



THE DECK LOG

USSVI CENTRAL TEXAS BASE
APRIL 2022



USSVI Creed

Section 1: 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 may be a constant source of motivation toward greater accomplishments, and to pledge loyalty and patriotism to the United States of America and its Constitution.

Camaraderie

Section 2: In addition to perpetuating the memory of departed shipmates, USSVI shall provide a way for all Submariners to gather for our mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. The USSVI supports a strong U.S. Submarine Force.

Perpetual Remembrance

Section 3: The organization engages in various projects and deeds that bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. USSVI also endeavors to educate all third parties it comes in contact with about the services United States submariners performed and how the sacrifices of lost shipmates made possible the freedom and lifestyle American enjoy today



Happy Birthday



USS THRESHER SSN 593 - 1961 - WE REMEMBER - LOST APRIL 10, 1963

TABLE OF CONTENTS

=====

Creed	1
Table of Contents	2
Points of Contact	2
Publication, Web Site, Base Mtg	2
Links	3
Eternal Patrol January	4
USSVI Central Texas Base News	5
Base Commander's Report	5
Base Quarterly Social	5
Eternal Patrol Fred Maass	6
Base Treasurer's Report	7
Membership	7
Birthdays	7
Storekeeper Corner	7
Binnacle List	7
Calendar of Events	8
Kap(SS)4Kid(SS)	8
Chaplain's Corner	8
Shipmates in Action	8
Submarine News	9
History	15
USSVI Official Business	18
Thoughts	20
Humor	24
More Shipmates in Action	26

USSVI NATIONAL COMMANDER

Wayne Standerfer 972-298-8139

lwaynes@charter.net

USSVI NATIONAL SENIOR VICE-COMMANDER

Jon Jaques 615-893-7800

jaques@bellsouth.net

USSVI CENTRAL REGION DIRECTOR

Tom Williams 512-632-9439

texsubvet@yahoo.com

USSVI CENTRAL DISTRICT 4 COMMANDER

Rick Mitchell 512-639-0035

rmitch2@yahoo.com

CENTRAL TEXAS BASE OFFICERS

Commander Rick Mitchell 512-639-0035

rmitch2@yahoo.com

Vice-Commander Gene Hall 210.373.3198

genehall3198@gmail.com

Yeoman Frank Abernathy 512-426-3427

f.abernathy@utexas.edu

Chief of the Boat Bill Scott 512-826-8876

hscottss242@gmail.com

Treasurer Virgil Claycamp 512-632-4852

vclaycamp@yahoo.com

BASE SUPPORT APPOINTMENTS

Chaplain - Bob Steinmann 512-255-5250

bobandgladys@austin.rr.com

Memorial - Gene Hall 512-864-2860

genehall3198@gmail.com

Storekeeper - Virgil Claycamp 512-632-4852

vclaycamp@yahoo.com

Membership - Chuck Malone 512-694-5294

cmalone10@austin.rr.com

Newsletter Editor - Bill Scott 512-826-8876

hscottss242@gmail.com

Webmaster - Rick Mitchell 512-639-0035

rmitch2@yahoo.com

Parades - Tom Sprague 858-755-6071

tmsprague48@gmail.com

Kaps4Kids - Shawn O'Shea 702-682-9170

Soshea77@outlook.com

Historian - Eric Heter 512-731-4139

erik.heter@gmail.com

Holland Club - Don Atkins 512-508-1997

oneoldcrow3134@austin.rr.com

EDITOR'S DESK



The Deck Log is a monthly publication of the Central Texas Base, United States Submarine Veterans, Inc. It is delivered via email in Microsoft Publisher PDF format to the Base Membership. A copy is printed and mailed via USPS to those shipmates not having email.

Deck Log Editor

Harold W (Bill) Scott II, STCS (SS) USN Ret. Holland Club, Life Member USSVI SS-242, SSN-612, SSN-595, SSN-596

hscottss242@gmail.com

512-826-8876



U.S. Submarine Service

JOIN USSVI

Have you ever worn the proud symbol pictured above? Are you related to, or know someone who is wearing, or has worn, Submarine Dolphins?

Visit our Web Site at:


<https://ussvicentraltexasbase.org/>

WEB SITE: <https://ussvicentraltexasbase.org/>

FACEBOOK PAGE: <https://www.facebook.com/ussvicentraltexas/>

INSTAGRAM: [ussvi.centraltexasbase](https://www.instagram.com/ussvi.centraltexasbase)

BASE MEETINGS - Base meetings are held on the third Wednesday of the month at M/SGT Ben D Snowden VFW Post 8587, 1000 N College St, Georgetown, TX 78626. We hold a quarterly social in lieu of a Base Meeting in March, June, September and December.



The original design for the U.S. Submarine Force insignia approved in 1924 by Theodore Roosevelt, Jr., Acting Secretary of the Navy, is still in use today.



NATIONAL INFORMATION SOURCES

A listing of Internet information addresses of the various organizations as places to obtain information on national items of interest. Shipmates, you are invited to add to the list (just let me know via email of any you use), so over time it would become more comprehensive.



<https://www.ussvi.org/home.asp>



<http://www.ussvi.org/base/CentralTexas.asp>



<http://www.csp.navy.mil/>



<http://www.navytimes.com/>



<http://www.navy.mil/swf/index.asp>



<http://www.military.com/>



<http://www.med.navy.mil/pages/default.aspx>



<http://www.fra.org/>



<http://defensetech.org/>



<http://www.subvetstore.com/index.php>



<https://www.sublant.usff.navy.mil/>



<http://www.vfw.org/>



www.navyleagueaustin.org



www.navyleague.org



<http://www.usni.org/>



<http://www.navy.mil/navydata/cno/n87/n77.html>



www.military.com/military-report/



www.moaa.org



www.shiftcolors.navy.mil



<http://www.va.gov/>



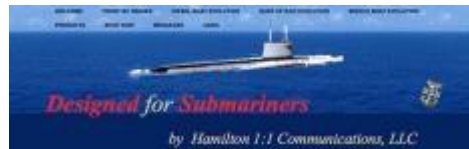
<http://www.submarinesailor.com>



<http://www.public.navy.mil/BUPERS-NPC/Pages/default.aspx>



<http://isausa.org/>



WWW.DESIGNED4SUBMARINERS.COM



<http://www.dfas.mil/>



<http://www.usmilitaryforum.com/forums/>



<http://www.ausn.org/>



<https://www.facebook.com/ussvicentraltexas/>

ON ETERNAL PATROL – APRIL

"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



USS Pickerel (SS-177)

Lost on April 3, 1943 with the loss of 74 officers and men, while on her 7th war patrol. She was lost off Honshu. The exact cause of her loss has never been determined, but her OP area contained numerous minefields.



USS Snook (SS-279)

Lost on April 8, 1945 with the loss of 84 officers and men. Snook ranks 10th in total Japanese tonnage sunk and is tied for 9th in the number of ships sunk. She was lost near Hainan Island, possibly sunk by a Japanese submarine.



USS Thresher (SS-593)

Lost on April 10, 1963 with the loss of 112 crew members and 17 civilian technicians during deep-diving exercises. 15 minutes after reaching test depth, she communicated with USS Skylark that she was having problems. Skylark heard noises "like air rushing into an air tank" - then, silence. Rescue ship Recovery (ASR-43) subsequently recovered bits of debris, including gloves and bits of internal insulation. Photographs taken by Trieste proved that the submarine had broken up, taking all hands on board to their deaths in 1,400 fathoms of water, some 220 miles east of Boston.



USS Gudgeon (SS-211)

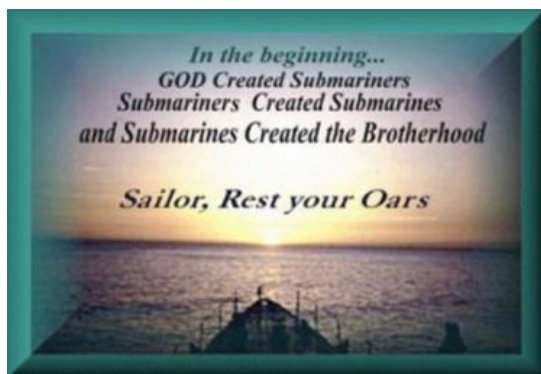
Lost on April 18, 1944 with the loss of 79 men off Saipan. Winner of 5 Presidential Unit Citations, Gudgeon was on her 12th war patrol and most likely due to a combined air and surface antisubmarine attack.

Gudgeon was the first US submarine to go on patrol from Pearl Harbor after the Japanese attack. On her first patrol, she became the first US submarine to sink an enemy warship, picking off the submarine I-173.



USS Grenadier (SS-210)

Lost on April 22, 1943 near Penang, with no immediate loss of life. She was on her 6th war patrol. While stalking a convoy, she was spotted by a plane and dove. While passing 130 feet, the plane dropped a bomb causing severe damage. She was lodged on the bottom 270 feet and the crew spent hours fighting fires and flooding. When she surfaced, she had no propulsion and was attacked by another plane. While she shot down the plane. When enemy ships arrived, the CO abandoned ship and scuttled the boat. Of the 61 crew members taken prisoner, 57 survived the war.



