unit Commendations and was on her twelfth war patrol when sunk while attacking a convoy—likely the victim of either a depth charge attack or the circular run of one of her own torpedoes. Eighty-six men went down with the boat.

USS SCAMP (SS-277)

Probably lost on November 9, 1944 near Tokyo Bay. Evidence indicates that during her eighth war patrol *Scamp* had been trailing oil—perhaps from mine damage—which had helped Japanese coastal defense vessels locate and destroy her with depth charges. Her full complement of eighty-three never came home.

USS CORVINA (SS-226)

Lost on November 16, 1943 when sunk just south of Truk during her first war patrol. *Corvina* is suspected of having been destroyed by torpedoes from a Japanese submarine. All eighty-two officers and men were lost in the attack.

USS SCULPIN (SS-191)

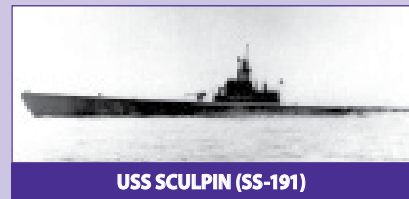
Lost on November 19, 1943 also near Truk. Severely damaged by depth charges after attacking an enemy convoy, *Sculpin* continued her fight on the surface. Once the captain was killed, the crew was forced to abandon ship and scuttle the boat. Forty-one men were taken prisoner, only twenty-one of whom survived the war. Among those choosing not to abandon ship, Captain John Cromwell, aboard as a potential wolfpack commander, rode *Sculpin* to the bottom, fearing that vital information he was carrying might be compromised under torture. For this, Cromwell was posthumously awarded the Congressional Medal of Honor. Forty-three men were lost when *Sculpin* went down.



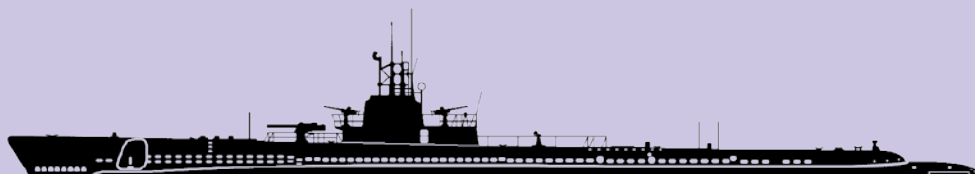
USS SCAMP (SS-277)



USS CORVINA (SS-226)



USS SCULPIN (SS-191)



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

The U.S. Navy's *Sturgeon*-Class Submarine: An Experiment Gone Right

Sturgeon-class submarines had four 21-inch torpedo tubes with a wide variety of weapons to choose from. Among them were the Mk 48 torpedo, Harpoon anti-ship missile, and eventually the Tomahawk cruise missile.

(Reproduced from The National Interest website - Published August 26, 2024.)

by Brandon J. Weichert



U.S. Navy Sturgeon-class submarine USS Sea Devil at sea. (U.S.N. photo via Creative Commons/Shutterstock.)

The U.S. Navy of the early Cold War went through some radical evolutions. Multiple variations of aircraft carriers were tested. Nuclear-powered submarines became the preferred form of undersea combatant for the U.S. Navy.

This was a time of extreme experimentation in preparing for the possibility of a total nuclear world war. The Navy had to be prepared to fight and win such a war.

Enter the Navy's *Sturgeon*-class submarine, a landmark in submarine technology. Indeed, these subs provided the backbone of the undersea fleet for decades.

Some Background

First developed in the late 1960s as a follow-on to the old *Permit*-class submarines, the Navy saw these new boats as offering speed, stealth, and operational range its predecessors

never could achieve. USS *Sturgeon* (SSN-637) was first commissioned in 1967, its primary goal to counteract the Soviet undersea threat and protect the Navy's growing fleet of ballistic missile subs.

Sturgeon-class submarines came with a set of interesting capabilities. The Navy decided to incorporate anechoic tiles along with sophisticated noise-reducing technologies to enhance the stealth abilities of this boat. These capabilities made the *Sturgeon* class an excellent platform for covert intelligence operations.

Some Specs

Generally, *Sturgeon*-class boats were just shy of 300 feet long, with a beam of about 32 feet. These subs displaced 4,250 tons when submerged. They were made with HY-80 steel, which withstood greater pressures at depths previously unreachable by U.S. Navy submarines. A single S5W
(concluded on page 8)

Sturgeon-Class Submarines

(concluded from page 7)

or S5G nuclear reactor powered the *Sturgeon* class. With this technology, the submarine technically had unlimited range. The boat could travel faster than 20 knots (or 23 miles per hour) when submerged.

Sturgeon-class submarines had four 21-inch torpedo tubes and a wide variety of weapons to choose from. Among them were the Mk 48 torpedo, Harpoon anti-ship missile, and eventually the Tomahawk cruise missile.

Such a submarine could transition easily from anti-submarine to anti-surface warfare.

Not only did this class of sub offer enhanced stealth abilities and greater depths at longer ranges, but they came equipped with the BQQ-5 advanced sonar system. Sailors aboard could trust they had a decisive tactical advantage over any potential enemy underwater, because these subs could hear better and farther underwater than could the acoustic detection of their Soviet Red Navy enemies. *Sturgeon*-class sonar operators could much more easily detect supposedly quiet Soviet subs operating nearby.

Cultural Impact

The *Sturgeon*-class submarine left quite a legacy. It formed the basis for most future innovations in U.S. Navy submarine design.

