

Sept. Meeting  
Remains on Zoom  
(Please See Page 4)

# 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

I sure could use some fall weather, couldn't you? Continual record-breaking heat is getting old....

Hey, the brand new 2022 Submarine Calendars are here! Chuck and I had to get them done early for Convention availability by request from the USSVI brass. Theme: Stunning accomplishments by WW2 fleetboats. They sold out fast last year, so don't miss out—order yours today! See pg. 4 and/or page 23.—Jeff

## Ohio-Class Ballistic Missile Sub Just Made a Rare and Very Quick Stop in San Diego

*One of the Navy's 'boomers' made a peculiar arrival and rapid departure from San Diego Bay this afternoon...*

*(Reproduced from The WARZONE website - published June 21, 2021)*

*by Joseph Trevithick and Tyler Rogoway*



*Screengrab from webcam video showing Ohio-class missile sub arriving in San Diego on 6/21/21.*

A U.S. Navy Ohio-class missile submarine made a rare and very brief stop in San Diego today. The Twitter ship spotting account @WarshipCam was the first to spot the submarine on a live feed of the Port of San Diego available through @SanDiegoWebCam. Timestamps on still images from the video show that the submarine arrived just before 11:50 AM local time and was headed back out shortly before 12:30 PM. Which is a bizarrely quick turnaround.

It's not clear which of the Navy's eighteen Ohio-class boats is seen in the video. However, the four Ohios that the service converted into guided-missile submarines, or SSGNs, almost always have at least one Dry Deck Shelter (DDS), which can be used to deploy divers, swimmer delivery vehicles, and more, mounted immediately aft of their sails.

The area of the hull behind the sail is also enlarged and flattened to better accommodate the DDS. No DDS is present on the submarine in the video and it does not appear to have the modified hull associated with the four SSGNs, indicating that this is one of the remaining fourteen Ohios configured to carry nuclear-armed ballistic missiles, also referred to as

*(concluded on page 24)*



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## From the Wardroom...



Dave Vanderveen,  
Base Commander

Shipmates and Ladies,

I will put aside my dismay and fury about what is happening in Afghanistan so I can maintain some professionalism in writing this message for the opening pages of this month's *Periscope*.

It is mid-summer, and our Base is in somewhat of a business lull with little happening. Those few things on our agenda are important to the Base's continued function, though. At the top of the list is our annual election of Base officers to be held by September 18th for the coming year. Several of us have advised the selection committee of our plans to seek another term, and as soon as the candidate slate is ready I will send it out along with a ballot.

During our meeting on September 18th, Treasurer Mike Swanson will provide information for the Board to conduct its annual review of our finances, as required in the By-Laws. Separately, a committee has been formed to update the Base's By-Laws. When complete, we will schedule an overview of the changes for the General Membership.

As of the date I am writing this (8/26), we have not received notification that Captain Sherman (SBNWS) has received the Inspector General's report about their review of L.A.-Pasadena Base and other tenants of the Weapons Station. As you may recall from notes in prior issues of the *Periscope*, Captain Sherman will use that report to determine where we may be able to meet on the Weapons Station's grounds. Meanwhile, I have requested application materials and instructions for our members who are not retired from the military to secure a biometric identification card which will allow access to federal reservations.

Lastly, California has an important election coming on September 14th. I will keep my political preference private while I urge you who are registered to vote in California, please do not "sit out" the upcoming recall election!

With the recent upsurge in COVID cases, travel and large gatherings are problematic again. If you have considered traveling to a boat reunion, the Western Region Roundup in Reno, or the National Convention in Orlando, PLEASE protect your safety and health.

I hope you and your families enjoy the remainder of the summer in happiness and good health!

*Dave Vanderveen*

Commander

Los Angeles-Pasadena Base



## Minutes of Aug. 21, 2021 General Zoom Meeting

Base Commander Dave Vanderveen called the Zoom General Meeting to order at 1105 hours, then began the meeting with the reading of the USSVI Purpose, followed by a request for a moment of silence for our departed shipmates.

### Treasurer's Report:

In Treasurer Mike Swanson's absence, Dave Vanderveen then provided a brief financial summary of the L.A.-Pasadena Base accounts as of August 20, 2021, based on Mike's earlier report at the Executive Board meeting. The specific numbers have been approved by, and are reported within the E-Board Meeting Minutes.

### Inspector General's Report Update, et al:

At this point in the meeting, the base Secretary's computer crashed. Later, as he logged on with a different computer, much discussion had already occurred. Dave informed him that essentially all the same information contained within the E-Board Minutes (*see page 15—ed.*) were covered here, as well as the call for base candidates, the forthcoming Base By-Laws update, and the discussion about the Regional Roundup and National Convention.

### For the Good of the Order:

Dave covered the possibility of future face-to-face meetings. Even if we are allowed back on base, we will meet in Building Six until such time as it is demolished and/or we are permitted to relocate to a different venue on the base. Until then, our regular Zoom meetings will continue.

I personally encourage all members to attend these Zoom meetings to provide your input on issues the Base must face.

Ed then made a motion to adjourn, Jack seconded, and the adjournment was approved by general vote, ending the meeting at 1130 hrs.

Respectfully submitted,

*Bill Moak*

Secretary, L.A.-Pasadena Base, USSVI



## August General Zoom Meeting Sailing List

Ed Barwick  
Herb "Bo" Bolton  
Robert Frazier  
Sam Higa  
Jack Mahan  
Bill Moak  
Jeff Porteous  
Dave Vanderveen  
Ron Wagner  
Dennis Walsh  
Gary Wing





**Sept. Meeting Again  
a Zoom Video Conference**

**Sept. Meeting**

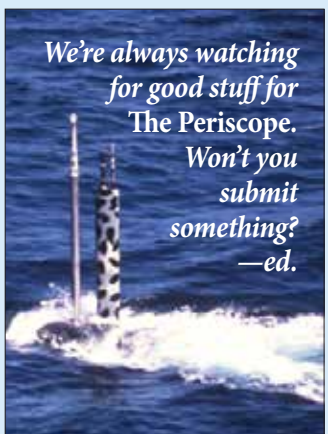
**Date:** Sept. 18, 2021

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

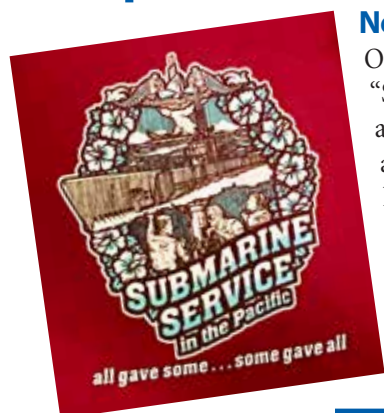
**Sept. Birthdays**

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

- Gary Wheaton ..... 9/5
- Bill "Skippy" Dillon..... 9/6
- Jim Rogers ..... 9/11
- Ron Jones..... 9/14
- Jim Burnett..... 9/18
- Royal Harrison ..... 9/21
- Phil Jaskoviak ..... 9/21
- Ernie McNeece ..... 9/21
- Vanessa Butler ..... 9/22
- Ron Thompson ..... 9/23
- Valerie Walrath..... 9/24
- Dennis Yure ..... 9/27



**Ship's Store**

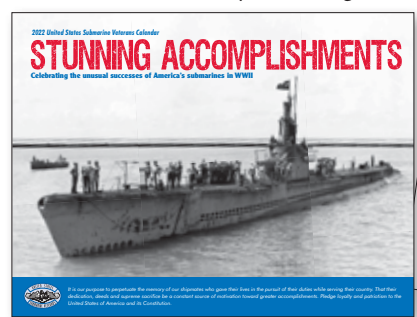


**New Reduced Price on T-Shirts!**

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

**2022 Calendars Now Available!**

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



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



USSVI Logo Patch  
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Holland Club Member Patch (3x3)  
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**LOS ANGELES - PASADENA BASE**

**2021 FLOWER FUND and BOOSTER CLUB**

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

- Ken Dorn (x8!) • Jack & Marlene Mahan • Mike Varalyia (x2!)  
Ed Kushins • Sally Moran • Skip Loveless • Harold Staggs



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

# 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

## SEPTEMBER TOLLING OF THE BOATS



USS S-5 (SS-110)

### USS S-5 (SS-110)

Lost on 1 September 1920 when a practice dive went wrong and she sank bow-first, with her stern showing above the water. In a dramatic adventure, her exhausted crew was rescued during the next few days. Salvage attempts were unsuccessful, and S-5 settled to the bottom and was abandoned.