We Remember For those who gave their lives in the defense of our country **We Remember**



USSVI CENTRAL TEXAS BASE NEWS

BASE COMMANDER'S REPORT



Hello Shipmates,

I hope you all are doing well. It been an interesting month. A lot of highs and a few lows.

We laid our second shipmate of this year to rest, Fred Mass: January 17, 1938 - March 7, 2022. Fred served from 56-58 on the USS Tilefish (SS-307) and the USS Menhaden (SS-377). Fred was not real active with our base and many of us did not know him well but as we heard at his funeral service Fred lived a great life working as an electrician before ending up working for Austin AFD. Fred belonged to and was an active member of the Lions Club and his church. Sailor (Fred) – Rest your oars, we have the Watch!

We also have been able to add a few new members over the last month or so. I'd like to welcome a couple of Members at Large who have decided to join our base. First is David Miller from Bryan. David served from 70-76, qualified in 72 on the USS Ray (SSN-653). David was a YN2 (SS). Next up many of you have seen before as he joined one of our meetings via Zoom a little over a year ago telling us about what he has going on down in Seguin at the SS American Memorial. Craig Russel recently joined our base. Craig served from 80-84 and qualified on the USS Tunny (SS-682) in 1981. We also welcomed 2 new members into USSVI and the Central Texas Base. I'd like to welcome Jake Ferrigan and Dylan Gray to our base. These guys were shipmates on the USS Houston (SSN-713) and ended up taking her to Decom. Both were MMN1(SS). They now are continuing their work together in a new drone business based out of Granger. Looking forward to getting to know all these guys and their families a little better. Welcome Aboard Shipmates!

We had our Base social on March 19th and returned to Springhill Restaurant in Pflugerville. I was unable to attend myself as we had a family vacation postponed in December due to health concerns of my father and daughter, but the VRBO folks were gracious enough to honor our reservations later though the dates were not flexible. I was told it was a good event and we had a total of 39 in attendance including a few guests including Mike Kaufman, a shipmate and friend of Dick Witte. I'm pretty sure Bill is posting a couple of pictures of the event elsewhere in the newsletter. As I write this report this month looking forward to our June social which will likely be a cookout somewhere yet to be determined. We are open for suggestions.

We just finished hosting our first blood drive at the Georgetown VFW. We partnered with the other veterans' organizations in Georgetown, and We Are Blood (formerly Central Texas Blood Bank) to provide this much needed service. We had a total of 34 people show up to donate blood and ended up collecting over 20 pints of blood. Lives were saved this day. I'd like to thank everyone who came out to help. I especially appreciate Frank Espinosa's effort arranging, promoting and conducting this effort.

In just a few days many of you will be joining Carla and I and attending the 2nd Annual Lone Star Subvet Round-Up in Galveston TX. We are really looking forward to this event which revolves around the Submarine Force Birthday. We will be having a picnic Friday night at Seawolf Park and holding a Ceremony with many of the Cavalla crews (SS and SSN). Tours of the USS Cavalla will happen, and we have a great banquet planned for Saturday evening. Hope to bring you good reports at our next base meeting on April 20th. I hope to see many of you there!

Wishing all of you the very best. Thank you for everything you all do!

Rick Mitchell

=====

USSVI CENTRAL TEXAS BASE MARCH SOCIAL 2022

=====

See pictures from the Social at the back of the newsletter as BC Rick Mitchell noted above. (editor)

=====



ETERNAL PATROL

Fred Edward Maass

January 17, 1938 - March 7, 2022

https://www.beckchapels.com/obituary/fred-maass



Fred Edward Maass passed away peacefully laying in his own bedroom in Pflugerville, TX, on March 7, 2022, at the age of 84. Fred was welcomed into this world in Burton, TX, on January 17, 1938 by his parents, Fritz and Caroline (Brauner) Maass, and sisters, Nevilee and Ida Mae. The family of five later added a dark-haired baby boy, Perry. Fred outlasted them all.

Fred was a loving and devoted husband, daddy, and grandpa. He can be forever remembered for his love of family, faith in God, golfing, bird hunting, fishing, gardening and woodworking. Fred learned construction from his brother-in-law, Eugene Weaver, of Houston. He learned cabinetry from fellow Austin Firefighter, Joe Brown. With those skills and his two hands, he built two homes for his family, many cabinets for homes in the Pflugerville area, and some of the sturdiest furniture you've ever seen. At various times, Fred trained bird dogs, was a falconer, amateur canoe marathoner, roofer, house framer, paper boy, and a submarine navigator.

On March 27, 1938, Fred was baptized at St John's Lutheran Church, Burton, TX, and confirmed on May 24, 1953, at St Martin's Lutheran Church in Austin, TX. At the age of 17, his father signed papers so Fred could join the United States Navy where he stayed until 1959. Fifty-eight years ago on May 21, 1964, he married a head turning, long legged, blond haired, two-steppin, country girl named Dorothy Jean Hodde. If you had ever asked him, then he would tell you that she saved his life and everything good he owed to her.

Fred E. Maass , QM3(SS)				
SS-307	Tilefish	QM3N(SS)	1956-58	RFD 5/2/56 fm SubAd Mare Isl CA, 17 Nov 56 CDES to SS
SS-377	Menhaden	QM3N(SS)	1958-58	RFD 5 Jun 58 fm TILEFISH

After returning to Austin from the Navy, Fred worked as an electrician's journeyman, then found his true calling as a firefighter for the City of Austin. In 1971, Fred was instrumental to the saving of downtown Pflugerville from burning to the ground. After 31 years with AFD, he retired in January of 1991 as a Battalion Chief over North Austin. Fred served his community via various positions on boards and in leadership positions for organizations such as Manville Water Supply Corporation, Travis County Emergency Services District #2 (Pflugerville Fire Department), and Pflugerville Lions Club. At Our Savior Lutheran Church in Austin, Fred did maintenance and served as President, but was most famous for his willingness to offer a meeting's "Motion to Adjourn".

Jesus was waiting, Fred was ready, we will miss him and his smile.

Sailor, rest your oars, we have the watch.



APRIL 2021



- Don Atkins - 1st
- Calvin Story - 9th
- Bill Scott - 11th
- Chris Munn - 11th
- Charles Matula - 15th
- Bob Steinmann - 16th
- Ray Wilgeroth, Sr - 22nd
- Kim Newman - 23rd
- Bobby Wakefield - 24th
- Chuck Malone - 31st
- Jack Pitts - 31st

CENTRAL TEXAS BASE MEMBERSHIP

Report presented to Base Commander w/copy to Yeoman.

Members listed in Central Texas Database	79
Regular Annual Members	21
Associate Members	1
Base Life Members	39
National Life Members	48
Holland Club Members	41
Dual Members	4
Prospective Members:	0
War Veterans	67
Members pending:	0

Submitted: Chuck Malone, Membership

BASE TREASURER'S REPORT

15 March 2022

Financial Report for Period Ending 2/28/2022

Beginning Balance - 3/1/2022	\$30,292.54
RBFCU Checking (General Fund)	\$26,648.18
RBFCU Savings (Memorial Fund)	\$3,974.20
Uncleared checks	-\$487.25
Ending Balance	\$32,175.13

Submitted: Virgil Claycamp, Treasurer

STOREKEEPER CORNER

The Central Texas Base (CTB) Supply Store is open for business. The Supply Store can obtain most of the items you need for memorabilia, your vest, gifts for others, etc. You can order them from the Storekeeper at a meeting or online at vclaycamp@yahoo.com. CTB can often get items at a lower than normal price, so you save money. The SK can search the net to find out-of-the-ordinary items, for all branches of the service. When requesting a ship's patch, tell the SK which coast you served on board, as the patches are often different for each coast.

The Base E-board is working on a way to inform you of the SK items in stock and prices and a way for to you purchase them either at the in-person meetings, or via an online email system to the SK for in-stock items.

BINNACLE LIST

We ask Lord, in your Son's Name, that you be with our Brother's and Sister's who are sick and ask that you hold them in your arms and heal them so that they might again join us around our table. In your Son's name, We pray, Amen.

Continued prayers for Bob Steinmann who fell and fractured his hip. Surgery went well and he's recovering.

Continued prayers for Charles Matula who has suffered a stroke and is paralyzed on his right side.

Please keep us informed of any person who should be listed. These are the people that we know about, so please e-mail any E-Board member if you know of any member or his family that might be in crisis. Also please keep the Base Chaplain, Shipmate Bob Steinmann informed as well.

=====

CALENDAR OF EVENTS

=====

Unless otherwise promulgated, the Base Monthly meetings will be held in-person and/or a combination of in-person and Zoom meetings.

8-10 April 2022, Second Annual Lone Star Round-up, Seawolf Park, Galveston, TX.