These boats were significant for training the next generation of submariners as well. The long experience of operating these stealthy boats proved decisive for preparing future submariners for covert undersea warfare.

We all owe a debt of gratitude to the old *Sturgeon*-class submarine.

Brandon J. Weichert, a National Interest national security analyst, is a former Congressional staffer and geopolitical analyst who is a contributor at The Washington Times, the Asia Times, and The-Pipeline. He is the author of Winning Space: How America Remains a Superpower; Biohacked: China's Race to Control Life; and The Shadow War: Iran's Quest for Supremacy. His next book, A Disaster of Our Own Making: How the West Lost Ukraine, is due Oct. 22.



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- ✓ First-time sponsors receive a Boat Sponsorship Patch
- ✓ All sponsors entered into the quarterly Boat Model Giveaway drawing (one entry per sponsorship) — a \$500 value

SUBMARINES IN NEED OF ADDITIONAL SPONSORS

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

Questions?

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

Behind the Scenes at Electric Boat: Building Submarines, Nonstop Hiring and Meeting Deadlines

(Reproduced from the CT Insider website - Published August 16, 2024.)

by Alexander Soule, Staff Writer



(continued on page 12)

The USS Hyman G. Rickover moored pier-side in October 2023 during a commissioning ceremony at Naval Submarine Base New London in Groton, Conn. The Virginia-class attack sub was assembled and launched at the nearby General Dynamics Electric Boat shipyard. (U.S. Navy photo by Chief Petty Officer Joshua Karsten.)

If there is any doubt that Mark Rayha is inheriting the biggest job in Connecticut, to dispel it one need only eyeball the 10,000-ton-plus mass of a Virginia-class attack submarine as it nears completion inside the historic General Dynamics Electric Boat “shed” in Groton.

Rayha may have the hardest job in Connecticut as well in the coming years, with too few workers to piece together subs as quickly as the U.S. Navy would like it—despite the best efforts of a workforce numbering more than 22,000 people in Connecticut and Rhode Island as of June. That struggle to hire fast enough comes even as ads run coast to coast to help Electric Boat hire up along with Newport News Shipbuilding, its partner shipyard in Virginia.

Rayha is set to be elevated to the top job from his post as chief operating officer in the coming months as CEO Kevin Graney recently announced his retirement from Electric Boat at age 60. General Dynamics did not offer

Rayha for a *CT Insider* interview on Electric Boat’s outlook, and any changes he may envision immediately for one of Connecticut’s largest employers—and probably the state’s steadiest for decades to come, given the priority Congress is placing on new submarines for strategic deterrence.

Rayha lacks Graney’s experience as a U.S. Navy submariner with a working knowledge of shipboard nuclear reactors. But Rayha is familiar with every rivet and bolt holding Electric Boat together as an enterprise and propelling it forward, given his roles as COO and before that as chief financial officer.

Congress is now flooding Electric Boat and Huntington Ingalls Industries Newport News with billions of dollars in extra funding to help the shipyards piece together the workforces they need to build the Navy’s new fleet of Columbia-class ballistic missile submarines; and further out, a new class of attack submarines that will eventually

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Behind the Scenes at EB

(continued from page 9)

replace the *Virginia*-class subs currently being assembled in Connecticut and Virginia.

General Dynamics CEO Phebe Novakovic told investment analysts late last month that money is already flowing into Electric Boat's roster of suppliers, but it will take more time to get production back to where it was before the COVID-19 pandemic. It has become a familiar refrain the past few years from both Novakovic and Graney.

"We continue to see cost impacts from late deliveries of out-of-sequence work, ... but we continue to be hopeful," Novakovic said during a July 25 conference call. "We have, in the last year or so, had no difficulty in hiring at our shipyards, and our training program has been pretty robust, so we've got shipbuilders coming out of that training program with a higher-than-typical level of proficiency. Our retention is also much better, so that gives us some confidence in the throughput and productivity capacity of the shipyards.

"But everything in shipbuilding is slow," Novakovic added. "It's small, incremental improvement over time."

Building a nuclear submarine

On the recruitment front, General Dynamics has hardly been a tortoise, with Electric Boat hiring 5,300 people last year, primarily for its facilities in Groton, New London and Quonset Point, Rhode Island—working out to an average of about twenty new hires every weekday in 2023. As of June, Electric Boat had about 15,170 employees in Connecticut, 6,940 in Rhode Island and just over 1,000 in other locations, according to the most recent data provided the office of U.S. Rep. Joe Courtney, D-2nd. Courtney co-chairs the Seapower and Projection Forces Subcommittee under the House Armed Services Committee, which coupled with Electric Boat being in his district has made him among the most influential voices in Congress for submarine power.

Electric Boat and Newport News are getting a hand from BlueForge Alliance, whose BuildSubmarines.com ads have been running nationally on MLB broadcasts and others. And Electric Boat's outreach extends these days to young students—under its "Boats for Kids" program, representatives and teachers introduce grade-schoolers to its array of trades, such as welding with North Stonington kids learning the principles with the assistance of crackers and Cheez Whiz, and then a machine that uses augmented reality to simulate welding.

Now the U.S. Senate Armed Services Committee has



The stern section of a Columbia-class ballistic missile submarine in June 2024, while en route from Virginia's Newport News Shipbuilding to General Dynamics Electric Boat in Groton, Connecticut. (File media photo via Huntington Ingalls Industries.)

recommended that a Virginia training organization be expanded, presumably to Electric Boat territory in Connecticut or Rhode Island. The Accelerated Training in Defense Manufacturing runs all-day classes for four months to train people for entry-level positions at shipyards, giving them the foundation to grow on the job from there.