USS GRAYLING (SS-209)

### USS GRAYLING (SS-209)

Lost on 9 September 1943 with the loss of 76 men near the Tablas Strait. *Grayling* was on her eighth war patrol and sank two ships before being lost.



USS S-51 (SS-162)

### USS S-51 (SS-162)

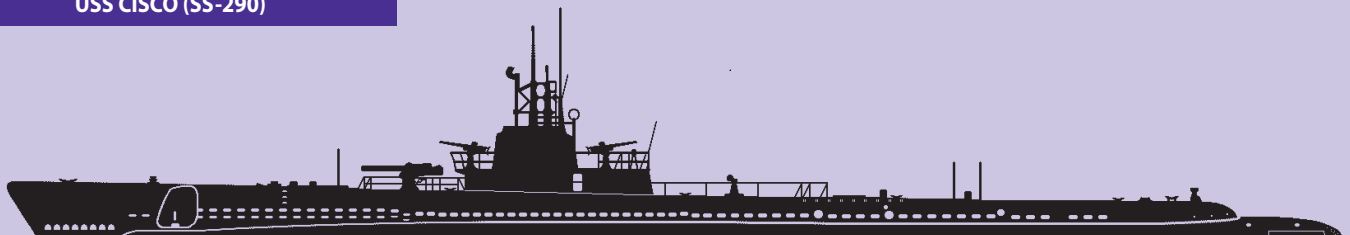
Lost on 25 September 1925 with the loss of 32 men when it was sunk after collision with SS City of Rome off Block Island.



USS CISCO (SS-290)

### USS CISCO (SS-290)

Lost on 28 September 1943 on her first war patrol with the loss of 76 men in the Sulu Sea west of Mindinao.



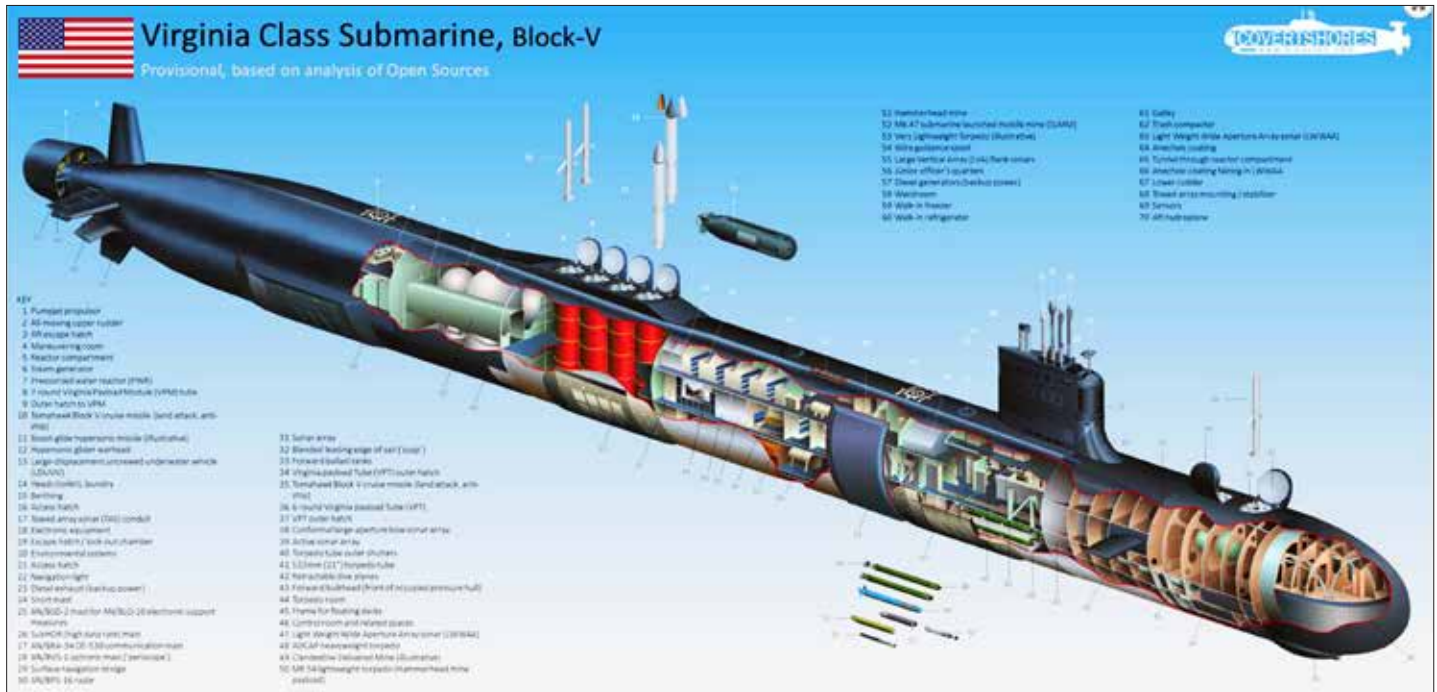
For those who gave their lives in defense of our country...

**WE REMEMBER**

# U.S. Navy's Virginia-Class Submarines to Get 76% More Firepower

(Reproduced from the Naval News website—published July 15, 2021)

By H. I. Sutton



The Virginia Class Block V submarine will have an additional 28 missile slots in an extended section behind the sail. This will make the submarine much longer but will increase the total number of Tomahawk-sized weapons to 65. This is more than the Seawolf Class (50).

**Quantity has a quality all its own. And when that quality relates to U.S. Navy missiles, having more of them is a big increase in capability. The latest Block V Virginia-class submarine will greatly increase its number of missiles carried, in effect making it a cruise missile submarine (SSGN). Yet it will not take away from this otherwise flexible anti-ship, anti-submarine, intelligence and special forces platform.**

The Virginia class submarine is already heavily armed. Each boat can carry up to thirty-seven torpedo-sized weapons, such as Tomahawk cruise missiles. Twelve of these slots are in two vertical launch systems (VLS), known as the Virginia Payload Tubes. The new Block V (5) batch of submarines will add twenty-eight more slots in its VLS. This is an increase of 76% of torpedo-sized weapons.

The U.S. Navy is planning to build between 72 to 78 new attack submarines. Ten of these will be the Virginia Block V boats, eight of which will be up-armed as described here. Based on a recent briefing document from the Congressional Research Service, reported in *U.S. Naval Institute News*, a total of 31 Virginia class submarines will ultimately have this fit.

When it was originally conceived, the Virginia class was seen as a cheaper alternative to the larger Seawolf class. The

*Seawolf* had been designed during the Cold War to counter the latest Russian submarines. But the Russian types were mostly cancelled (or massively delayed) in the post-Cold War period. Therefore only three of the expensive *Seawolves* were eventually built. Yet while the Virginia class was smaller than the *Seawolf*, it took advantage of new technologies and itself became a world-leading nuclear-powered attack submarine.

The Block II Virginias continued to focus largely on production efficiency. The Block IIIs took this further with enhanced construction techniques. At the same time, they received a new conformal main sonar array in place of the traditional spherical array found on earlier U.S. Navy submarines. Their vertical launch system was changed from twelve single tubes to two “Multiple All-Up Round Containers.” These are the Virginia Payload Tubes.

The Block IV, which are mostly still under construction, again focused on reducing cost. They also improved availability. But the improvements were iterative and mostly hard to see. Outwardly, Block V will be more visibly different, with a new weapons module and additional sensors.

They will be extended with the addition of an eighty-four-foot (25 meters) section to accommodate the four new vertical launch tubes. Each of these will be capable of carrying seven Tomahawks. The new VLS is termed the Virginia Payload Module and will



## Virginia-Class Upgrade : 76% More Firepower

(concluded from page 6)

also be suitable for future weapons and alternative payloads.

### The Block V Virginia Class Will Have New Weapons

The latest Tomahawk missiles, coincidentally also known as the Block V, will add an anti-ship capability to the existing land-attack mode. They are expected to be operational before the first Virginia Block V joins the submarine force.

More potent still, although unconfirmed, are likely to be new hypersonic boost-glide vehicles. It is unclear how many will be carried in each VLS, but a reasonable guess is three rounds. Because the Block Vs have more VLS slots, it seems natural that they will be among the first submarines to carry the hypersonic missiles. With a total of six VLS tubes, they could carry a mixed load of, perhaps, twelve hypersonic missiles (three in each of the aft four tubes) and twelve Tomahawks in the forward tubes.

The submarines will still have the regular torpedo room (weapons stowage compartment). This can carry the latest versions of the ADCAP family of heavyweight torpedoes. They are also likely to carry the new Hammerhead mine, which replaces the legacy Mk. 47 sub-launched mobile mine (SLMM).