20 April 2022, Monthly meeting Central Texas Base, VFW Post #8587, 1000 N College St., Georgetown, TX 78626, 1900 meeting. In-person and Zoom.

22-24 April 2022, Red Poppy Festival and Parade, Georgetown, TX. Details to follow.

18 May 2022, Monthly meeting Central Texas Base, VFW Post #8587, 1000 N College St., Georgetown, TX 78626, 1900 meeting. In-person and Zoom.

21 May 2022, Tolling ceremony, National WW II Museum of the Pacific, Fredericksburg, TX, hosted by the PC Stryker Base, 0900.

=====

KAP(SS) 4 KID(SS)

=====

I have been staying in touch with the Children's hospitals. Due to the Coronavirus they have canceled all volunteer visits until further notice. I am checking with them monthly to reschedule as soon as it is safe to do so for the children and our volunteers. Any questions please do not hesitate to call me at 702-682-9170. Stay safe and be well. Thanks for all your support.

Shipmate Shawn O'Shea, Chair, Kap(SS)4Kid(SS)

=====

CHAPLAIN'S CORNER

=====

Bend in the Road

When we feel we have nothing left to give and we are sure that the song has ended, when our day seems over and the shadows fall and the darkness of night has descended, where can we go to find the strength to valiantly keep on trying?

Where can we find the hand that will dry the tears that the heart is crying?

There's but one place to go and that is to God, and dropping all pretense and pride, we can pour out our problems without restraint and gain strength with Him at our side.

And together we stand at life's crossroads and view what we think is the end, but God has a much bigger vision, and He tells us it's only a bend.

For the road goes on and is smoother, and the pause in the song is a rest, and the part that's unsung and unfinished is the sweetest and richest and best.

So rest and relax and grow stronger, let go and let God share your load.

Your work is not finished or ended you've just come to a bend in the road.

~ Helen Steiner Rice



SHIPMATES IN ACTION

Rudy's 3-17-2022

USSVI Central Texas Base is with Gladys Steinmann and 3 others

Good Morning from Rudy's! What do you see in these pictures? Maybe a Fire Department Chief, Interior Design Company Owner? Teacher, Emmy winner, Artist, Accountant, for sure there's Dads, Husbands and Grandfathers and so much more but what it mostly is, is a bunch of guys who all had the common bond of being "Qualified" and serving in the Submarine Force at different times and different places but we all share that common bond, and through that bond we consider each of us brothers, "Brothers of the Phin". Love the time we get to spend together.

Shawn O'Shea, Bill Scott, Chuck Malone, Bob Steinmann, Harry Boyer, Mike Gauthier, Gordon McMaude, and Rick Mitchell.



The previous Undersea Warfare News weekly news bulletin email articles have been discontinued.

"As a result, as your newsletter editor, I contacted the PAO at USFF_COMSUBLANT_NFLT_PAO@navy.mil for information on these newsletter articles being discontinued and have not received a response. Therefore I have been saving articles of interest posted on Google News website and at for publishing in The Deck Log. Some of the following articles were downloaded from "The Broadcast, Official Newsletter of Commander Submarine Force www.sublant.usff.navy.mil. All articles are supported by the appropriate URL for the articles."

Here's the damage the submarine Connecticut sustained when it hit an undersea mountain

By Geoff Ziezulewicz, Mar 2, 06:08 PM

[Here's the damage the submarine Connecticut sustained when it hit an undersea mountain \(navytimes.com\)](http://navytimes.com)

The fast-attack submarine Connecticut returns to its Bremerton, Washington, home port in December, nearly three months after it collided with an undersea mountain in the South China Sea. (Navy)

The stealthy and pricey fast-attack submarine [Connecticut](#) sustained damage to its forward main ballast tanks and sonar sphere when it collided with an undersea mountain Oct. 2 in the South China Sea, and the sonar dome needs to be replaced, Submarine Force Pacific officials said Wednesday.

But neither the pressure hull nor the nuclear propulsion plant suffered damage in the mishap, according to SUBPAC spokeswoman Cmdr. Cynthia Fields.

"Based on the damage, there was no risk to the submarine's buoyancy or stability," Fields told Navy Times.

For months, sub veterans and online Navy watchers have speculated about what sort of damage the boat suffered based on public photos of its transit back to the states.

But Wednesday's disclosure to Navy Times is the first official tally of what that undersea mishap did to the Seawolf-class sub, one of only three in the sea service.

The sonar sphere sits within the sub's fiberglass-like sonar dome at the bow of the ship, while the forward main ballast tanks span from the dome to the rest of the ship and help the boat submerge and surface.

An industry source, who was not authorized to speak to Navy Times on the record, said replacing the sonar dome may be the toughest part of the repairs because the three-sub Seawolf class is unlikely to have replacement parts on hand.

When the submarine San Francisco had a similar underwater incident in 2005, the Navy pulled a sonar dome from a recently decommissioned Los Angeles-class boat to replace it.

That won't be possible for Connecticut, the source said, meaning the Navy will have to work with industry to engineer a new dome and find a supplier to build it — amid the other work being done to build new Virginia- and Columbia-class boats.

The boat entered drydock at Puget Sound Naval Shipyard Feb. 8, and is undergoing “a thorough assessment,” Fields told Navy Times.

But how long it will take to get Connecticut back into the fight, and how much it will cost, remain unclear.

“Once complete, the damage assessment will inform an estimated timeline and cost to restore the ship,” Fields said. “Until the Navy completes its detailed assessment, we cannot provide an estimated cost or time to fully restore the boat.”

Eleven sailors were injured in the collision. Soon after, the boat made its way back to Guam and reached its Bremerton, Washington, home port in December under its own power.

The sub's command triad was relieved in November, and a communitywide navigation stand-down was later implemented.

While officials declined to provide details on the precise nature of the stand-down, they said it would serve as a refresher course on navigation and other best practices in the submarine community.

Investigations into the mishap have not been released, but Chief of Naval Operations Adm. Mike Gilday told reporters in November that they would be made public when they were finished.

Defense News reporter Megan Eckstein contributed to this report.

About [Geoff Ziezulewicz](#)

Geoff is a senior staff reporter for Military Times, focusing on the Navy. He covered Iraq and Afghanistan extensively and was most recently a reporter at the Chicago Tribune. He welcomes any and all kinds of tips at geoffz@militarytimes.com.



Scorpene Submarine Meets Indonesia Navy Requirements

<https://www.navalnews.com/naval-news/2022/03/scorpene-submarine-meets-indonesia-navy-requirements/>

Scorpene submarine. Naval Group photo.

According to local media, the Chief of the Indonesian Navy (TNI AL) sees eye to eye with Indonesia's Ministry of Defence regarding the procurement of two Scorpene submarines from Naval Group.

Xavier Vavasseur 02 Mar 2022

Admiral Yudho Margono, Chief of Staff of the Indonesian Navy (TNI AL), stated to local media KOMPAS that the Scorpene submarines proposed by French shipbuilder Naval Group met the requirements to operate in Indonesian waters, and thus the Indonesian Navy has agreed to the Indonesia MoD's plan to procure the submarines.

The admiral also indicated that the Indonesian Navy initially desired to procure submarines with a gross tonnage of more than 1,300 gross tons (GT). Meanwhile, the Indonesian Navy and the Ministry of Defense have determined that the Scorpene meets the required standards.

The statements were made shortly after a high level visit of the Republic of Korea Navy's CNO who was supporting a second batch submarines contract from South Korean shipbuilder Daewoo Shipbuilding & Marine Engineering (DSME). Contacted by *Naval News*, a Naval Group spokesperson said he had no comments to make about the media reports.

Indonesian shipbuilder PT PAL issued in early February a request for information (RFI) “to propose to provide Ship Lift – Design & Build Scheme solution(s)”. The documentation contained the aim of this ship lift will be to support PT PAL's future submarine production activities.

Two weeks later, Naval Group and PT Pal signed a Memorandum of Understanding seeking to leverage the

capabilities of both partners to meet the growing requirements of the Indonesian Navy. The signing came a visit by Naval Group's CEO to the local shipyard PT PAL Indonesia.

The MoU covers the purchase of two Scorpene-type submarines along with support, weapons, and training.

About Scorpene type submarine

Scorpène® is a conventional submarine designed by the Naval Group for the export market. It demonstrates both the Naval Group's ability to deliver best-in-class submarines and to conduct successful transfers of technology. Today 14 Scorpène® submarines are in operational service or being built, for the Chilean Navy (2 units), the Malaysian Navy (2 units), the Indian Navy (6 units) and the Brazilian Navy (4 units).

The Scorpène® design is adapted to fit each navy's specific requirements. Thus, the Brazilian Scorpène® will be slightly longer to carry a larger crew, almost double the patrol range, and be able to cover greater distances.

Scorpène® is ideally suited for action and operational effectiveness. Robust and enduring, it's an ocean-going submarine also designed for shallow waters operations. Multipurpose, it fulfills the entire scope of missions such as anti-surface and anti-submarine warfare, special operations, offensive minelaying, and intelligence gathering. Integrating improvements from the French Barracuda-Class fast-attack submarine, Scorpène® has cutting-edge capabilities.