Electric Boat is getting new hires up to speed through its own crash courses and apprenticeships in varying trades; on-the-job training performing work on the USS *Hartford*, with Electric Boat receiving a \$56 million contract this month for a continuing overhaul of the *Los Angeles*-class attack sub in Groton; and beginner jobs like tooling the some five miles of piping that go into every *Virginia*-class sub, with those workers graduating in time to more complex work.

Since August 2003, Electric Boat and Newport News have launched twenty-five *Virginia*-class attack subs, two of which have yet to be commissioned for regular service including the USS *Iowa* launched in June 2003 in Groton. Two-dozen of the older *Los Angeles*-class attack subs remain from the fleet assembled between 1972 and 1995, and three from the aborted *Seawolf* class built in Groton between 1989 and 2004.

A dozen *Columbia* subs will replace today's fourteen *Ohio*-class submarines phased into service between 1981 and 1997. That includes the USS *Georgia*, an *Ohio*-class sub that was ordered by the U.S. government to the Middle East as tensions there rise. Unlike the *Ohio* class, the new *Columbia*-class subs are designed with reactors that will not require refueling for the entirety of any vessel's four-decades-plus in service.

At any one point, six *Virginia*-class attack submarines are under construction at Quonset Point, said Ray Gabriel, vice president of operations there, during *CT Insider* tours

(continued on page 11)

Behind the Scenes at EB

(continued from page 10)



General Dynamics Electric Boat workers alongside the new Virginia-class attack submarine USS Idaho, in advance of a christening ceremony on March 16, 2024. (Media photo via General Dynamics Electric Boat.)

last year of the Quonset Point and Groton facilities.

Under national security rules of the U.S. Department of Defense, Electric Boat did not include every corner of its facilities on the tours, including mission-critical parts of subs under assembly like the interiors of sections that house control rooms, nuclear reactors and sonar arrays. Electric Boat shrouds propeller assemblies when subs are high and dry, to keep secret the details of their design.

Surface ships are today constructed in a modular process, with prefabricated sections slotted into place horizontally and then vertically, followed by the fit-out of interiors. For the submarines at Electric Boat and Newport News, cylinders are manufactured for each section of the hull that are then joined into larger sections. Workers then slide decks into place that already have most onboard systems installed, with those massive cylinder sections then barged to Groton for final assembly.

In the shops where Electric Boat staff peeled back the curtain on the *CT Insider* tour, both the scale and the intricacy of the work at hand is mind-bending—including the sheer girth of submarine hulls formed from big, rectangular steel plates. A machine at Quonset Point uses rollers and brute force to bend those straight plates inch-by-inch into 90-degree arcs, a process that takes a couple of hours to form each segment according to Gabriel.

Inside assembly bays at Quonset Point, Electric Boat uses gantry cranes high overhead to move completed hull sections, with workers needing a full shift to move them from one spot to another on the floor. Those sections are loaded onto flatbed transporters—with sixteen sets of wheels the

flatbeds can spin on a dime—and then onto barges for transport down Narragansett Bay and west to the Thames River and the Groton shipyard.

At every step along the process, Electric Boat workers inspect parts for any imperfections, both visually and with the assistance of high-tech equipment. In one bay at Quonset Point, a hull cylinder was scrawled with white cross hatches every foot or so vertically and horizontally, with workers inspecting each box before signing off for that section to proceed to the next stage of the assembly process.

If flaws are discovered, they pose the potential for a major ripple effect on production. In 2018, the *Columbia* class construction schedule came under pressure while a subcontractor fixed unspecified problems with welded joints in the sub's ballistic missile tube sections that were made in Indiana, which absorb tremendous stress during launches. That subcontractor has since been replaced.

Shipyard equipment malfunctions can cause delays as well. In 2023, the launch of a *Virginia*-class sub was pushed back after a pontoon cracked on the aging Groton structure that lowers subs into the Thames, prompting all-hands-on-deck brainstorming sessions on how to repair the equipment and prevent any repeat.

And this past March, multiple trade publications reported delivery of the ballistic missile sub *District of Columbia* could be delayed a year, due to unspecified issues with the bow section being built at Newport News, as well as steam turbine systems being manufactured by Northrop Grumman, which Secretary of the Navy Carlos Del Toro described as having “a major impact on the *Columbia*” during testimony last spring to a Congressional panel.

The challenges of delivering on schedule has been a repeat theme for Graney, who has led Electric Boat since October 2019. In March of that year, Electric Boat launched the USS *Vermont*, which took nearly five years to build as the first launched from a Navy order in April 2014 for multiple subs. The window is tighter from the date major sections start getting pieced together, at between two and three years.

From an average of two *Virginia*-class subs annually until the pandemic, Electric Boat and Newport News have fallen off the pace since, with the Congressional Research Service reporting the shipyards anywhere from thirty to forty percent behind that former schedule. The Navy is aiming for Electric Boat and Newport News to get back to a two-sub annual pace for the *Virginia* class by the 2028 fiscal year.

(continued on page 12)

Behind the Scenes at EB

(continued from page 11)

Tack on one *Columbia* sub annually to that schedule, however, and the two shipyards will have to increase output to the equivalent of five *Virginia*-class subs annually, given the far larger size of the *Columbia* subs and the learning curve associated with any new program.