Hammerhead will allow covert deployment of bottom mines. Although less glamorous than missiles, this is a particularly

powerful capability. The U.S. Navy is also developing a new Clandestine Delivered Mine which will blend technologies from underwater drones with regular bottom mines. This will allow much greater stand-off ranges when sowing mine fields, thus improving both survivability and operational flexibility.

### Sonar Enhancements

On the sonar front, the Block Vs are expected to receive the Large Vertical Array (LVA) flank sonars. These are in addition to the six ultra-modern Light Weight Wide Aperture Arrays (LW-WAA), which are placed along the submarine's side. There are indications that a LVA has recently been fitted to an Ohio-class ballistic missile submarine, the USS *Tennessee* (SSBN-734).

Taken together, the improvements will make the Block V the most heavily armed attack submarine in U.S. Navy history. Whether they will in future receive the classic "SSGN" designation, like the four converted Ohio-class cruise missile submarines currently in service, remains to be seen. Even if not, their impressive cruise missile load will differentiate them from other attack submarines. Even their big sisters, the larger *Seawolf* class.

*H. I. Sutton writes about technologies involved in fighting beneath the waves. His website is "Covert Shores" (www.hisutton.com).*



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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>Greenville</i> (SSN-772)	USS <i>Kentucky Gold</i> (SSBN-737)
USS <i>Helena</i> (SSN-725)	USS <i>Maine Blue</i> (SSBN-741)
USS <i>Hyman G. Rickover</i> (SSN-795)	

### Questions?

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

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# The U.S. Navy is Looking at Fitting its Future Attack Submarines with Inflatable Sails

*The Navy has called upon industry to develop pop-up sails for its submarines in an effort to maximize speed, stealth, and maneuverability.*

*(Reproduced from the The War Zone website—published July 20, 2021.)*

*by Thomas Newdick*



*USS Springfield (SSN-761) departs on patrol.*

The U.S. Navy is investigating the possibility of having its future nuclear attack submarines fitted with sails—the tower-like structures on their forward upper-hulls—that are inflatable, popping up when required, but otherwise concealed to preserve the sub’s speed, maneuverability, and acoustic stealth. The Inflatable Deployable Sail System (IDSS) is ultimately hoped to result in technology that will allow the Next-Generation Attack Submarine, or SSN(X), to be able to “operate submerged without the impediments of a sail.”

In a document published earlier this year on the website of the Navy’s Small Business Innovation Research (SBIR) and Small Business Technology Transfer (STTR) program, under which the service seeks to provide funding for start-ups and small businesses, Naval Sea Systems Command (NAVSEA) outlines its initial requirements for the IDSS initiative. The outlined objective: to “Develop technology that will advance traditional submarine design toward accommodating an Inflatable Deployable Sail System (IDSS) for future submarines.”

While the IDSS could represent potentially cutting-edge

technology for the Navy, it’s also worth noting that China has unveiled a sail-less submarine design in recent years.

In 2019, in a surprise development, China unveiled a new submarine, roughly 150 feet long, with no apparent sail, and just a small fairing in its place. A photo of this unique submarine is provided on the next page. Initially, there was speculation this was an unmanned design, but the consensus is now that it’s probably a testbed for advanced new technologies likely to be found in future Chinese submarine designs. Clearly one of these concepts is a submarine without a sail.

In the United States, too, there has already been some developmental work on exotic new sail designs, albeit using sub-scale submarines. This has included work at the Large Scale Vehicle Range (LSVR), part of the Navy’s Acoustic Research Detachment (ARD), around 375 miles from the ocean at Bayview, Idaho.

The NAVSEA document notes that speed, maneuverability, and stealth are the primary drivers behind the IDSS concept, but also

*(continued on page 9)*



## Future Attack Subs Fitted with Inflatable Sails?

(continued from page 8)

identifies the key challenge that will have to be overcome to ensure it will actually work—how to safely navigate a submarine without a sail. Traditionally the sail is used as an observation and conning platform when operating on the surface of the water, as well as providing one potential entry/exit route for the crew.

Projecting well clear of the water, a traditional sail can also be used to help conduct vertical replenishment (VERTREP) operations. It also provides a position from which to provide force protection, too, and has an important function of breaking through the ice and providing initial access outside of the sub when operating in polar regions.

Above all else, the sail is normally used to house important sensors like periscopes, communication antenna masts, as well as electromagnetic and radar sensor systems. In the past, when submarines spent much of their time surfaced when engaged in combat, the sail also incorporated a physical command center, but more modern designs primarily have their critical functions contained within the main hull. The mast can even be used as a storage locker of sorts for special operations forces.

Finally, the sail can sometimes serve as a location for diving planes, although this is becoming less of a common design element, evidenced by their relocation to the hull on the *Los Angeles*-class SSNs starting with the improved 688i standard.



Virginia class USS Vermont (SSN-792) at Subbase New London last December. Prominent sail may disappear from the next generation of U.S. attack subs. (U.S.N./John Narewski.)

Sail-mounted diving planes remain a characteristic of the Navy's ballistic missile submarines, possibly including the forthcoming *Columbia* class.

Now, however, technological developments could mean that the Navy is able to make at least trial use of "Advances in inflatable structures [that] can provide the freeboard needed for surface transit with a temporary and reusable structure."

Above all, the challenge will be to find a way of retaining functionality of the sail's bridge area while the submarine is running on the surface, thus allowing members of the crew to keep an eye out for maritime traffic or other potential hazards.

(concluded on page 10)

China's sail-less submarine is thought to be a prototype for advanced technologies and submarine concepts.  
(Photo: Jiangnan Shipbuilding Group.)



## Future Attack Subs Fitted with Inflatable Sails?

(concluded from page 9)

The IDSS is not expected to carry any sensor systems, which will instead have to be incorporated into the hull.

The specific requirements from NAVSEA for an inflatable sail include a minimum 16-foot freeboard (the distance from the waterline to the top of the sail), capacity for at least two crew at the front of the bridge hatch, and another two behind them, plus all the required power, lighting and communications, flip-up windshield, storage lockers, and more. Of course, there also needs to be a means to access or escape the main pressure hull, via a ladder system, and the entire bridge module should not weigh more than 4,000 pounds. The structure will have to be resilient, too, capable of operating in icy waters and providing ballistic protection against small arms fire.

A range of minimum operational constraints are outlined, including the requirement for 10,000 operational cycles, ability to maintain shape at periscope depth, in operations in Sea State 6, and at temperatures ranging from -60°F to 150°F.

“A generally soft or soft/rigid hybrid inflatable structure with a rigid or hybrid rigid/inflatable bridge,” the IDSS is expected to deploy or retract, in the space of just one minute, with pressurization achieved using seawater and/or air.

“The structural loadings, deployment/retrieval operations, and stability mechanisms required present real design and material challenges for an inflatable and deployable sail,” NAVSEA notes.

The command suggests that industry might look at some of the kinds of inflatable soft structures now being used elsewhere in the Pentagon, as well as by NASA, which is looking at designs for inflatable space habitats, for example. In particular, these technologies include “inflatable control surfaces, deployable energy absorbers, and temporary on-demand structures.”

The document then goes on to note many of the advanced manmade fibers that are used in these kinds of soft inflatable structures, of which Kevlar is probably the most familiar but also including Vectran, DSP (dimensionally stable polyester), PEN (polyethylene naphthalate), and Spectra, a type of ultra-high molecular weight polyethylene.

“The soft structures considered for use in developing the IDSS may include, but are not limited to, control volumes constructed of inflated membranes, 3-D woven preforms, flexible bladders, coated fabrics, and hybrid (soft/rigid) material systems, and hard goods-to-soft goods connections,” the document continues. “Hybrid inflatables may include inflatable elements with semi- or fully-rigid reinforcements serving as deployment shaping controls and abrasion-resistant contact surfaces.”

Ultimately, NAVSEA may call upon interested parties to produce full-scale IDSS prototypes of their virtual design concepts

that will be able to test inflation/deflation, and resistance to wave slap and impact loadings.

That, of course, is still some way off and although the document doesn't provide any kind of timeline and the Congressional Research Service's latest report on SSN(X) doesn't envisage a first example of the new submarine even being procured until Fiscal Year 2031. It's also possible that the IDSS, if it does prove successful, might only be introduced on later blocks of the SSN(X) design.

The Navy has been examining whether SSN(X) should be a follow-on to the current *Virginia*-class design, a design based on the *Columbia*-class SSBN, or an all-new design. Last December, *The War Zone* reported that the vessel would be significantly wider than the current *Virginia* class, making it closer to the dimensions of the advanced *Seawolf* class, while also utilizing technology being developed for the *Columbia* class.