Posted by : Xavier Vavasseur

Xavier is based in Paris, France. He holds a Bachelor's degree in Management Information Systems and a Master of Business Administration from Florida Institute of Technology (FIT). Xavier has been covering naval defense topics for nearly a decade.

=====

Indonesia picks France for its new sub ambitions

Indonesia plans to acquire France's Scorpene-class submarines in a move away from refurbishing its old German-built boats

By Gabriel Honrada, March 10, 2022

<https://asiatimes.com/2022/03/indonesia-picks-france-for-its-new-sub-ambitions/>

=====

Russia's Delta-Class Submarines Had Only 1 Mission: Start World War III

By Robert Farley, 3-12-2022

The Delta-class was the backbone of Russia's submarine-launched ballistic missile forces:

Between 1972 and 1992, the Soviet Union built forty-three submarines to a series of designs that NATO collectively described as the Delta-class. These boats would form the backbone of the USSR's first real sea-borne nuclear deterrent, and would change how both the Soviets and the Americans thought about war at sea. Several of the boats remain in service today, carrying their deadly payloads through the depths of the Arctic Ocean.

The Purpose:

The Soviet Union appreciated the need for a sea-based deterrent from an early point in the Cold War. The Soviet leadership worried that American superiority in delivery systems (initially in both numbers and accuracy) would render it vulnerable to a decapitating first strike, and more generally to nuclear blackmail. Accordingly, the USSR began experimenting with submarines equipped with strategic nuclear weapons in the mid-1950s. But technical problems made it difficult to make achievements. Generally speaking, the Soviets found themselves a few years behind the Americans in both submarine and missile technology.

The U.S. George Washington class, which could carry sixteen missiles and strike targets from a range of 2500 miles, was the sort of capability that the Soviets struggled to achieve, at least at first. But by the mid-1960s, the USSR could boast of nuclear submarines with a similar range and armament. The thirty-four boats of the Project 667A (NATO code: Yankee) design were the first moderately successful Soviet SSBNs. Built between 1964 and 1974, these boats needed to patrol in the mid-Atlantic in order to plausibly strike the United States. They displaced 9300 tons, and could carry between twelve and sixteen missiles with ranges of about 1800 miles.

Unfortunately, geography complicated Soviet deterrent strategy. While the United States (in alliance with

NATO) had multiple bases from which to sortie SSBNs, the Soviets were forced to send their subs through several chokepoints that made it easy for NATO subs to identify and track them. The relatively short ranges of the missiles of early Soviet boomers also made them exceedingly vulnerable to Western anti-submarine warfare assets, as they would need to traverse a gauntlet of submarines, warships, SOSUS sennets, and land-based aircraft in order to reach launch positions. That Soviet subs were relatively loud compared to U.S. boats compounded the problem.

The Designs:

The next class of Soviet subs and missiles would work to resolve these problems. Between 1972 and 1992, the Soviet Union built forty-three Delta (Project 667B) class boats to four distinct designs. NATO designated these subclasses the Delta-class I (eighteen boats), Delta-class II (four boats), Delta-class III (fourteen boats), and Delta-class IV (seven boats).

The first set of Deltas were noticeably larger than the Yankees, displacing around 10000 tons and carrying twelve R-29 SLBMs. They could make 25 knots submerged, and sported six torpedo tubes as a defensive armament. They began to enter service in 1972, while the final 667B boats were still rolling off the line. The Delta IIs were slightly larger than the first batch, displacing 10500 tons. They carried sixteen R-29D missiles, but had a similar defensive armament and similar performance to their smaller cousins. They were generally regarded as quieter than the Delta Is, including a variety of small modifications that remedied problems discovered in the early boats. The Delta III class represented the next real jump in capabilities. Displacing 18000 tons, these boats carried sixteen R-29R missiles, each of which could include up to seven Multiple Independent Reentry Vehicles. Fourteen Delta IIIs were built between 1974 and 1982. They remained the core of the USSR's SSBN force into the 1990s. Six were retired in the late 1990s, but another eight received updates (one was modified to become a minisub mothership) and remained in service well into the 2000s. The Delta IVs represented the final evolution of the design type. Seven of these boats were built between 1981 and 1992, and all seven remain in service. Of roughly the same size as the Delta IIIs, these later boats carry sixteen R-29RMU "Sineva" missiles, each equipped with four warheads.

Missile Strategy:

Key to the success of the Delta class was the development of the R-29 family of missiles. These missiles could carry payloads in excess of 4000 miles, a huge improvement over the Yankee class. Early versions of the missile carried warheads in the 500kt range. The later versions of the missile were MIRVed (generally with 100kt warheads), multiplying the lethal effect of the submarines. Liquid-fueled, the missiles rely on an astro-inertial guidance system. Later versions of the missile reportedly have a circular error probability (CEP) of roughly 500 meters.

The Deltas, and the long-range SLBMs they carried, were central to the Soviet development of "Bastion" strategies for SSBN deployment. The Deltas could launch missiles from relatively close to home, eliminating the need to traverse close to NATO ASW assets. Instead, the SSBNs could do what they were supposed to do best; hide, and wait for the nuclear apocalypse. Nevertheless, the Soviets still worried a great deal about the threat of Western—and especially American—ASW forces. American attack submarines, aircraft, and surface vessels could still hunt Soviet subs, even those relatively close to their bases. The USSR eventually structured its naval doctrine around the idea of SSBN patrol areas well protected by attack submarines, surface ships, and shore-based aircraft.

The Reaction:

The decision to turn to a bastion strategy helped spark a huge debate in U.S. defense circles, particularly in the U.S. Navy. The United States had long assumed that in case of war, the USSR would use its submarines to interdict the trans-Atlantic supply chain, much as the Germans had tried to do during both World Wars. As evidence of the bastion strategy emerged, however, it empowered offensive-minded thinkers who argued that the USN should make aggressive efforts to invade Soviet safe areas and directly threaten the Soviet nuclear deterrent.

Some argued (correctly) that this would risk destabilizing a conflict and create the possibility of accidental nuclear war, as the Soviets might adopt a "use it or lose it" mentality with respect to their SSBN force. Others argued that the mere threat of offensive action could change the force structure of the Soviet Navy in desirable ways, reducing its expeditionary capabilities and ensuring the security of global transit routes.

U.S. naval analysts were relatively confident that attack submarines could badly attrite the Soviet boomer fleet in case of war, while USN carrier battle groups battered the surface elements of the "bastion." Interest in hunting and killing Deltas (as well as the larger Typhoons that began to enter service in the 1980s) led to the

development of the Seawolf-class SSN. We don't have a good sense of what the Soviet reaction to a direct, conventional attack on their nuclear deterrent would have been, but there's little reason to believe it would have been good or helpful to the NATO cause.

Final Thoughts:

In any case, arms control agreements with the United States, the end of the Cold War, and the collapse of the Russian economy made it impossible to maintain such a large fleet of boomers. The last Delta-class I left service in 1998, with the Delta IIs decommissioning at around the same time. The Delta III and Delta IV classes would remain the core of the Russian nuclear deterrent well into the twenty-first century, however. Due to the high operating cost of the Typhoon class subs, several Delta IIIs were refueled and kept in service into the 2010s, although the last now appears to have left service.

Currently, several Delta IVs remain in service (a seventh was converted into a research vessel and mini-sub mothership, and also remains in service). As the modern Borei class boats come online, the Delta IVs will presumably cycle out of service. The surviving boats of the most successful of Soviet SSBN classes remain as an artifact of the Cold War, even as the tensions that led to their construction appear to be re-emerging.

Dr. Robert Farley is a Senior Lecturer at the University of Kentucky.



Commander, Submarine Forces

March 18, 2022

When we say "on, below and *above* the ice," we mean it.

From the Virginia-class fast attack submarine USS Illinois (SSN 786) in the Beaufort Sea below to the F-22 Raptors above, U.S. forces had the Arctic covered during Ice Exercise (ICEX) and Arctic Edge 2022.

[#ICEX2022](#) [#ICEX](#) [#AE22](#) [#ApexPredator](#) [#submarines](#) [#subs](#) [#USNavy](#) [#Arctic](#) [#ArcticOcean](#) [#Alaska](#) [#Illinois](#)



How Russia's Nuclear Attack Submarines Were Built With Stolen US Technology

<https://www.19fortyfive.com/2022/03/how-russias-nuclear-attack-submarines-were-built-with-stolen-us-technology/>

By [Caleb Larson](#) March 23, 2022



Russia's Victor III-class attack submarine was certainly a [Cold Warrior](#) under the waves. As it turns out, it was stolen American technology that made that happen: While the Soviet Union had capable [submarines](#), they were loud — very loud.

"For a long time the Soviets didn't seem to give a damn about the noise radiated by their submarines," [said](#) Ira Dyer, an acoustics expert and professor of ocean engineering at the Massachusetts Institute of Technology in a 1987 interview about Soviet submarine technology.