The newly built *Virginia*-class attack submarine USS Hyman G. Rickover leaves General Dynamics Electric Boat in Groton, Conn., on Oct. 1, 2023. (General Dynamics Electric Boat file media photo by Brian Gagnon.)

If a nuclear submarine is among the most daunting objects that can be built given the sum of all its components and systems, the basic math for workforce needs could not be simpler: more people with better skills means speedier production going forward, both at Electric Boat and the upstream suppliers that produce parts or major systems for submarines.

Under the AUKUS agreement under consideration in Congress, Australia would get anywhere from three to five *Virginia*-class submarines from the U.S. Navy fleet, with Electric Boat and Newport News building their replacements. As part of that pact, Australia would send workers to train at Electric Boat and Newport News, with the dual benefit of helping alleviate any labor force shortfalls in the coming years.

Courtney told *CT Insider* that whereas during his first few terms in Congress starting in 2006 he found himself mostly shaking hands with men of the Baby Boomer generation when campaigning outside Electric Boat's gates in Groton, today the youth movement is apparent right through the "Zoomers" of Generation Z, along with women and workers who identify with minority groups who were previously underrepresented.

As evidence of Electric Boat's success in hiring and training workers to replace those taking retirement, Courtney said a Navy admiral had graded the new USS Hyman G. Rickover at the top of the *Virginia* class, after her recent performance in sea trials.

"Younger workers—they've really caught on fast and risen to the challenge," Courtney said. "They are using a lot more virtual, handheld devices on the job—obviously that's like second nature."

On the opposite bank of the Thames in New London, meanwhile, engineers are readying designs for what the Navy terms the Next-Generation Attack Submarine that Electric Boat workers may be tasked with building decades from now, with Courtney described the facility as "almost a Google sort of feel" in its vibe. If the sub currently designated SSN(X) comes to be, it would be another decade before advanced construction work would commence.

"The Navy wants the SSN(X) to incorporate the speed and payload of the Navy's fast and heavily armed *Seawolf* ... design, the acoustic quietness and sensors of the *Virginia*-class design, and the operational availability and service life of the *Columbia*-class design," stated a Congressional Research Service analyst in an early August review of the program. "These requirements will likely result in an SSN(X) design that is larger than the original *Virginia*-class design."

"Getting up to speed"

Last summer, the Navy articulated the goal of maintaining a fleet of sixty-six attack subs, with one of every five undergoing refueling and shore maintenance at any point.

Virginia-class attack subs cost \$4.5 billion each on average,



The incomplete bow unit for the *Virginia*-class submarine USS Delaware stands upright, while under construction in 2016 at Newport News Shipbuilding owned by Huntington Ingalls Industries. The USS Delaware was commissioned at the outset of the COVID-19 pandemic, which upended shipyard construction amid parts and labor shortages. (Huntington Ingalls Industries file media photo by Chris Oxley.)

(concluded on page 13)

Behind the Scenes at EB

(concluded from page 12)

according to the most recent estimates by the Congressional Research Service published this month. The Navy purchased forty through the current 2024 fiscal year ending in September, with twenty-three in service as of August; and the USS *New Jersey* to enter service in September, followed by the USS *Iowa* next spring.

The USS *San Juan* is the latest *Los Angeles*-class sub to undergo decommissioning, after thirty-five years of service in the Navy following her 1986 launch at Electric Boat, and Gabriel on the roster of the *San Juan*'s former commanders. The sub left Naval Submarine Base New London in August 2023 on her final voyage, traversing the Northwest Passage to arrive at Puget Sound Naval Shipyard for decommissioning.

Also on the short list for decommissioning next year is the USS *Topeka*, launched in Groton in 1988 and having landed a footnote in history when the calendar flipped to the year 2000. Straddling the International Date Line at midnight while 400 feet below the surface on the equator, the *Topeka* spent a moment in time spanning two millennia, hemispheres and seasons simultaneously.

Two dozen years later, time is working against the Navy as the horizon grows larger for *Ohio*-class retirements, starting with the USS *Ohio* and the USS *Florida*, which at last report had been planned in 2026.

The USS *District of Columbia* will cost more than \$15 billion, the Congressional Research Service estimates, but that includes advance design work that the Navy factors into the first vessel in any new class. “Hands-on” construction costs for the *District of Columbia* are currently estimated at \$8.6 billion, not including any cost increases as a result of inflation, with the total program currently estimated at \$126.4 billion.

Newport News will take on a larger share of final assembly work for *Virginia*-class subs, to free up more resources at Electric Boat to focus on *Columbia* sub construction. With aircraft carrier construction taking up increasing space at its main Virginia shipyard, late last year Huntington Ingalls Industries announced the opening of an auxiliary yard in Norfolk for that work, helping keep space free for submarine construction, including portions of *Columbia* subs.

Electric Boat has plenty of acreage for any needed expansion at Quonset Point, but the cavernous, new *Columbia* assembly facility leaves little wiggle room left on the Groton waterfront. To create extra frontage, Electric Boat built the shed on pilings bored into the bed of the Thames.



The bow section of the Virginia-class attack submarine USS North Dakota arrives in December 2012 at General Dynamics Electric Boat in Groton, Conn., after being barged north from the Newport News Shipbuilding submarine plant. (General Dynamics Electric Boat file media photo by Robert Gallo published by the Associated Press.)