If IDSS is successful and is adopted as part of the SSN(X) program, a further phase of the development, as envisaged by NAVSEA, would see it adapted for other potential applications, namely “future underwater weapons, unmanned underwater vehicles (UUVs), unmanned surface vehicles (USVs), and commercial/industrial dual use.”

The latter category is notably broad, encompassing lighter-than-air (LTA) vehicles, space vehicle structures and habitats, “chemical/biological containment systems for internal use aboard aircraft and mass transit ground vehicles,” and others.

It's clear that the U.S. Navy is now looking seriously at operating future nuclear attack submarines with inflatable constructions in place of their traditional sails. While this proposal sounds like it would offer considerable advantages, on paper, actually developing a reliable technology is likely to be a much more challenging proposition. After all, if the inflatable sail fails to properly retract, for example, it would render the submarine highly vulnerable and at the very least end its mission.

However, if NAVSEA's initiative is a success, it could permanently change the way advanced attack submarines look while making them even more effective fighting machines.

Contact the author: [thomas@thedrive.com](mailto:thomas@thedrive.com)



A 1/4-scale attack sub operates on the Large Scale Vehicle Range (LSVR) in Idaho testing a radical sail design. (Public Domain.)

# Gut Bandits and Belly Robbers

by Bob “Dex” Armstrong

Without question, we had the best cooks in the Navy and the finest chow. Did we tell the cooks how good they were? Are you kidding? Insulting cooks was the major form of recreation and crew entertainment. Thin-skinned cooks didn’t last long. A cook had to be both a great cook and have the hide of a Sherman tank.

In the past, we’ve had a discussion on creamed chipped beef. On toast: “Sh\*t on a Shingle,” “Puss ’n’ Scabs,” “Foreskins on a Raft,” “Mung”—a dear child has so many names. I have to go on record: I loved the stuff. I literally ate tons of it. While my shipmates moaned and groaned, I shoveled it in.

My mom died when I was nine. I grew up eating institutional chow. Good cream chipped beef is good rib-sticking chow. Kids who grew up eating mom’s traditional breakfast entered the Navy considering Cap’n Crunch, Pop Tarts, Cream of Wheat, Cheerios, and other stuff like toaster waffles, as what breakfast should be.

In most instances, they would have done one helluva lot better if they had thrown away the contents and eaten the gahdam box. Probably more nutritious.

If there are any old smokeboat stewburners out there, I doff my hat to you. I never ate better chow before or after my boat service. You guys dabbled in culinary magic and performed miracles with stainless steel pots, baking sheets and old worn out equipment. We handed you insult, you gave us great chow. There has never been a more lopsided return on investment.

We always knew when you loused something up though. You covered it up either with canned mystery meat or gahdam macaroni and that Navy Velveeta cheese. That stuff was at the extreme tail end of what could be remotely understood as acceptable chow. If you vulcanized tractor trailer tires with our Navy Velveeta, you would eliminate all those recap chunks on the side of American highways.

That stuff never dissolved; it had a half-life on a par with ancient Egyptian statuary. I still have a five pound wad of it stuck in my lower intestinal tract.

What with all the asbestos we breathed and the Velveeta we ate, cremating old smokeboat sailors will require busting up our lungs with sledgehammers and shoveling a lot of melted cheese out of those cremation contraptions.

It was great food.

I remember standing topside watch in Halifax. It was cold. I had the 4 to 8. The after battery hatch was open. For an hour before dawn, the smell of baking cinnamon buns floated topside through the hatch. By the time I raised the below decks watch and got a load of fresh baked buns topside, my tongue was hanging out like three feet of red blanket.

I shared them with a boat watch moored outboard and the duty watch on a Canadian can. I hollered down for more but then ol’ Rodney “Rat” Johnson came topside. He was wearing the professional vestments of his position: a stained, greasy apron, a sweat-soaked shirt, and an inverted white hat.

“Dex... What’n the hell’s going on? Where are my night buns disappearing to?”

I yelled to the stooges on the other ships: “This is the guy who makes these great rolls!”

“Hey, Cookie—you want a job in the Royal Canadian Navy?”

“Hey Cookie, damn good buns!”

“Hey Cookie... What’n the hell you doin’ in the Navy? You could make a gahdam fortune sellin’ these things.”

Only time I saw Rat at a loss for words. He smiled and said, “Tell the freeloading bastards I’ll send up some more and make twice as many tomorrow night.”

He didn’t have to do that. But he did. He was a big part of what serving in the boats meant to a lot of us.

The commissary man of the old sub force put up with a lot. I know, I pinned a lot of it on them. You could steal a couple of brownies and get chased back to the maneuvering room by a man waving a cleaver. You could have someone shake you awake in the middle of the night of your twenty-first birthday...to be greeted by forty-odd shipmates participating in a conspiracy to wish you happy birthday. The centerpiece was a birthday cake with twenty-one Marlboro cigarettes sticking in it and a sentimental inscription which read, “Dex, now you can buy a legal drink.”

You old boat cooks were the best. In the Great Receiving Station in the Sky, Rat Johnson will be standing in a little galley that’s tough to turn around in. And he’ll be feeding us all great stuff and yelling, “If you bastards have any complaints, eat down the street!”

He always said that.

Keep a zero bubble... *Dex.*

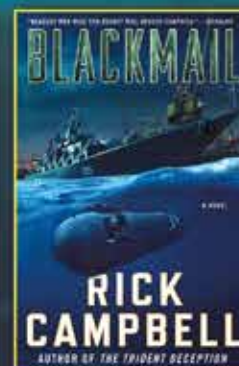
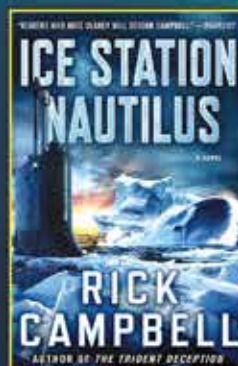
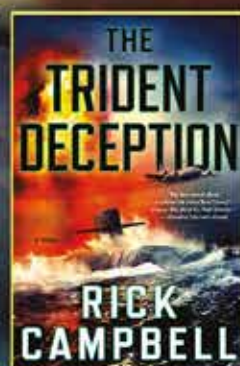
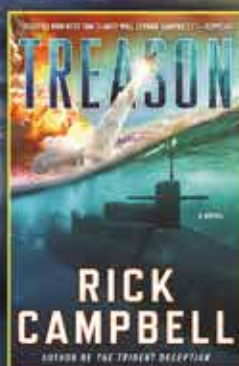
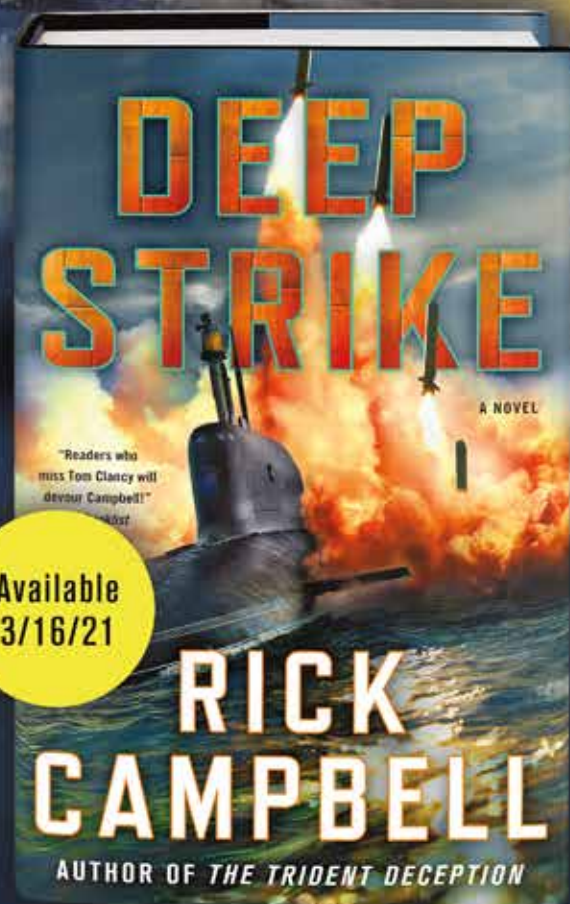




"Readers who miss Tom Clancy will devour Campbell." —*Booklist*  
WHO WILL STRIKE FIRST IN A RACE TO STOP A ROGUE RUSSIAN  
SUBMARINE FUNDED BY ISIS FROM HITTING AMERICAN SOIL?