Fast, armed to the teeth, and just plain loud was the Soviet-style. Until it wasn't.

Cavitation:

Perhaps one of the potentially loudest parts of a submarine is its screw or propeller. [This is due to cavitation](#), a phenomenon (in the case of submarines) in which a rapidly spinning propeller creates pockets of low pressure that appear as vapor bubbles on the propeller blade.

As the blade spins, these cavities of low pressure separate from the propeller blade, disappear in the water behind the submarine, similarly to a ship's wake. These low-pressure bubbles rapidly contract, returning to a neutral-pressure state. This creates a pop, which can be detected underwater.

Spy:

In 1967, John Anthony Walker walked into the Soviet Embassy in Washington D.C. and established himself

as a reliable source of information.

Walker had joined the Navy in 1955 as an alternative to prison after being arrested for theft. He quickly rose through the ranks and became a Chief Petty Officer onboard the [USS Andrew Jackson, an American Lafayette-class nuclear submarine](#). His familiarity with cutting edge naval technology would eventually serve the Soviet Union well.

Wracked by debt, Walker turned to espionage. He, and the spy ring he recruited, including many of his own family, sold information to the Soviet Union for nearly 20 years.

Damaged

“The Soviet Union made significant gains in naval warfare that were attributable to Walker’s spying,” [said the U.S. Naval Institute’s Naval History Magazine](#). “His espionage provided Moscow “access to weapons and sensor data and naval tactics, terrorist threats, and surface, submarine, and airborne training, readiness and tactics,” according to former Secretary of Defense Caspar Weinberger.

The Victor III-class is a case in point.

The Victor III-class of submarines were improved upon in regard to their significantly reduced acoustic signature and were supposedly known in some naval circles as the [Walker submarines](#), due to the assumed connection between John Anthony Walker’s assistance to the Soviet Union and their corresponding improvement in submarine acoustic signature.

The Soviet Union got other breaks a well. The [Toshiba-Kongsberg scandal](#) was another enormous boon to Soviet submarine technology.

Still, many experts intelligence [maintain](#) that John Anthony Walker “provided enough code-data information to alter significantly the balance of power between Russia and the United States.”

Had the Soviet Union and the United States ever gone to war, the naval theater would have been that much harder.

Caleb Larson is a Defense Writer based in Europe. He holds a Master of Public Policy and covers U.S. and Russian security, European defense issues, and German politics and culture.



Meet The Lada-Class: Russia’s Latest Diesel-Electric Submarine Has Problems

<https://www.19fortyfive.com/2022/03/meet-the-lada-class-russias-latest-diesel-electric-submarine-has-problems/>

By [Peter Suci](#), 3/29/2022

<https://www.19fortyfive.com/2022/03/meet-the-lada-class-russias-latest-diesel-electric-submarine-has-problems/>



Has Russia Pulled the Plug on its Lada-class Diesel-Electric Submarines? – Last October, there were reports that the first serial diesel-electric attack submarine Project 677 *Lada*-class (NATO reporting name “St. Petersburg”), which was developed by the Admiralty Shipyard, would be handed over to the [Russian Navy](#) by the end of this year. The diesel-electric submarines were developed as a highly improved version of the [Project 636 boats](#), but with better acoustic signature, new combat systems, and possibly air-independent propulsion.

“The first serial Project 677 Lada submarine is planned to be received in 2022,” a [source in the shipyard](#) told Russian state media, but there was no official confirmation.

Serial Production Moving Forward?

Construction of the *Kronshtadt* (B-586), which had been laid down in 2005, had been halted after issues were found with Project 677’s lead submarine prototype. That required significant redesign and construction on the boat only resumed in 2013. B-586 was finally launched last year and began sea trials in December.

Currently, the Admiralty Shipyard is also building one more *Lada*-class submarine, the future *Velikiye Luki*, while the [first steel was cut](#) for the next two boats with a third also on order. Originally a full dozen of the die-

sel-electric boats were ordered, but given the issues with the program, it is unclear if that order has been pulled.

Slow Boat Development

Sankt Petersburg (B-585), the lead submarine of the project, was launched in late 2004 and commissioned in 2010. However, she was not accepted by the Russian Navy as it was discovered there were issues with the boat's propulsion and that its sonar systems did not meet Russian specifications. Construction on the remaining boats of Project 677 was thus frozen.

The issues with the lead submarine were addressed, and after several years serving as a "test platform," she was formally accepted into service with the Russian Navy last year. *Sankt Petersburg* officially joined the Northern Fleet in September 2021.

The delays in the program were just one of several issues that the Russian Navy has faced in recent years.

Project 677 *Lada*-class submarines are often referred to as the **fourth generation** of diesel-electric subs. The boats have a surface displacement of about 1,750 tonnes and can develop an underwater speed of up to 21 knots, and an endurance of 45 days. The *Lada*-class subs are reportedly armed with Kalibr cruise missile systems and have a crew of 35 including officers and sailors. The boats can be deployed in anti-submarine warfare (ASW) and anti-surface warfare (AsuW) operations, protection of naval bases, reconnaissance and patrol missions.

Export Model – Dead in the Water?

Russia also developed an export variant of the *Lada*-class: the Project 1650 *Amur*-class (named for the Amur River), which was designed for markets including India and China, while Morocco has also been offered one. The export submarine could be offered in various configurations with a displacement of 550 to 1,850 tonnes and be equipped with a variety of weapon systems.

To date, there have been no buyers for the submarines, and given the sanctions placed on Russia, following its unprovoked **invasion of Ukraine**, the *Amur*-class could be dead in the water.

Now a Senior Editor for 1945, Peter Suci is a Michigan-based writer who has contributed to more than four dozen magazines, newspapers and websites. He regularly writes about military hardware, and is the author of several books on military headgear including [A Gallery of Military Headgear](#), which is available on Amazon.com. Peter is also a [Contributing Writer](#) for Forbes.



How the Navy Used a Submarine Armed with Rocket Launchers to Terrorize Japan

(Reproduced from The National Interest website - originally published November 12, 2019.) by Sebastien Roblin (This is a familiar story to most of us, but an important one bearing repeating.—ed.)

Meet the famous USS Barb, by Sebastien Roblin

<https://nationalinterest.org/blog/buzz/how-navy-used-submarine-armed-rocket-launchers-terrorize-japan-95136>

Key point: The submarine was innovative and used near the end of the war.

In the closing months of World War II, heavy losses and depleted fuel stocks kept many of Japan's remaining combat aircraft grounded and warships in port, awaiting an anticipated amphibious invasion. Starting in July 1945, Allied battleships embarked on a series of naval bombardments of coastal cities in Japan in an effort to draw these forces out to battle—with little success. However, a week before the battleships began lobbing their massive shells, a legendary U.S. submarine toting a rocket launcher began its own campaign of coastal terror that foretold the future of naval warfare—and *also* engaged in the only Allied ground-combat operation on Japanese home-island soil.

Submarines still made use of deck guns during World War II, most of them ranging between three and five

inches in caliber. These were used to finish off unarmed merchant ships or sink smaller vessels that could evade torpedoes—but also were occasionally directed to bombard coastal targets, such as in early-war Japanese raids on the coasts of California and Australia. The problem was that a single gun was unlikely to inflict much damage in a short amount of time, and the submarines were highly vulnerable to air, sea and land attack as long as they remained surfaced.

In 1942, the German Kriegsmarine actually tested submarine rocket artillery that could be fired underwater, but gave up on the idea due to its impracticality. Rumors that Germany had modified their subs to launch V-2 ballistic missiles at the United States led to a vigorous and bloody submarine hunt in the closing weeks of World War II.

The U.S. Navy, meanwhile, considered a much cruder solution: taking one of the Mark 51 rocket launchers it used on some of its LSM landing ships and strapping it to the main deck of a submarine. The twelve spin-stabilized 127-millimeter rockets mounted on the launch rack could only be fired while surfaced, and had a maximum range of three miles. However, a full volley could be ripple fired in the space of five seconds. The fixed launcher was unable to traverse, so the entire submarine had to turn to adjust the aim laterally.

Capt. Eugene Fluckey of the Gato-class submarine USS *Barb* volunteered his boat to try out the experimental rocket launcher in 1945. At the time, the Navy was actually testing the weapon's viability as an anti-kamikaze weapon, but Fluckey managed to cajole the R&D staff into releasing the Mark 51 in time for his patrol, making the *Barb* the only rocket-launching submarine of the U.S. Navy in the conflict. You can check out footage of the rocket launcher on the *Barb* [here](#).

The *Barb*, which displaced 2,400 tons submerged, was one of the top-scoring Allied submarines of World War II. By the most conservative count, it sank seventeen ships totaling ninety-seven thousand tons of shipping. Other tallies are considerably higher.

In January 1945, on his fourth patrol as commander of the *Barb*, Fluckey snuck his boat into the shallow waters off of Namakwan Harbor off the coast of China and torpedoed six ships before hightailing away, an action that earned him the Medal of Honor. Despite this exploit, Fluckey was concerned it would be difficult to find much enemy shipping on his fifth and last war patrol, so he was keen on being well equipped to attack targets on land.