During the *CT Insider* tour last fall, a dredge operator was scooping up muck from the riverbed and into a barge, deepening the channel to accommodate inbound barges with hull sections for *Columbia* subs. Newport News transported the first stern section to Connecticut in late June, with Electric Boat now waiting on the bow.

General Dynamics designed the assembly building with workers in mind, whether its own employees or those of the Navy. Workshops and offices flank both sides of the main bay on multiple levels, eliminating the need for workers to traverse a portion of the campus to get fixes to any issues they encounter. And a hotel and training center adjoins the facility for Navy crews to learn the ropes for each ship as it is being completed, in advance of initial sea trials.

Back in Quonset Point last fall in one of Electric Boat's sprawling assembly bays, a pair of *Virginia*-class stern sections were sitting side by side in preparation for transport to Groton, a short distance from the older building where pipefitters were learning the ropes as an initial step in their General Dynamics careers.

Each stern section took about a year to complete, Gabriel estimated—in line with the Navy's “cadence” for annual *Virginia*-class sub construction.

“For me, it's like Noah's Ark—there's two of each,” Gabriel said. “That's how you can tell we're getting up to speed.”

Alexander Soule is a business writer with Hearst Connecticut Media Group. He is a Maine native who served a two-year enlistment in the U.S. Army before attending Connecticut College. (Article includes prior reporting by Luther Turmelle.)

New Virginia-Class Sub *Idaho* Launched

(concluded from page 1)

(SSN-799), as it moved from Electric Boat’s construction facilities and into the water for the very first time. It will be followed by final outfitting, testing, and crew certification, Naval Sea Systems Command (NAVSEA) announced.

“The launch is a testament to the strong collaboration the Navy has with its shipbuilding partners. *Idaho* will be a valuable national asset and source of pride for our sailors, the shipbuilders, and all Americans for years to come,” said Capt. Mike Hollenbach, Virginia Class Submarine program manager.

Construction began on the future USS *Idaho*, the 26th Virginia-class fast attack submarine, in 2017.

Waters From a Landlocked State

It was on March 16, 2024, that Stackley—the daughter of a U.S. Navy sailor and spouse of the former Naval officer Sean Stackley—christened the boat with water she has collected from several lakes in Idaho, including Lake Pend Oreille, Payette Lake, Henry’s Lake, and Redfish Lake.

“Though landlocked, the state of Idaho prides itself in its rich Naval history and continuing contributions to the fleet,” the Department of Defense explained. “The Navy’s Acoustic Research Detachment on Lake Pend Oreille, Idaho’s largest and deepest body of water, is a state-of-the-art facility that supports research, development, testing, and evaluation of submarine acoustic stealth technology and propulsor design.”

At 1,150 feet in depth, Lake Pend Oreille is also the quietest body of water, providing an ideal environment for acoustic testing without the attendant problems and costs of open ocean operations. It has many acoustic properties that are similar to the open ocean but with far less background noise. Tests can also be conducted without fears they can be monitored by foreign governments. (See article in current *American Submariner*—ed.)

Fifth Vessel Named for Idaho

SSN-799 is the fifth U.S. Navy ship named for the Gem State and the first in more than a century since the New Mexico-class battleship BB-42 was commissioned in 1919.

The first USS *Idaho* was a wooden steam sloop that was later converted to a full-rigged sailing ship. According

to the USS *Idaho* Commissioning Committee, “At first, the Navy didn’t want the USS *Idaho*, claiming she wasn’t fast enough. However, when the ship’s sails were added, it changed her destiny. One passage in particular caught the U.S. Navy’s attention. It was on a voyage to Japan in 1868 when the USS *Idaho* reached speeds of more than eighteen knots, making her one of the fastest sailing ships at the time.” That vessel was damaged in a typhoon and was decommissioned in 1873.



Virginia-class boat *plys the waves*. (U.S. Navy photo.)

The next vessel named for *Idaho* was BB-24, a pre-Dreadnought *Mississippi*-class battleship that was launched in 1905 and sold to Greece just before the outbreak of the First World War. Renamed *Lemnos*, she saw little service during World War I, but was employed in the Greco-Turkish War that followed—and was later converted to a barracks ship. The former *Idaho* was heavily damaged during the German invasion of Greece in the spring of 1941 and was broken up after the Second World War.

A third USS *Idaho* (SP-545) was a motor boat employed by the U.S. Navy during the First World War for patrol duties and returned to her civilian owners after the Armistice was signed in November 1918.

The 32,000-ton BB-42 was the last vessel before the Virginia-class fast attack submarine to be named for Idaho, and she saw action in both the Atlantic and Pacific Oceans. BB-42 was among the U.S. Navy warships that were present in Tokyo Bay in September 1945 when Japan formally surrendered, ending World War II.

Peter Suci is a Michigan-based writer. He has contributed to more than four dozen magazines, newspapers, and websites with over 3,200 published pieces over a twenty-year career in journalism. He regularly writes about military hardware, firearms history, cybersecurity, politics, and international affairs. Peter is also a Contributing Writer for *Forbes* and *Clearance Jobs*. You can follow him on Twitter: @PeterSuci. You can email the author: Editor@nationalinterest.org.