# DEEP STRIKE

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## New Members

We proudly welcome aboard our newest base shipmates:

**Dr. Darin Steven Detwiler**  
(E5-MM2SS; served 1986-1994)  
Wife: Gennette Zimmer  
40 Cedar Walk, Unit 2414  
Long Beach, CA 90802-7927  
cell: 425-232-5743  
ddetwiler680@gmail.com  
Qualified in 1989 on the  
USS *William H. Bates* (SSN-680)

**Robert “Bob” John Frazier**  
EMC-SS E-7 CPO; served ’78-’94  
4278 Hill Avenue  
Fullerton, CA 92833-3430  
cell: 714-931-8654  
Uboatman@gmail.com  
Qualified in 1981 on the  
USS *Tautog* (SSN-639)—’80-’85  
USS *Rich. B. Russell* (SSN-687) ’89-’92

**Robert “Mike” Cailor** (returning)  
(EM1-SS E6; served ’64-’71)  
Wife: Rebecca  
2514 Elm St., Seffner, FL 33584-5812  
cell: 813-585-7615  
rmcgfish@gmail.com  
Qualified in 1968 on the  
USS *Guardfish* (SSN-612)

**Edward “Ed” Elliot Kushins**  
(LT-03SS; served ’68-’79)  
Wife: Mary Hamilton  
45 16th Street  
Hermosa Beach, CA 90254-3402  
phone: 310-345-3562  
edkushins@gmail.com  
Qualified on the USS *Flasher*  
(SSN-613)—’69-’71, LTJG.

**Ramon O. Aguilar** (returning)  
(E5-ET Radio Div.; 1996-2001)  
22736 Jody Lane  
Carson, CA 90745-3603  
cell: 562-303-0866  
octiviano89@gmail.com  
Qualified in 1998 on the USS  
*City of Corpus Christi* (SSN-705)

**Gary Lee Wing**  
(E6-ST1SS Sonar; 1985-1994;  
Air Force Reserve thru 2012)  
Fiancé: Megan  
612 Cooper Drive  
Placentia, CA 92870-2001  
cell: 707-373-8277  
beniciahawk@gmail.com  
Qualified in 1988 on the USS  
*Richard B. Russell* (SSN-687)



## “Get’cher Chapter News Here —Read All About It!” —

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

*Haven’t heard yet whether Dennis has sold out of these cool custom pens he made, so thought I’d run this announcement about them one more time.—ed.*

### Custom-Made Deluxe Rare Wood Ballpoint Pens from Dennis Bott

Everyone’s favorite craftsman—our woodworking shipmate, Dennis Bott—hereby announces his latest project: a selection of custom-made deluxe submarine-themed twist-type ballpoint pens, now for sale as a base fundraiser. They are made of exotic hardwoods and feature Dolphin pocket clips in silver or gold. Cost is \$35 each (half goes to the base, the other half covers Dennis for his materials). They are available to order now. Please contact Dennis directly at 562-355-0230 with your interest and to arrange payment and shipping or pickup.

- 6) Bahia Rosewood (Patagonia)
- 5) Olivewood (Jerusalem)
- 4) Lacewood/Leopardwood (Aust.)
- 3) Brazilian Rosewood
- 2) Rosewood (Indonesia) 1) Ebony (Gabon)



### Fundraiser for the Base



*Our perpetually boyish 96-year-old L.A.-Pasadena Base member, Bill “Skippy” Dillon, recently got in touch with me seeking phone access to our base Secretary, Bill Moak. I did my best to send him in the right direction, and indeed found out later the two had ultimately connected for a nice chat. Great to see our members—especially Bill with Bill—staying social and active. Hats off to ’em both, I say! Sure would be nice to see more of you showing up to get reacquainted through our base Zoom meetings.—ed.*





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

*(75-year members noted with \*)*

- Larry D. Long .....2021
- G. Judson “Jud” Scott, Jr....2021
- Edward E. Kushins ..... 2020
- Bruce Evan Neighbors .....2020
- David H. Vanderveen .....2019
- Philip J. Jaskoviak.....2019
- Dennis Bott .....2018
- James A. Burnett.....2018
- Robert “Mike” Cailor .....2018
- Robert Miller .....2018
- John A. Anderson.....2017
- Roger C. Dunham, MD....2017
- Richard McPherson .....2017
- Harry “Bill” Moak .....2017
- Louis A. Myerson .....2017
- Elliot Rada .....2017
- Ronald G. Wagner .....2017
- Dennis J. Walsh.....2017
- Michael Kish.....2016
- Gary Wheaton .....2016
- Lawrence R. Butler .....2015
- Samuel T. Higa .....2015
- Harry P. Ross .....2015
- Stephen C. Rowe .....2015
- Charles H. Senior .....2015
- Larry E. Smith .....2015
- Sam Aboulafia .....2014
- David Palagyi.....2014
- Dennis Neal Parr .....2014
- Earl Thomas Peratt, Jr.....2014
- David D. Semrau, DDS ....2014
- Ray Tracy Teare.....2014

*(continued next page)*



**Los Angeles-Pasadena Base  
2021 Calendar of Upcoming Events**

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



(Holland Club Roster, continued)

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



## E-Board Zoom Conference Minutes of Aug. 21, 2021

The Los Angeles-Pasadena Base, United States Submarine Veterans, Inc., E-Board Zoom Conference was conducted on the morning of Saturday, August 21, 2021.

### In attendance:

- Dave Vanderveen, Base Commander
- Bill Moak, Secretary
- Mike Swanson, Treasurer
- Sam Higa, Director (Committee Chair)
- Herb "Bo" Bolton, Director (Committee Chair)
- Paul Riggs, Memorial Director (Committee Chair)
- Jeff Porteous, *Periscope* Editor
- Dennis Walsh, Member

Base Commander Dave Vanderveen called the Zoom Conference to order at 1001 hours, and the June meeting Minutes were approved via motion from Mike, seconded by Dave, and it was approved by general vote.

### Treasurer's Financial Report: Mike Swanson

The Treasurer's Report as of August 20, 2021 was read into the Minutes by Base Treasurer Mike Swanson:

Checking	\$8,176.80
Savings	\$14,885.17
Cash On Hand	\$50.00
Uncleared Checks:	\$00.00
<b>Total</b>	<b>\$23,111.97</b>

All vendors have been paid up-to-date.

Income:	\$270.00
Expenses:	\$466.00

### Flower/Booster Club Additions:

Ken Dorn	\$100.00
----------	----------

### Inkind Donations:

\$0.00

Bill made a motion to accept the Treasurer's Report, seconded by Dave, and it was approved by general vote.

### Inspector General's Report:

At present we are awaiting response from Captain Sherman. Documents have been forwarded up the line dealing with requests by the current tenants of Building

(concluded next page)

## Canadian Sub Now Back in the Water

(Reproduced from The War Zone website, published June 14, 2021.)

by Thomas Newdick



HMCS Corner Brook is maneuvered toward the lift barge for the journey to Her Majesty's Canadian Dockyard.

**Canada's tiny submarine fleet has been in sad shape for years. Now with the return of HMCS Corner Brook that could start to change.**

The Royal Canadian Navy's Victoria class diesel-electric submarine HMCS *Corner Brook* has returned to the water, following a troubled overhaul that began back in 2014 and was interrupted by an onboard fire. The boat has not been to sea for even longer, however, since it was effectively put out of commission after hitting the seabed off Vancouver Island back in 2011.

The Royal Canadian Navy, or RCN, announced yesterday that *Corner Brook* had begun the undocking process at Esquimalt Graving Dock (EGD) when it was loaded onto the lift barge *Seaspan Careen* over several hours. The barge then moved the sub to Ogden Point. Here she was gradually lowered into the water to be moved to Her Majesty's Canadian Dockyard at Halifax, Nova Scotia, and fueled in advance of in-harbor acceptance trials.

The RCN described it as a "significant milestone..." and "a noteworthy step towards the goal of having 3 of 4 subs back in operations...in the near future."

(continued on next page)

## E-Board Meeting Minutes...

(concluded from previous page)

Six as to their specific needs/requests. This includes Dave's submission of necessary forms to obtain Bio-metric ID cards (needed for future base entrance) for members not active or retired. A background check is likely needed for each so situated. Dave believes that given most members' previous status, approvals will be just a formality.

### Call for Candidates in September's Election of Base Officers:

Dave had hoped Joe Koch would attend today's meeting, as he will be asked to perform that task of shepherding candidates. Any member willing to step up and seek office should contact Dave directly.

### Board Update of Base By-Laws:

Dave is heading committee to update our By-Laws. Mike and Bill volunteered to join the committee, and Dave is hopeful Joe Koch will help too, as he was instrumental in the last update.