The *Barb* set sail from its base in Midway on June 8 loaded with one hundred rockets. It arrived off the Japanese home islands on June 20. At 2:30 am on June 22, it surfaced off of the town of Shari in north-eastern Hokkaido Island, unleashing a volley of twelve rockets into the slumbering community. It then sailed northward to the coast of Southern Sakhalin Island, then known as the Japanese prefecture of Karafuto. (All of Sakhalin is presently administered by Russia.)

Over the following month, the *Barb* expended sixty-eight rockets on Shikuka, Shoritori and Kashiho, mostly firing late at night at near-maximum range. She also used her four-inch deck gun to bombard the towns of Kaihyo To, Shibertori and Chiri. The attacks targeted civilian industrial sites, including a cannery, seal rookery, lumber yard, paper factory and several small shipyards, as well as a military radio, radar and lighthouse stations. When Japanese seaplanes began hunting the sub during the day, Fluckey retaliated with a volley of rockets aimed at the Shikuka military airfield. The *Barb's* guns also destroyed more than three dozen civilian sampans, while its homing torpedoes took out local trawlers, tugboats and a few large merchant ships.

The *Barb's* most famous exploit did not involve those weapons. Observing trains passing along the Japanese coastline, Captain Fluckey hatched a scheme to dispatch a landing party to blow up one of the trains by burying the *Barb's* fifty-five pound scuttling charge (essentially a self-destruct device) under the tracks. Rather than using a timer, the explosives would be jury-rigged only to blow when the pressure of a passing train completed the circuit, a trick Fluckey likened to a childhood walnut-cracking prank. A landing party of eight was selected on the basis of their unmarried status and membership in the Boy Scouts. Fluckey believed the scouts would have better pathfinding skills.

At midnight on July 23, the *Barb* slipped up to within a kilometer of the shore, and a landing party commanded by Lt. William Walke, paddled quietly to the beach. While three men took up guard positions—they encountered a sleeping Japanese guard in a watchtower, whom they left unharmed—the other five buried the demolition charge and managed not to blow themselves up jury-rigging the detonation circuit. They were furiously rowing back to the *Barb* when a second train passed.

Fluckey described what happened next in his autobiography *Thunder Below!*: “The engine’s boilers blew, wreckage flew two hundred feet in the air in a flash of flame and smoke, cars piled up and rolled off the

track in a writhing, twisting mass of wreckage.”

All sixteen train cars derailed, killing 150 passengers. The *Barb*'s crew added a train to the tally of enemy ships sunk on their battle flag. Its landing party had just performed what would be the only U.S. ground operation on the Japanese home islands during World War II. The *Barb* continued its rampage along the Sakhalin coastline through July 26 before returning safely back to its base in Midway Island on August 2.

The *Barb*'s raids on the Japanese coast—and even those performed by Allied battleships—were premised on the Japanese military's inability, by 1945, to effectively defend the home-island coastlines, which included a lack of coastal-defense guns. Many of the casualties of the *Barb*'s attacks were likely civilians in largely undefended towns. On the other hand, targeting civilian merchant ships was a standard practice undertaken by all sides in World War II.

While the rockets the *Barb* employed appear to have been effective, it's not clear that they were superior to having another deck gun. But within a decade of the *Barb*'s last mission, new rocket-based technologies in the form of guided cruise and ballistic missiles drastically reduced the relevance of big guns on warships or coastal defenses. The new weapons could be launched by a submerged submarine a long distance from the shore, safe from immediate retaliation.

Thus the *Barb*'s last rocket-laden patrol presaged the future of undersea warfare. Submarines, such as the enormous Ohio-class ballistic missile submarine, which has a variant carrying 154 land-attack cruise missiles, can pose a threat even to a nation with a well-defended coastline. The *Barb*'s month-long seaside rampage will remain a unique incident for some time to come.

Sébastien Roblin holds a master's degree in conflict resolution from Georgetown University and served as a university instructor for the Peace Corps in China. He has also worked in education, editing and refugee resettlement in France and the United States. He currently writes on security and military history for [War Is Boring](#). This first appeared in 2018.

WWII Barb image



Commander, Submarine Forces

March 10 at 9:28 AM ·

Today for [#ThrowbackThursday](#) we're going back more than a half century, when the USS Queenfish (SSN 651) became the first Sturgeon-class submarine to operate under ice and fourth submarine to reach the North Pole when it surfaced there on Aug. 6, 1970.

In honor of SSN 651, the Arctic Ocean ice camp built as part of Ice Exercise (ICEX) 2022 is named Queenfish.

Ice Camp Queenfish was built over the course of about a week on a 3.5-mile-long sheet of ice about 160 nautical miles off the northern coast of Alaska. The camp consists of shelters, a command center, and infrastructure to safely house and support more than 60 personnel at any one time.

ICEX 2022 is a joint combined exercise that takes place over the course of about three weeks north of the Arctic circle, with personnel stationed at the temporary Ice Camp Queenfish, as well as in Prudhoe Bay, Alaska, and two U.S. Navy fast attack submarines. ICEX allows the Navy to assess its operational readiness in the Arctic, increase experience in the region, advance understanding of the Arctic environment, and continue to develop relationships with other services, allies and partner organizations.

[#TBT](#) [#Arctic](#) [#Alaska](#) [#ArcticOcean](#) [#ICEX](#) [#ICEX2022](#) [#ApexPredator](#) [#submarine](#) [#submarines](#) [#usnavy](#) [#NavyHistory](#) [#MilitaryHistory](#) [#Queenfish](#) [#ForgedByTheSea](#)



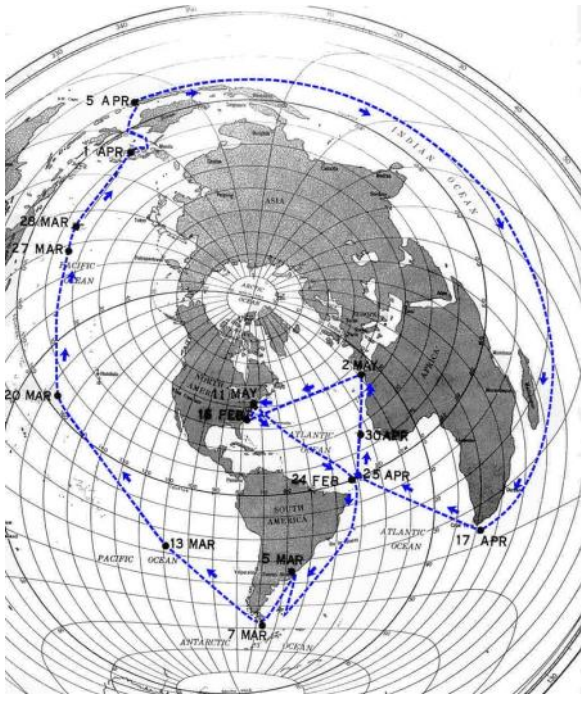
Operation Sandblast

From Wikipedia, the free encyclopedia

https://en.wikipedia.org/wiki/Operation_Sandblast

Operation Sandblast was the code name for the first submerged [circumnavigation](#) of the world, executed by the United States Navy [nuclear-powered radar picket](#) submarine [USS Triton \(SSRN-586\)](#) in 1960 under the command of Captain [Edward L. Beach Jr.](#)

The circumnavigation took place between February 24 and April 25, 1960, covering 26,723 nautical miles (49,491 km; 30,752 mi) over 60 days and 21 hours. The route began and ended at the [St. Peter and Paul](#)



Rocks in the middle of the Atlantic Ocean near the Equator. During the voyage, *Triton* crossed the Equator four times while maintaining an average speed of 18 knots (33 km/h; 21 mph). *Triton's* overall navigational track during Operation Sandblast generally followed that of the Spanish expedition that achieved the first circumnavigation of the world, started under the command of Portuguese explorer Ferdinand Magellan and completed by Spanish explorer Juan Sebastián Elcano from 1519 to 1522.

The initial impetus for Operation Sandblast was to increase American technological and scientific prestige before the May 1960 Paris Summit between President Dwight D. Eisenhower and Soviet Premier Nikita Khrushchev. It also provided a high-profile public demonstration of the capability of U.S. Navy nuclear-powered submarines to carry out long-range submerged operations independent of external support and undetected by hostile forces, presaging the initial deployment of the Navy's Polaris ballistic missile submarines later in 1960. Finally, Operation Sandblast gathered extensive oceanographic, hydrographic, gravimetric, geophysical, and psychological data during *Triton's* circumnavigation.

Official celebrations were cancelled for Operation Sandblast following the diplomatic furor arising from the 1960 U-2 incident in which a U-2 spy plane was shot down over the Soviet Union in early May. However, *Triton* did receive the Presidential Unit Citation with a special clasp in the form of a golden replica of the globe in recognition of the successful completion of its mission, and Captain Beach received the Legion of Merit for his role as *Triton's* commanding officer. In 1961, Beach received the Magellanic Premium from the American Philosophical Society, the United States' oldest and most prestigious scientific award in "recognition of his navigation of the U.S. submarine *Triton* around the globe."