Nobody Told Me

by Bob “Dex” Armstrong

Gentlemen, do you remember how pretty and peaceful the ocean looked on some sunny days when seagulls circled overhead gliding around under big puffy clouds? Remember swim call—“Russian acrobat drill?” The boat would be “layin’ to” and the Old Man would announce swim call with no diving from the top of the sail. Remember how we rigged out the bow planes and would dive off the bull nose? We would do big cannonballs and blow depth charge holes with a big splash. Remember the guy on the sail with an M-1 rifle: the shark watch?

I just watched “Shark Week” on the Discovery Channel. Boys and girls, we didn’t know it at the time but there was a lot of nasty stuff out there swimming around outside the pressure hull. Great big nasty stuff that came with wicked teeth, was hungry and could eat you. They failed to mention that in the recruiting office and at New London. No one told me that everytime I hopped off the bow I was a Tennessee tacklebox lure for the really big ones. I thought sharks only ate Australians. And girls in bikinis swimming off New Zealand. Nobody said they ate seals. If they did, somebody stole that issue of *National Geographic* at my barber shop.

I never knew that there was stuff snorkeling around out there that could swallow a whole cow. I get duck bumps thinking about that now.

I thought *Jaws* was a science fiction movie; I didn’t know that I spent years with his relatives poking around the outer door to our GDU.

Sharks are mean sunzabitches. I saw one on TV chew snow tire-sized chunks out of a bull carcass and swallow them. Losing body parts that size could knock one hell of a dent in your liberty plans.

Scary, scary thought. They just seem to swim around and eat other things swimming around out there. *We* were swimming around like Big Macs!

I kept watching them on TV and wondering if any mother ever got the following telegram: “Dear Mrs. Murphy, We regret to inform you that a monster shark ate your son. Somewhere off Bermuda there is a large specimen of marine life containing major sections of Seaman John F. Murphy, messcook, USS *Requin* (SS-481). His last words may be comforting: “Tell mother I will miss her and most of my left leg.” Our condolences, The United States Navy.”

We had a shark watch marksman on *Requin* who couldn’t have hit a billboard with a brick. But even if he had been Sgt. York, what in hell would eight or ten rounds of .30 caliber ammo have done to something with a six foot mouth, half the size of a school bus? With luck he could have turned its dorsal fin into lace. But by the time the clown with the M-1 got off his last round, Mr. “I just ate your two-way trash dumper” would have been picking his teeth with your dog tags.



Keep a zero bubble... *Dex.*

First AUKUS Nuke Sub Activity for Aussies

(Australian Defense Ministry Press Release; Naval News Staff, August 23, 2024)

Personnel from the Royal Australian Navy and Australian industry will commence an historic Submarine Tendered Maintenance Period (STMP) at HMAS Stirling in Western Australia alongside their United States (U.S.) counterparts. This is a significant milestone for the AUKUS partnership, which promotes

stability and security in the Indo-Pacific and beyond.

USS *Hawaii* (SSN 776), a U.S. *Virginia*-class submarine, has arrived at HMAS Stirling, joining the USS *Emory S. Land* (AS 39), a U.S. service ship with equipment and crew dedicated to providing maintenance work for U.S. subs.

In preparation for the STMP, over 30 Navy officers and sailors have been embedded as part of the crew

of USS *Emory S. Land* since Jan. 2024 to build the skills, knowledge and experience in nuclear-powered submarine maintenance.

The presence of one UK *Astute* class and up to four U.S. *Virginia*-class subs at HMAS Stirling will accelerate Australia’s ability to be sovereign-ready to safely and securely own, operate and maintain Australia’s future fleet of conventionally-armed, nuclear-powered submarines from the early 2030s.

New Members

We proudly welcome aboard:

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.

Former M.A.L.; docent, USS *Iowa*.

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

Kelly Van Wagner

Associate; niece of Shipwreck

Kelly; sponsor: Stan Westrick

Spouse: Bill

20244 Septo Street

Chatsworth, CA 91311-3947

cell: 818-497-0988

email: kellyjvw@hotmail.com

Mari-Lynn Lake

Associate; niece of Shipwreck

Kelly; sponsor: Gary Lee Wing

Spouse: Tim

P.O. Box 694

Snoqualmie, WA 90865-0694

cell: 425-445-7173

email: mlhlake@gmail.com

Roger K. Onaga

(LCDR - 04 - LCDR) No Spouse

600 N. Atlantic Blvd. Apt. 416

Monterey Park, CA 91754-7752

cell: 626-999-6878

email: rkonaga@yahoo.com

Qualified in 2000 on USS

Nevada (SSBN-733) - served

twenty years: 1996-2016.



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

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

Eternal Patrol Notice



Harold Staggs

8/26/1924 — 10/11/2024

Our longtime Life Member of USSVI, L.A.-Pasadena Base, and the former U.S. Submarine Veterans of WWII, a 100-year-old WWII subvet, recently departed on Eternal Patrol due to complications from a bad fall.

Harold had been in hospice care at Pomona Valley Hospital.

Harold and his late wife Kay (Kathryn Pearl Staggs) had been regular attendees at our meetings. Kay had also been the President or Acting President of the Wives of Subvets organization, and pre-deceased him in December of 2016. Harold is survived by Gordon and Sheri Staggs (his son and daughter-in-law), who have indicated Harold will be cremated and interred at the Riverside National Cemetery, where Kay was also laid to rest. Harold's Eternal Patrol service is unscheduled at this time, but will likely not be held until after the New Year.