### Western Regional Roundup in Reno:

Dave had considered attending, but now expects not to. The rise in COVID cases has dampened potential attendance numbers, with current sign-ups low. The same can be said of the National Convention in Orlando, Florida. Circumstances in that state dictate considerable caution if planning to attend there.

### For the Good of the Order:

Dave brought up the impending election in our state, while offering no opinion, strongly suggested we all go out and vote.

Sam indicated a friend with special medical maladies had already received a booster shot at CVS, and merely presented her vaccination card to get it. Dennis mentioned that RiteAid is offering boosters and the general flu shots.

As no further items were mentioned, Mike then made a motion to adjourn, Bill seconded, and the adjournment was approved by general vote, ending the meeting at 1028 hrs.

Respectfully submitted,

*Bill Moak*

Secretary, L.A.-Pasadena Base, USSVI

## Corner Brook is Back

(continued from previous page)

Preparations for the undocking of *Corner Brook* began on June 10.

The path to getting *Corner Brook* back into service has been a tortuous one and has become emblematic of the problems that the four-boat *Victoria* class has faced.

The subs were acquired from the UK after the British Royal Navy phased out conventionally-powered boats in favor of an all-nuclear sub fleet in the 1990s. The four ex-*Upholder* class submarines arrived in Canada between 2000 and 2004. After spending \$427 million on an eight-year lease, the boats were officially sold for exactly one British pound and another \$98 million was invested in overhauls and refits. Their subsequent service in RCN hands, where they were renamed as members of the *Victoria* class, has been anything but straightforward, however.

*Corner Brook's* particular misfortune really began with the aforementioned accident off Vancouver Island in 2011, which was officially blamed on human error. At the time there were concerns that damage to the submarine's pressure hull might mean it would have to be scrapped, but repairs were authorized and work began in 2014.

In 2019, as the repair process dragged on, a fire broke out on *Corner Brook* at Victoria Shipyards in Canada's British Columbia. It was quickly extinguished, thankfully, reportedly causing only minimal damage. Then,

(continued on next page)



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

## FOX Traffic:

### Bulletins from USSVI—Regional and National

*Shipmates and Ladies,*

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

Dave

From: USSVI POC: William C. Andrea <NJVC@USSVI.ORG>

Sent: Sunday, August 1, 2021

Subject: Upcoming Zoom event

Submitted by: Ken Earls, CF Exec. Director & Treasurer

Shipmates,

On August 19, 3:30 PM ET: "Salute to the Military" special speaking engagement and book signing with George Wallace, *New York Times* bestselling author of the *Hunter-Killer* series (the movie with Gerard Butler), and W. Craig Reed, *New York Times* bestselling author of *Red November* and *Spies of the Deep*.

Join us via Zoom: <https://bit.ly/3iqIvZl>

A portion of the proceeds of this event will be shared with the USSV Charitable Foundation.

I entourage all USSVI members to attend this Zoom event.

Ken Earls, Executive Director & Treasurer

Charitable Foundation

United States Submarine Veterans, Inc.

kenearls.ss@gmail.com

541-879-3038 - Home

928-308-4488 - Mobile

---

*Shipmates and Ladies,*

*Jack Mahan forwarded the note below regarding Marlene's successful surgery and happily she's doing well!*

*Address is below if you'd like to send a note or card. I sent flowers to her from the Base.*

Dave

From: Marilyn Senior <marilyn.senior@gmail.com>

Sent: Saturday, July 31, 2021

Subject: Fwd: Marlene

Here is a message from Jack Mahan regarding Marlene's surgery. Her address is:

Marlene Mahan

20032 Mural Circle

Huntington Beach, CA 92646-4647

Cell and Text to: 714-349-5879

Email: jacmarlene@aol.com

(continued on next page)



## Corner Brook is Back

(continued from previous page)

last December, the Canadian Department of Defense confirmed a leak aboard the submarine, pushing back the date of the boat's expected return to service.

Given all this, for the RCN, *Corner Brook's* latest progress is encouraging to say the least.

However, it's not only this *Victoria* class sub that has had a checkered history. Among the other three boats, the future HMCS *Chicoutimi* caught fire while sailing from the UK to Canada in 2004, killing one sailor and injuring eight. HMCS *Victoria*, meanwhile, was found to have a dent in her hull in 2000 and then suffered "catastrophic damage" to her electrical system during upgrade work in 2006.

In the years after their transfer from the UK, all four boats were also found to have sub-standard welds requiring repairs. As a result, they have barely managed to spend any meaningful periods at sea since their introductions. In 2019, for instance, none were at sea at all as maintenance continued.

The COVID-19 pandemic further complicated things and, although *Victoria* returned to the fleet last Sept., *Corner Brook* faced more delays. As of April, both *Windsor* and *Victoria* were in the water undergoing post-work testing, suggesting the program may, finally, have turned a corner. There seems to be some uncertainty when work on *Chicoutimi* might be completed, however.

(concluded on next page)

## USSVI Regional and National News Bulletins...

(continued from previous page)

Hope she gets lots of attention. Not only does she send out birthday cards, but she also sends condolences, get wells, and places flowers monthly at the Memorial for our Lost Boats.

Regards,  
Marilyn Senior, Membership  
1278 W. Sepulveda Street  
San Pedro, CA 90732-2948  
email: marilyn.senior@gmail.com  
Cell 310-503-3915 can text or leave voicemail

-----  
From: Jack Mahan <jackmahan40@gmail.com>  
Date: Sat, Jul 31, 2021 at 10:53 AM  
Subject: Marlene  
To: Marilyn Senior <marilyn.senior@gmail.com>

Marlene had surgery on Thursday to open up her carotid artery that was 80% percent blocked! She did well and is home and recovering! I think she would enjoy well wishes from the guys she sends birthday wishes to every month!

Thanks, Marilyn,  
Jack

---

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

From: USSVI POC: William C. Andrea <NJVC@ussvi.org>  
Date: Wednesday, August 4, 2021  
Subject: 2021-2022 Scholarship Awardees and Annual Report  
Submitted by: RADM Robert E Frick, Scholarship Chairman

### Report of the 2021-2022 USSV CF Academic Scholarship Program

Scholarship Awardees for 2021-2022 can be accessed by going to [www.ussvi.org](http://www.ussvi.org) and clicking on "Charitable Fund," then clicking on "Scholarships" and then "Winners."

I am pleased to report that The USSV CF Academic Scholarship Program has awarded and delivered 61 scholarships to the children or grandchildren of USSVI members for a total of \$120,000.00 for the 2021-2022 academic year. The Groton Base CF additionally awarded \$7000.00 from donations they had transferred to USDSV CF accounts.

In 2020 we had awarded 52 scholarships for \$101,000.

233 applications were initiated while 106 student scholars completed their scholarship applications.

The amount of each of these awards remains nearly double that of previous scholarship years due to the extraordinary fundraising and special contributions from philanthropic programs and the major effort by the Magical and Philanthropic Brotherhood who has reached a total donation amount of \$50,000 to date. We also received Scholarship Grants of \$3,000 each from Northrup Grumman and the Pearl Harbor Submarine Spouses Assoc.

It is critical to note that in general the USSVI membership essentially provides very little in charitable donations in support of all the efforts of USSVCF. I believe that USSVI mem-

(continued on next page)

## Corner Brook is Back

(concluded from previous page)

The age of the subs is also a factor, with the oldest, *Victoria*, due to reach the end of her planned service life next year. A life-extension program costing roughly \$1.5 billion would be required to keep the class active into the late 2030s or early 2040s. While that may not sound like a lot, it's a significant figure in a country where annual defense spending for 2019-20 was around \$26.5 billion total.

It wouldn't be altogether surprising if the Canadian government decides the funds for submarine life-extension could be better spent elsewhere. Regardless, Canada has already invested more than a billion dollars in the subs in the past 20 years, with very little return so far. Submarines are also not the only area where Canada is struggling to modernize, with the saga of acquiring new fighter jets another big-ticket example.

The RCN's requirement for a submarine of any kind is clear however, with the strategic importance of the nearby Arctic region steadily growing and with highly advanced Russian submarines increasingly active in the area. The result has been a revival of submarine and anti-submarine warfare across NATO, something that Canada is keenly aware of. That said, just four submarines for a country like Canada with maritime interests in the Atlantic, the Pacific, and the Arctic, as well as responsibilities as part of NATO, is an extremely small force — even if they all work.

Contact the author:  
[thomas@thedrive.com](mailto:thomas@thedrive.com).

## USSVI Regional and National News Bulletins...

(continued from previous page)

bers should join in a concerted effort to become involved in fundraising for the USSVCF (501)(c3) Charitable Programs.