USSVI OFFICIAL BUSINESS

USSVI OFFICIAL BUSINESS: SubVet News - #2022-012

NEWS-01: March 2022 VSO Bulletin

Submitted by: John Dudas, USSVI VSO on 2/28/2022

Shipmates,

At Least 1 million Vets Could Get VA Health Care Under Scaled-Back Exposures Bill

https://www.military.com/daily-news/2022/02/01/least-1-million-vets-could-get-va-health-care-under-scaled-back-exposures-bill.html?ESRC=mr_220207.nl

CVS Pharmacy is again authorized under the TRICARE Program

<https://www.cvs.com/pharmacy/rxtransfer/transfer>

The 3 Religious Exemptions Granted by the Military Went to Marines on Their Way Out

https://www.military.com/daily-news/2022/02/02/3-religious-exemptions-granted-military-went-marines-their-way-out.html?ESRC=navy-a_220209.nl

Many Service Members of Color Are Turning Down Assignments Because of Concerns about Racism

https://www.military.com/daily-news/2022/02/07/many-service-members-of-color-are-turning-down-assignments-because-of-concerns-about-racism.html?ESRC=navy-a_220209.nl

Military Tax Tips: Common Military Tax Situations and Mistakes

https://www.military.com/money/military-tax-tips.html?ESRC=navy-a_220209.nl

VA Hospital Warns Thousands of Vets of Possible Infection Risk from Improperly Cleaned Equipment

https://www.military.com/daily-news/2022/02/10/va-hospital-warns-thousands-of-vets-of-possible-infection-risk-improperly-cleaned-equipment.html?ESRC=mr_220214.nl

Biden Picks Replacements for Purged Naval Academy Board Including 2 Trailblazing Women

https://www.military.com/daily-news/2022/02/08/biden-picks-replacements-purged-naval-academy-board-including-2-trailblazing-women.html?ESRC=mr_220214.nl

I'm Pretty Much Leading a Double Life:' Nonbinary Troops and the Pentagon's Next Frontier

https://www.military.com/daily-news/2022/02/11/im-pretty-much-leading-double-life-nonbinary-troops-and-pentagons-next-frontier.html?ESRC=mr_220214.nl

Sailors, Marines to Get an Extra Week of Leave to Welcome New Baby

https://www.military.com/daily-news/2022/02/15/sailors-marines-get-extra-week-of-leave-welcome-new-baby.html?ESRC=navy-a_220216.nl

Advanced PCS Pay Axed, and Mandatory Government Travel Card Use Is Coming for Sailors

https://www.military.com/daily-news/2022/02/14/advanced-pcs-pay-axed-and-mandatory-government-travel-card-use-coming-sailors.html?ESRC=navy-a_220216.nl

Navy Engineer Who Tried to Sell Sub Secrets Pleads Guilty

https://www.military.com/daily-news/2022/02/14/navy-engineer-who-tried-sell-sub-secrets-pleads-guilty.html?ESRC=navy-a_220216.nl

VA to Overhaul Disability Evaluations for Mental Health, Other Conditions

https://www.military.com/daily-news/2022/02/15/va-overhaul-disability-evaluations-mental-health-other-conditions.html?ESRC=navy-a_220216.nl

Stopgap Spending Measure with \$350 Million for Hawaii Water Crisis Heads to Biden's Desk

https://www.military.com/daily-news/2022/02/18/stopgap-spending-measure-350-million-hawaii-water-crisis-heads-bidens-desk.html?ESRC=mr_220221.nl

The Navy Wants to Talk About Deep Sea Salvage, But Not the F-35 Sitting at the Bottom of the South China Sea

https://www.military.com/daily-news/2022/02/16/navy-wants-talk-about-deep-sea-salvage-not-f-35-sitting-bottom-of-south-china-sea.html?ESRC=mr_220221.nl

Thousands of Veterans May See Disability Deadline Waived as Supreme Court Takes Up Case

https://www.military.com/daily-news/2022/02/23/thousands-of-veterans-may-see-disability-deadline-waived-supreme-court-takes-case.html?ESRC=mr_220228.nl

Veterans Locked Out of Disability Payments, Assistance by VA's Verification Service, Families Say

https://www.military.com/daily-news/2022/02/22/veterans-locked-out-of-disability-payments-assistance-vas-verification-service-families-say.html?ESRC=mr_220228.nl

John Dudas, USSVI VSO

john.dudas.ssn571@gmail.com

=====

USSVI OFFICIAL BUSINESS: SubVet News - #2022-013

NEWS-01: USSVI National Awards Reminder

Submitted by: Bill Scott, National Awards Chair on 3/27/2022

Shipmates,

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

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

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

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

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

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

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

I am looking for someone familiar with the Awards program that might be interested in assisting me at the convention to organize the awards (plaques, patches, certificates, etc.). Thanks go out to those members at the last BOD meeting for volunteering to help me at the convention.

Honored to Serve,

Harold W (Bill) Scott II, STSCS(SS) USN RET.
USSVI National Awards Chair
Chief of the Boat, USSVI Central Texas Base
CTB Newsletter Editor,
512-826-8876



What are laws for?

First day of class, the law teacher walked in. The first thing he did was ask for the name of a student sitting in the front row:

"What's your name?" "My name is Nelson."

"Get out of my class and never come back!" He ordered him.

Nelson was confused. The teacher was heading towards him; he got up quickly, packed up his stuff and left the classroom.

Everyone was scared and outraged but no one was talking.

"Very Good! Let's get it started. What are laws for?" Asked the teacher.

The students were still scared, but slowly they started answering the question.

"To have order in our society."

"No!" The teacher said.

"So that people pay for their actions."

"No! Does anyone know the answer to this question?"

"For justice to be done," spoke shy a young girl.

"Finally! Justice! But what is justice?"

Everyone was starting to get mad at the teachers attitude. However, they kept answering.

"To protect the rights of the people."

"Okay. But still?"

"To differentiate good from bad, to reward those who do good."

"Okay, so answer this question: Did I act correctly when I kicked Nelson out of class?" The teacher asked.

Everyone was silent, no one responded.

"I want a unanimous answer!"

"NO! They answered with one voice."

"Could we say I committed an injustice?"

"Yes!"

"And why has nobody done anything about it? Why do we want laws and rules if we don't have the will to practice them? Each of you is obliged to speak up when you witness an injustice. All of you. Don't ever stay quiet again!

Go and get Nelson. After all, he is the teacher, I'm from another period.

You know, when we don't stand up for our rights, dignity is lost, and dignity can't be negotiated."

- Doris Carrier



I lived.

I could have chosen to stay in my hometown and learned a trade. I could have hidden from life's greatest challenges and been safe. But instead...

I lived.

I could have worked harder to gain acceptance to a fine educational institution and maybe be part of a fraternity that I could look back on years later and think how special I was. But instead...

I lived.

I lived on a boat that was designed to defy the sea and all its challenges. I lived a life of sacrifice that often defied logic. Many of the people I lived it for didn't even know I was doing it. Or cared. And hardly appreciated the gift. But despite that...

I lived.

I lived with men who left their own families and personal freedom to protect total strangers. I lived with them in a world surrounded by darkness and enemies of every kind. We saw some amazing things and we remained silent through it all. And because of that...

I lived a life worth living. A life that has sustained me through my later years. When the Angels call me home and ask me what I did, I only have one response.

I was a Submariner. I lived.

Borrowed from a fellow submariner.



[Lament for an Old Boat : : The Mighty Viking](#)

Glenn Roesener

H. Bill Scott you can use this link also:

<http://www.themightyviking.com/lament-for-an-old-boat/>



Am I the only one that dreams, sometimes
of putting together a crew of men whose seabags, buried deep in a back closet
still smell of brine, and diesel, and the hearts and souls of men
Who never thought of themselves brave
but thought with foul mouths, and big hearts, whose courage looked straight into the insanity of sinking a ship
on purpose.
Stared it down
and returned from the deep with Neptune's cup, filled with a salty draught.
Am I the only one who sees an old boat,
tied, welded to a pier, dreaming of her glory days
while tourists boggle at things they'd never dreamed possible?
and plots in my mind to set her free, loosening the lines of that old boat
and with the tide waning,
sliding silently into the murky river water,
letting the open current caress her dark, sleek lines once more
And slip out of the river
and out of the harbor
and out, across, and into the open, watery horizon
Where together we dash her face with the brine of open sea,
bringing her senses back to her

I can already feel it, the sudden shuddering, firing of the diesel

the first burst of sooty smoke and then

The surge of life – feeling the innards course with life again.

Am I the only one whose heart is already going on a cruise in an old smoke boat?

Would we try to submerge it?

Damn straight we would!

Riding the lookout stand in the sail, feeling the communion of the sea coming on,

binoculars around my neck, the wind tugging at my face, and my hat, urging me like a Siren to leave the confines of the boat, and be free forever.