Those who wish to may offer condolences to Gordon and Sheri at:

553 Thornhurst Ave.
Glendora, CA 91741-2363
cell: 626-862-7050
email: g.stag@verizon.net

Harold Earl Staggs was born in Pasadena in 1924, enlisted in the Navy in 1941 and was released from active duty in 1945. In the Navy Reserves afterwards, he was recalled to active duty in 1950 and left the service in 1951. He Qualified in Submarines in 1942 aboard USS *Tambor* (SS-198), and also served aboard USS *Mount Vernon* (AP-22), USS *Parche* (SS-384), USS *Pampanito* (SS-383), USS *Searaven* (SS-196) and USS *Cusk* (SS/SSG/AGSS-348), making a total of nine War Patrols. Harold was a Torpedoman; his rate/rank upon leaving the Navy was TMT1(SS) - E6 - Petty Officer First Class. With his assistance in the torpedo room, his subs were responsible for sinking thirteen total Japanese Navy and merchant vessels during the war. With us locally in recent decades, Harold was proud to have never missed a Western Region Roundup in 25 years.

Sailor, Rest Your Oar; We Have the Watch



John P. Holland

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

(75-year members noted with *)

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
David H. Vanderveen.....	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
Charles B. McCarthy, Jr....	2016
Gary Wheaton.....	2016

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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 Nominating Committee Confirmed Call for nominations for 2025 Base Officers
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"
July 4	115th Annual... Huntington Beach 4th of July Parade
July 20	Monthly Meeting - VFW Hall (Potluck)
August 17	LeRoy Stone Memorial Picnic/Dennis Walsh's Backyd. 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)

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. Diumentì 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



E-Board Meeting Minutes of October 19, 2024

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., Executive Board Meeting was conducted on the morning of Saturday, October 19, 2024 at the Radiant Brewery in Anaheim.

In attendance:

- Dave Vanderveen, Base Commander
- Ray Teare, Base Vice Commander
- Mike Swanson, Treasurer
- Darin Detwiler, Secretary
- Dennis Bott, Memorial Director
- Chuck Senior, Director
- Marilyn Senior, Membership Chairwoman
- Bill Moak, COB

Base Commander Dave Vanderveen called the meeting to order at 0957 hours with a quorum present. Minutes of both September 2024 meetings were reviewed with no revisions requested. Chuck Senior moved to approve and accept the Minutes into the base record; this was seconded by Bill Moak and approved by voice vote.

The Executive Board then discussed online security measures as a scam attempt was made via email to send money to an unknown solicitor.

Treasurer’s Financial Report: Mike Swanson

The Treasurer’s Report as of October 18, 2024 was read into the Minutes by Base Treasurer Mike Swanson.

Checking	\$21,015.73
Cash On Hand	\$50.00
Uncleared Checks:	\$0.00
Total	\$21,065.73

All vendors have been paid up-to-date.

Income:	\$1,013.00
Expenses:	\$944.00

Flower/Booster Club Additions:

Total donations from assorted members	\$955.00
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There were no questions nor corrections needed. Dennis Bott moved to approve the Treasurer’s Report and accept it into the base record; this was seconded by Ray Teare and passed unanimously.

Memorial Update:

Dennis Bott reported that the Memorial site currently looks good. Dave Vanderveen is still working with the Seal Beach Naval Weapons Station leadership regarding the installation of our memorial bricks. He’ll work with Paul Riggs on early drawings for same.

(concluded on next page)

China Quietly Launches Most Advanced Sub

(From the Newsweek website - published Aug. 22, 2024.)

China has recently launched what could be its most advanced diesel-electric sub, according to a report. *Naval News* broke the story, but no official announcements were made by the country's defense ministry or navy. The report said the sub could be a new variant of the Type 039A/B/C, also known by NATO as the Yuan class.

There are 48 diesel-electric-powered subs in the Chinese Navy, and almost half (21) belong to the 3,600-ton Type 039A/B, according to a report released last year by the U.S. Department of Defense. The current variant, the Type 039C, has a sail with a stealthy design.

The new sub was launched in April at the Wuchang shipyard in central China. It was spotted by former U.S. Navy submariner and defense analyst Tom Shugart, who said that the submarine might have an x-shape stern that he had "not seen before on any Chinese submarine."

H.I. Sutton, a security analyst who writes for *Naval News*, noted the forward section of the new sub was proportionally similar to the existing variant of the Yuan class. This means the forward hulls, where sonar and torpedo functions reside, are similar in design. However, the hull section behind the sail of the new submarine appeared "significantly longer," suggesting the possibility of a vertical launch system, or VLS, for land-attack cruise missiles.

E-Board Meeting Minutes...

(concluded from previous page)

Membership Update:

Marilyn Senior noted the Eternal Patrol departure of Harold Staggs, further reporting we now have 99 members, 66 Holland Club Members, 64 USSVI Life Members, and 59 Base Life Members. She then shared the new official dues schedule (below).

USSVI Annual & Lifetime Dues Table			
USSVI National Dues	Years Renewed / Age at Lifetime	Current Dues until 12/31/2024	Revised Dues as of 01/01/2025
Annual Dues	1 Year	\$30.00	\$40.00
	Oct-Dec & Next Year	\$35.00	\$47.00
	3 Years	\$85.00	\$113.00
	5 Years	\$140.00	\$185.00
Lifetime Dues	76+ Years	\$120.00	\$150.00
	66-75 Years	\$240.00	\$300.00
	56-65 Years	\$360.00	\$450.00
	46-55 Years	\$500.00	\$625.00
	Up to 45 Years	\$600.00	\$750.00

2025 Western Region Roundup:

The WR Roundup is now only five months away.