It's also important to recognize the dedicated work of members of the Scholarship Committee: Les Altschuler, Tom Williams, John Jaques and Jim Denzien. Our CF Treasurer, Ken Earls (who has also graciously assumed the role of Executive Director of the CF), was exceptionally supportive. His work as part of this team and in the fundraising campaign has been priceless. We look forward to increasing the value of each scholarship and the number of scholarships we are able to award each year.

These scholarships are awarded on a very competitive basis after qualified applicants have submitted a detailed application. As before, only children, grandchildren or legal dependents of USSVI members-in-good-standing are eligible for this program.

Starting in October, 2018, the USSV CF Scholarship Program implemented a paperless, web-based competitive application process that eliminated risk, much reduced need for hard copy documents, and accelerated the process to review, score and award. Every completed application is received, verified and then independently reviewed and scored by the Scholarship Committee. The award recipients this and every year are considered to be the most highly motivated, articulate and dedicated student scholars.

All applications are evaluated based upon financial need, academic achievements, academic potential and community service.

Personal letters were sent to every student scholar who had completed their application and remained eligible for final review and scoring. Every applicant who was not awarded a scholarship was also sent a personal letter providing guidance for the scholarship application and encouragement to apply the following year. The scholarship program will store [?—ed.] all records and announce and promulgate the start of the 2022-2023 Academic Year application period on or about 30 October 2021, with a closing date for applications on or about 15 May 2022.

With great respect and service to all,

Rear Admiral Robert E. Frick USN (Ret.) SS *Holland*  
Chairman USSV CF Academic Scholarship Program  
[refrickussvcf@gmail.com](mailto:refrickussvcf@gmail.com)  
703-754-4959  
15145 Fog Mountain Circle  
Haymarket, VA 20169

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

From: USSVI POC: William C. Andrea <[NJVC@ussvi.org](mailto:NJVC@ussvi.org)>  
Date: Tuesday, Aug. 10, 2021  
Subject: Eternal Patrol Notice  
Submitted by: Wayne Standerfer, National Commander

### Past National Commander Departed on Eternal Patrol...

On Monday, 08/09/2021, USSVI Past National Commander (1972-1974) Henry H. Weber departed on Eternal Patrol.

Henry was born 2/7/1941 and joined our United States Navy in 1958 and retired in 1981 as

## USSVI Regional and National News Bulletins...

(continued from previous page)

a CWO2.

Henry qualified aboard the USS *Patrick Henry* (SSBN-599) in 1961 and also served on the USS *Henry Clay* (SSBN-625) 1962-66 as an ELT. Henry was a USSVI Life and Holland Club member of the Tucson Base at the time of his passing.

Sailor, Rest Your Oar...

Forwarded by: Michael "Willie" Williamson EN2/SS  
WD6 Commander  
(909) 754-0326 cell

---

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

From: "USSVI POC: William C. Andrea" <NJVC@ussvi.org>  
Date: August 13, 2021  
Subject: 2022 USSVI Calendars  
Submitted by: Barry Commons, Nat. Storekeeper  
**Attention: USSVI Bases and Members at Large**

The USSVI National Storekeeper is now taking orders for the 2022 Submarine Calendars.

Calendars are in stock. Pick up at the convention in Orlando or expect delivery thereafter.

You may now order on line at: <https://bit.ly/37OgnsV>.

Barry Commons  
USSVI National Storekeeper  
2063 Main St. PMB 293  
Oakley, CA 94561  
Email: NSK.USSVI@yahoo.com  
Tel: (925) 679-1744

2022 USSVI Calendar Pricing:

Calendars	Cost	Lbs	Pkg type	Media Mail
1 - 2	\$10.95 ea	< 1	Envelope	\$2.75
3 - 6	\$ 8.50 ea	< 2	Envelope	\$3.25
7 - 8	\$ 7.50 ea	< 3	2" Box	\$3.75
9 - 11	\$ 7.50 ea	< 4	2" Box	\$4.25
12 - 14	\$ 7.50 ea	< 5	2" Box	\$4.75
15 - 17	\$ 7.50 ea	< 6	2" Box	\$5.25
18 - 20	\$ 7.50 ea	< 7	2" Box	\$5.50
21 - 23	\$ 7.50 ea	< 8	4" Box	\$6.00
24 - 26	\$ 7.50 ea	< 9	4" Box	\$6.75
27 - 29	\$ 7.50 ea	< 10	4" Box	\$7.00
30 - 32	\$ 7.00 ea	< 11	4" Box	\$7.50
33 - 35	\$ 7.00 ea	< 12	4" Box	\$8.00
36 - 37	\$ 7.00 ea	< 13	4" Box	\$8.50
38 - 40	\$ 7.00 ea	< 14	4" Box	\$9.00
41 - 42	\$ 7.00 ea	< 16	6" Box	\$10.00
43 - 45	\$ 7.00 ea	< 17	6" Box	\$10.50
46 - 49	\$ 7.00 ea	< 18	6" Box	\$11.00
50 - 54	\$ 6.50 ea	< 20	6" Box	\$12.00
55 - 58	\$ 6.50 ea	< 21	6" Box	\$12.50

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## USSVI Regional and National News Bulletins...

(continued from previous page)

59 - 60 \$ 6.50 ea < 22 6“ Box \$12.75  
61- 99 \$ 6.50 ea Combine Free (one address)  
100-149 \$ 6.00 ea Combine Free (one address)  
150 & up \$ 5.50 ea Combine Free (one address)

Barry Commons

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

From: “USSVI POC: William C. Andrea” <NJVC@ussvi.org>  
Date: August 17, 2021  
Subject: Submariner Blue Water Claims  
Submitted by: John Dudas, USSVI VSO

Shipmates,

I have information from August, 2021 for one of our submariners who is in the process of working his Blue Water Claim with the VA.

His congressman responded to his request with the following, which I have edited for privacy:

I write to provide an concerning an ongoing pursuit for evidence for a Blue Water Navy Claim.

In previous attempts to locate information regarding the whereabouts of the USS (xxxxxx) during a Special Operations event during your service, the Department of the Navy confirmed that records remain classified. In this instance, VA coordinates with the Joint Services Records Research Center (JSRRC) for a review of the classified records by a classified researcher. For reference, please find enclosed a copy of the VA Regulations for adjudicating claims based on participation in Special Operations incidents.

I recently requested the status of your claim, and I received the following response from the VA Regional Office that indicates this action is pending:

“The claim is currently assigned to the Records Research Team (RRT). The team sent a confirmation to JSRRC and assigned a research task. The suspense date is current and it is assigned to a RRT member for review and update.

Signed by (XXXXX)  
U.S. Senator

The attachment can be found at: <https://bit.ly/3syoTpl>

When this page starts, open file pt04\_sp02\_ch01\_sectH (22) doc and then go to topic 31 for “Developing Claims Based on Participation in Special Operations Incidents” (these are the five pages the VA is required to follow for submariner Blue Water Claims because of the Submarine classification of Special Operations Missions).

If you have a Blue Water Submariner Claim already submitted, you need to specify that the claim has to be processed as a “Special Operations Claim” and follow up on the process.

This manual records research process will add considerable time to every Submarine Blue Water Claim, so be prepared for a long fight.

Any questions about this process, please contact me at: [john.dudas.ssn571@gmail.com](mailto:john.dudas.ssn571@gmail.com)

Respectfully,  
John Dudas USSVI Veterans Service Officer

## USSVI Regional and National News Bulletins...

(concluded from previous page)

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

From: "USSVI POC: William C. Andrea" <NJVC@ussvi.org>  
Date: August 26, 2021  
Subject: VEAP refund for some vets from VA  
Submitted by: Steve Jackson on 8/26/2021

The Department of Veterans Affairs (VA) has determined approximately 115,000 Veterans may be eligible for a refund of their unused Veterans' Educational Assistance Program (VEAP) contributions totaling up to \$2,700, but VA only has contact information for 25% of them. We want to reach the other 75% and need your help. While we search other VA databases for contact information, you can notify those of your members who might be eligible so they can reach out to us and request a refund of their VEAP contribution.

Below, we have provided talking points you can use to inform your members nationally or share with individual chapters to help them identify potentially affected members and explain the situation to them.

VA has informed us that approximately 115,000 Post-Vietnam Era Veterans are entitled to a refund of contributions they made to the Veterans' Educational Assistance Program (VEAP). If you don't know, VEAP was a service member education and training savings program for Post-Vietnam Era Veterans.

Why are some service members owed refunds? In general, Veterans have ten years from their date of discharge to use their education benefits. Some ineligible Veterans still have unused contributions and are entitled to a refund.