But I am not here for the Sea,

I am here for one last ride, to honor this boat

whose engineers, and crew, and officers, used her strength to defend themselves

and the ones they loved

to ride once more in her belly

So I go down, hand over steely rungs, in the familiar sway

that a submariner knows best, swinging my way down,

into a different world. From topside to below, I might as well have transported to the moon.

Nothing of the open sea remains.

This place was my life, it's no good to simply stand here, as a separate thing from the boat. I have to move away from the trunk, and away from the idea of being something distinct, myself, and to become only a part. I am ready to snuggle in to this weapon we called home, and listen to her churn, dozens of mechanical wonders quietly, subtly moving, breathing, pulse flowing. Every step I take, around the conn, deeper into the boat, I shed a layer of individuality, and am absorbed into the boat.

I can feel the machinery all around me, and the subtle roll of the boat at periscope depth. Can you sense the shift in the atmosphere when the hatch closes, and the boat becomes whole. A flurry of alarms, and activity gives way to a calm as the boat leaves the surface, suddenly still. The faint noise and subtle rocking of the surface are gone, and we are abandoned to the deep. I can still feel the gradual calming loss of dependence on the surface – facing that fear that has gripped sailors for centuries, is our purpose. We sink into the sea, no longer merely bobbing above it. The old familiar act of slipping on a set of headphones, of opening myself to the undersea world that few have ever experience, settles me in. I listen, for a time, to the whale's call, the rain's hiss, the distant fishermen's boats churning against their load. And sometimes...every so often, sometimes, I still hear the whispers of other boats, the too-quiet silence in the midst of a pod of shrimp, the single metallic clink that has no reason to be in this chartless deep, and the sense of other men, straining to hear us, not knowing if we're there, hunting, like us. Pursuing, like us. At home in the sea...like us.

The Big Game is long over for these old girls, They cannot compete with the modern boats – they are too loud, their equipment no longer superior. but couldn't we just get one more ride out there, just to give her that one last run. I can see the familiar red-lit passageways. I can see familiar valves, the ones I had to memorize, whose handles taught me to trust – in myself, and in my shipmates who knew them as well or better than I did.

Some handles were cold, and jeweled with sweated condensation from the outside chill. Some were heated – water, air, oil all compressed, lifeblood pushed to its limit to make the ship's systems function. The compartment hatches hung on thick, stout hardware, their weight enough to pinch off fingers. I can feel the unforgiving solidity of the hatchway, and the scar of the gash above my right eyebrow remembers – there is no give, at all, in a hatchway. Flesh gave way without question that day. The weight of the boat is immense.

The smells change going into the engine compartments. Oils, fluids, chemicals that aren't of any use forward, but mark the territory of the heart of this boat, as surely as the musk of a bear marks its den. The thrum of the machinery beats against my head, and I can remember realizing long ago that talking to anyone was nearly pointless here, I sank into my own thoughts, accepting that outer thoughts were in vain. It was here, in nooks and corners of this cacophony of contained sound, nestled between pipes and cables, and bulkhead frames,

that the shallow thoughts that battered my mind were drowned, and I could focus, memorizing diagrams, practicing valve line-ups, touching air outlets, finding fire hoses and flooding kits, remembering breakers, remembering valves, remembering.

Remembering.

Memorizing.

Learning.

Knowing.

I knew this boat.

And not just with my mind. My skin knew it. My bones knew it. My ears knew it. My nose could sense it. My heart knew it. Something that was beyond myself knew it – my crew knew it. No, I didn't just know this boat.

I Lived this boat.

On the crews mess, we sat in predictable areas, the non-quals working through their learning, buzzing in and out of the crews mess with questions, and diagrams, searching for something they could feel but did not yet know. A couple of qualified guys always sat there, ready, either reading, or teaching the youngsters. Others among the qualified hung like a street gang in the torpedo room, sometimes plotting new mischief for the nubs, sometimes for each other. Always something was being plotted. And it was usually mischief. Or making fun of one another's mothers. We waited for the next drill, or the next emergency, or the next exercise, or the next watch. Waiting to go back on battle-stations, and abandon our hope to the will of the gods. HA! No, never to the gods. The gods we knew there in the cold Deep could go to hell. And we'd send them ourselves if we had to. This boat was our turf, and no deity was going to tell us what we could or couldn't do, because by Davy Jone's locker, we had learned to take this boat deep into their turf, and wrest our own fate from their whim. It was in our hands now, in the hands of our knowledge, and practice, and memory, and in the unspeakably horrible weapons we carried. We spoke in the torpedo room of mischief, because we lived in such close company with it, it could not be left alone. We befriended it to keep a watchful eye, lest it try to scurry off and warn the gods of the deep of our coming.

This was what this boat was, an intricate lacework of steel, oil, cable, pipe, steam, electricity, and men. Each gave its identity to the boat. And in return, the boat became a single living being.



Mississippi Law

Lawyers should never ask a Mississippi grandma a question if they aren't prepared for the answer.

In a trial, a Southern small-town prosecuting attorney called his first witness, a grandmotherly, elderly woman to the stand. He approached her and asked, 'Mrs. Jones, do you know me?' She responded, 'Why, yes, I do know you, Mr. Williams. I've known you since you were a boy, and frankly, you've been a big disappointment to me. You lie, you cheat on your wife, and you manipulate people and talk about them behind their backs. You think you're a big shot when you haven't the brains to realize you'll never amount to anything more than a two-bit paper pusher. Yes, I know you.'

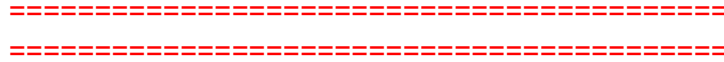
The lawyer was stunned. Not knowing what else to do, he pointed across the room and asked, 'Mrs. Jones, do you know the defense attorney?'

She again replied, 'Why yes, I do. I've known Mr. Bradley since he was a youngster, too. He's lazy, bigoted, and he has a drinking problem. He can't build a normal relationship with anyone, and his law practice is one of the worst in the entire state. Not to mention he cheated on his wife with three different women. One of them

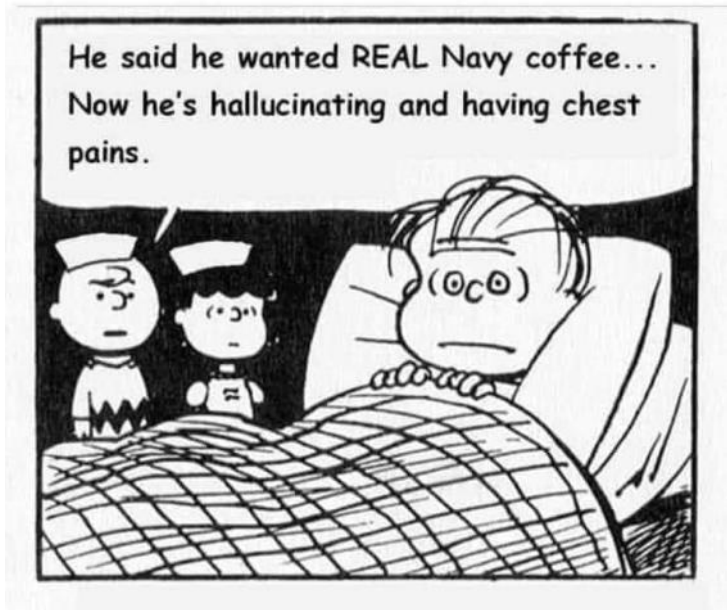
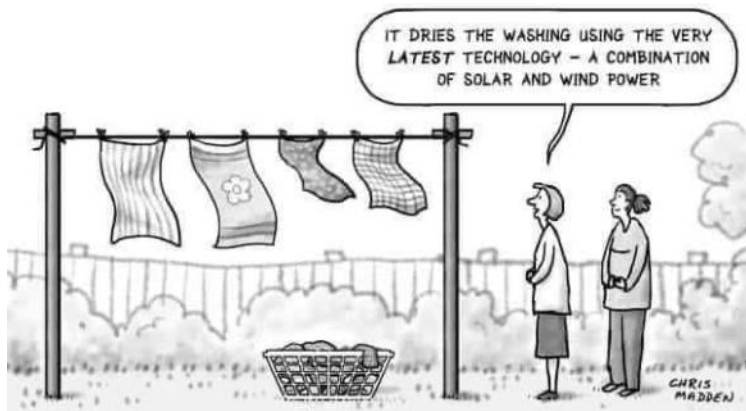
was your wife. Yes, I know him.'

The defense attorney nearly died.

The judge asked both counselors to approach the bench and, in a very quiet voice, said, 'If either of you idiots asks her if she knows me, I'll send you both to the electric chair.'



**Did you hear about the
cheese factory that
exploded in France?**
🧀
**De Brie was
everywhere.**





MORE SHIPMATES IN ACTION

USSVI Central Texas Base Quarterly Social, 3-19-22

Springhill Restaurant, Pflugerville, TX