Bill Moak has worked with Barry Commons (National Storekeeper/BC Patches) to prepare artwork and a contract for the purchase of pins and patches for the Western Regional Roundup; Ray Teare moved and Dennis Bott seconded a motion to purchase 300 pins (at \$1.95 each) and 200 patches (at \$2.10 each) for a total of \$1005.00 plus taxes. This was approved unanimously.

Darin Detwiler introduced feedback from the Reagan Presidential Library to speak at the event (topic: the overlap of the Reagan Administration, Cold War, and submarines) and to write an article on same for *American Submariner* magazine. Darin will work with Dave Vanderveen to communicate through to the Western Regional Roundup Committee.

Christmas Luncheon:

It will take place December 21 (third Saturday of the month—and not in conflict with the Army/Navy game this year!) at the Eagle's Nest/Navy Golf Course: \$45 per person. Captain O'Brien of the NWSSB and her husband will be invited, but we cannot pay for their meals. We should also be looking into inviting someone from the Seal Beach Chamber of Commerce or similar.

The Good of the Order:

Marilyn reminded everyone to pay their dues. The November meeting will be on 11/16 at the VFW Hall in Anaheim. Darin Detwiler shared about the November 8th PBS Veterans' Day special featuring four of our base members: Pat Zilliachus, Ron Jones, Darin Detwiler, and Ramon Aguilar. We'll be watching!

There being no further business, Dennis Bott motioned for adjournment; this was seconded by Ray Teare and passed unanimously, adjourning the meeting at 1048 hours.

Respectfully submitted,

Darin Detwiler

Secretary, L.A.-Pasadena Base, USSVI

2025 United States Submarine Veterans Calendar

DEADLY QUIET

Virginia-class submarines deliver state-of-the-art stealth, endurance, and firepower, effectively addressing the threats and challenges of 21st-century naval warfare.

Just \$13.75
plus shipping

The Virginia Boats

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



Deadly quiet *Virginia*-class submarines deliver state-of-the-art stealth, endurance, and firepower, effectively addressing the threats and challenges of 21st-century naval warfare. Read all about the ongoing development of this, the vanguard of the U.S. Navy's attack submarine fleet—patrolling the world in assorted cutting edge “block” configurations, ready to take on any adversary.

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USS NORTH CAROLINA (SSN 777)
USS *North Carolina* (SSN 776), the second of four Block I submarines, joined the fleet in February 2006, after problems with the boat's steam valve and internal piping system had forced two delays in the acceptance of the vessel. The boat has physical connections to four previous ships named *North Carolina*. Sections of the task deck from USS *North Carolina* (BB 55), a fast battleship that served in World War II, are reused within the submarine, and several pieces from a silver serving set made for USS *North Carolina* (ACR 12), a World War I-era armored cruiser, transferred through the state governor to the battleship will be used aboard the submarine.

March 2025

(Eight submarines and 422 men lost)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	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				

February	March	April	May	June	July
S M T W Th F S	S M T W Th F S	S M T W Th F S	S M T W Th F S	S M T W Th F S	S M T W Th F S
26 27 28 29 30 31 1	23 24 25 26 27 28 29	30 31 1 2 3 4 5	22 23 24 25 26 27 28	1 2 3 4 5 6 7	29 30 1 2 3 4 5

Proceeds to benefit USSVI operations and projects.

A Letter from Marilyn Senior, Membership Chairwoman

October 9, 2024

Shipmates:

I received a note and donation check from Sam Aboulafia, saying the following:

Dear L.A.-Pasadena Subvets—my home base. Thank you for your support.

Sincerely,
Sam Aboulafia STS2(SS).

We've thus added Sam to the 2024 Flower Fund and Booster Club.

Sam is a thirty-year member of USSVI and an original member of our base. He is terminally ill with D-cell lymphoma and is currently in hospice care at a VA hospital in Florida, choosing to be kept comfortable until he departs on Eternal Patrol. His good friend of thirty years, Mike Cailor, visits him twice a week and brings him goodies he can't get from the hospital. Other members of the Tampa Base also visit regularly. Mike Cailor was one of our early Base Commanders. He and his wife had moved to Panama and loved it there. He unfortunately developed a serious kidney problem and had to move back to the States, relocating in Florida. He was on a kidney transplant list for many years. I asked Mike about kidney transplants in Panama, and he told me that although they perform such transplants there, they're only for Panamanians. Doctors have now determined Mike is no longer eligible for a kidney transplant; he'll remain on dialysis three days a week for the rest of his life. Mike is also a dual member of our base, since his primary base remains Tampa, where he's the Base Commander.

Sam also sent me a great picture to remember him by. (See below.)

Once Sam departs on Eternal Patrol, he'll be cremated and interred at the Bay Pines National Cemetery. Mike will take care of his final wishes.



Sam Aboulafia

It makes me want to cry.

I'm hoping and praying our four members living in Florida will make it through the hurricanes. Mike was high and dry after hurricane Helene, with only tree limbs littering his yard. This new hurricane Milton is spawning tornadoes and terrible winds. I haven't heard from our other two Florida members (David Nates and Francis Traser) after Helene.

Regards,

Marilyn

Marilyn Senior, Membership
Los Angeles-Pasadena Base USSVI
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San Pedro, CA 90732-2948

email: marilyn.senior@gmail.com
Cell: 310-503-3915 (can call or text)





*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