Who might be missing their refund? Veterans potentially eligible for a refund would have:

- Entered Active Duty between 01/01/77 and 06/30/85
- Contributed to VEAP while on active duty and before 4/01/87
- Not used all their contributions
- Not have been dishonorably discharged
- Completed 24 months of continuous service or have been discharged early for the convenience of the government within three months of the end of their enlistment (an "early out" under Title 10, Section 1171)
- Hardship (under Title 10, Section 1173)
- Service-connected disability (this includes those rated for a compensable service-connected disability even if they were not discharged for that disability)

What should an eligible, or potentially eligible, Veteran do? If you have unused VEAP funds, you should submit VA Form 22-5281 after completing sections 1-6, 14, 15, and 18. It will take 3-4 weeks to receive a response and/or refund via U.S Treasury check.

If you are unsure whether you are eligible for a refund or whether you participated in VEAP, you can call the Education Call Center at 1-888-GIBILL-1 (1-888-442 4551) domestically or 001-918-781-5678 overseas, M-F-, 7 a.m. - 6 p.m. CT.

Steve Jackson, cob650@hotmail.com

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From: "USSVI POC: William C. Andrea" <NJVC@ussvi.org>  
Date: August 27, 2021  
Subject: Annual Business Meeting Agenda  
Submitted by: Ray Wewers, National Secretary

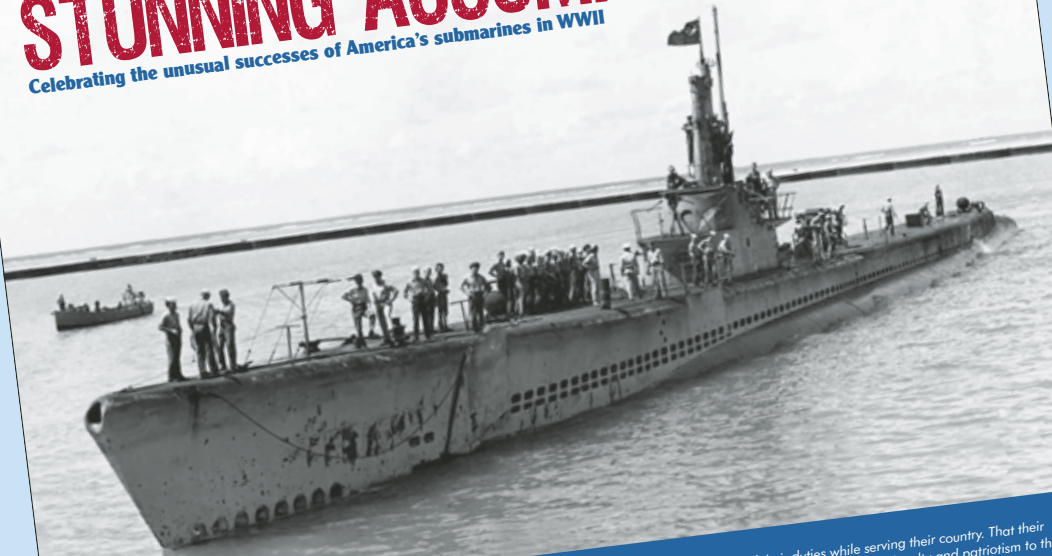
The agenda for the 2021 USSVI Annual Business Meeting to be held at the National Convention in Orlando is now posted on our website at [ussvi.org>>documents>>minutes](http://ussvi.org/documents/minutes).

Ray Wewers, National Secretary

2022 United States Submarine Veterans Calendar

# STUNNING ACCOMPLISHMENTS

Celebrating the unusual successes of America's submarines in WWII



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.

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

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

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

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

The all-new 2022 USSVI Submarine Calendar  
**Order Now!**

Individual calendars are \$10.95+2.75 shipping. Order yours today by credit card at [ussvinationalstorekeeper.com](http://ussvinationalstorekeeper.com) or by sending your check or money order made payable to USSVI to:

**Barry Commons**

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Phone: (925) 679-1744

Quantity discounts available.



**USS Barb Derails Home Island Train Schedule**

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

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

### July 2022

(Three submarines and 204 men lost)

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

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

ROBALO (SS-270) 1944

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

GRUNCH (SS-216) 1942

Proceeds to benefit USSVI operations and projects.



## Ohio-Class Boat Briefly Visits San Diego

(concluded from page 1)

SSBNs (or “boomers,” of course.—*ed.*).

The *Ohio* SSBNs and SSGNs are split between two bases, Naval Base Kitsap in Washington state and Naval Submarine Base Kings Bay in Georgia, on the West and East Coasts of the United States, respectively. The SSGNs also do standing forward deployments, including to Diego Garcia and Guam. As such, San Diego is not a common port of call for these big submarines and the hugely destructive arsenals some of them carry.

When asked, @WarshipCam, who spotted the submarine entering San Diego Bay, was kind enough to provide the following additional information:

*Basically, the Ohio-class submarine came into San Diego today and did a quick turn and headed back out. Ohio class subs don't come into there all that often—with the last one I've seen being in May of 2020. At that time the incoming Ohio was involved in a missile test.*

Without knowing which *Ohio*-class submarine this for sure, it is difficult to try to determine what its reason or reasons for visiting San Diego might have been. We have reached out to U.S. 3rd Fleet, which is headquartered in San Diego, seeking more information about this brief stopover.

The very short turnaround time, as well as the absence of any particularly unusual escorts, would seem to suggest this did not have to do with any sort of major accident or maintenance issue. A pair of tugs and small Navy patrol boats, typical of the types and number of vessels that are usually seen helping Navy submarines get safely and securely in and out of ports, are visible in clips and still frames from the webcam in San Diego.

It is possible that there was a need to load or offload relatively small items, such as spare parts or special gear, for some reason, or to get a small number of individuals on or off the boat. Someone suffering some kind of medical emergency could be one reason for a very brief port visit, but, at least in some cases, they could have been offloaded onto a ship or helicopter for transfer instead of going through the hassling of bringing the submarine into port.

The *Ohio*-class boat could be about to execute some unique training and testing in the ranges off San Diego and may have taken on some folks and supplies to do so. That is a major submarine operations area, with large exercises and testing evolutions taking place quite regularly.

It's also worth noting that a number of U.S. missile tracking vessels have taken up station in the Central Pacific, west of Hawaii, in preparation for what appears to be an imminent missile defense test originating from Alaska. One could imagine a test involving an SSBN and a Trident missile intercept, although it would be unprecedented. The big issue is that it appears the missile defense test will involve a surrogate missile and an

intercept that will both be fired and follow a track between the Alaskan coast and the Reagan Test Site located at Kwajalein Atoll. As such, the orientation doesn't seem anywhere near what it should be for an intercept test of a missile originating from off the coast of Southern California. We also don't know of any cautionary notices of an imminent launch emanating from off the West Coast of the continental United States.

So, these are just some possibilities, and we really can't with any certainty say what the submarine was doing in San Diego based on the information we have at this time—aside from it being a somewhat rare and peculiar event.

We will certainly update this piece with any new information we receive about this rare visit to San Diego by an *Ohio*-class SSBN.

UPDATE: 6/23/2021 —

U.S. 3rd Fleet's public affairs office has now provided a brief statement on the brief stopover of this *Ohio*-class ballistic missile submarine in San Diego.

“The *Ohio*-class ballistic-missile submarine is operating in the Pacific Ocean and conducted a brief stop in San Diego,” a 3rd Fleet spokesperson told *The War Zone*. “U.S. military forces are present and active in and around the Pacific in support of allies and partners and a free and open Indo-Pacific.”

This confirms that the boat in question was one of the fourteen *Ohio*-class SSBNs, not one of the four *Ohio*-class SSGNs, though which submarine it was, specifically, remains unknown.

Contact the author: [joe@thedrive.com](mailto:joe@thedrive.com)





**USS Chicago (SSN-721)**

*USS Chicago cruises at periscope depth near Malaysia. (Photo credit: U.S. Navy.)*

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

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

CISCO  
S-44  
DORADO  
WAHOO  
CORVINA  
SCULPIN  
CAPELIN  
SCORPION  
GRAYBACK  
TROUT  
TULLIBEE  
GUDGEON  
HERRING  
GOLET  
S-28  
ROBALO  
FLIER

HARDER  
SEAWOLF  
DARTER  
SHARK II  
TANG  
ESCOLAR  
ALBACORE  
GROWLER  
SCAMP  
SWORDFISH  
BARBEL  
KETE  
TRIGGER  
SNOOK  
LAGARTO  
BONEFISH  
BULLHEAD

