



THE DECK LOG

USSVI CENTRAL TEXAS BASE
FEBRUARY 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

BOATS ON ETERNAL PATROL FEBRUARY



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CENTRAL TEXAS BASE OFFICERS

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Treasurer Virgil Claycamp	512-632-4852	vclaycamp@yahoo.com

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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

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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://ussvicentratexasbase.org/>

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

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

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.



2012, 2013, 2016,
2018, 2019, 2020,
2021

2010, 2014,
2017, 2020

2020 Base

2021
Rick Mitchell
Bill Scott

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>



<http://www.subforce.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/>



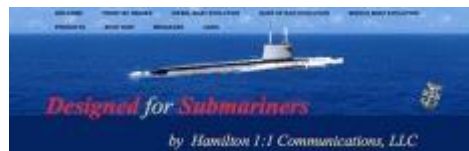
<http://www.submarinesailor.com>



<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/>

TOLLING OF THE BOATS – FEBRUARY

"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 Barbel (SS-316)

Lost on Feb 4, 1945 with the loss of 81 officers and men on her 4th war patrol. Based on Japanese records, she was bombed near the southern entrance to the Palawan Passage. Barbel sent a message reporting that she had been attacked three times by enemy aircraft dropping depth charges and would transmit further information on the following night.



USS Shark I (SS-174)

Lost on Feb 11, 1942 with the loss of 59 officers and men on her 1st war patrol. Shark was the 1st US submarine sunk by enemy surface craft in the Pacific. She was most likely sunk by depth charges.



USS Amberjack (SS-219)

Lost on Feb 16, 1943 with the loss of 72 officers and men on her 3rd war patrol. Off Rabaul, she was attacked by a Japanese patrol plane, attacked by a torpedo boat and then depth charged by a subchaser. She reported having been forced down on the 13th by two destroyers, and that she had recovered an enemy aviator from the water and taken him prisoner. All further messages to the vessel remained unanswered.



USS Grayback (SS-208)

Lost on Feb 27, 1944 with the loss of 80 officers and men on her 10th war patrol. She appears to have been caught on the surface in the East China Sea by a Japanese carrier plane whose bombs made a direct hit. During this patrol she sank 4 ships totaling 21,594 tons and was tied for 11th in the number of ships sunk.



USS Trout (SS-202)

Lost on Feb 29, 1944 with the loss of 81 officers and men on her 11th war patrol. She was sunk by escorts in the middle of the Philippines Basin after sinking a passenger-cargoman and damaging another in a convoy. She carried out several notable special missions, including carrying over two tons of gold bullion out of Corregidor in February 1942. Trout topped off with fuel at Midway and was never heard from again. Japanese records indicate that one of their convoys was attacked by a submarine on 29 February 1944 in the area assigned to Trout. Possibly one of the convoy's escorts sank the Trout.



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



27MC BASE ANNOUNCEMENTS

BASE COMMANDER'S REPORT



Hello Shipmates,

This year has already started off with a bang. We had a great meeting in January with 35 in attendance including 2 guests. We had Nick Cordova join via Zoom from El Paso. Nick was a guest of Chip Pomeroy and served on a Trident out of Bangor and is an A-Ganger. We enjoyed meeting you Nick and hope to see you around some more. We also had Mark Schrepferman join our meeting. Mark was a crew member of the USS Cavalla and is part of the team coordinating the Cavalla reunion that happens the same time our Lone Star Subvet Round-Up takes place in Galveston April 8-10. We will be attending and participating in their ceremony pier side along the USS Cavalla SS-244. Thank for joining us for the meeting Mark. It was also good to see some faces we have not seen for some time including John Zieser, recovering from back surgery and some new faces including Chris Munn who recently joined our base from Lampasas. Thanks to everyone who came in person and on-line and made this a very good meeting.

All the meeting details are included in the minutes included in this newsletter. A lot went on so please be sure to read them. I am not going to rehash everything we went over but did want to highlight a couple of things. First thing I am very excited to talk about is that we are finally kicking off our Shipmate Check program. After you all selected me as the BC for our base one of my goals was to personally meet and talk to each of our members. At the time we had 52 members and there were about 15 that were just names on a piece of paper to me as I had never seen, heard or spoke to any of them. Well now we have 82 members, and it is growing increasingly difficult to keep up with everyone. There are even a few of those names left, I think 3. I realize some of our members really don't want anything more than to be left alone and get their magazine and newsletter and that's perfectly fine with me. However, I still think it would be good to have an idea of where everyone is at, any needs they may care to share, etc. This came to light again this year during our dues collection process we found out that one of our members has recently been placed in a hospital and does not have a great outlook. This just happens to be one of the guys I have never met or talked to and that just gnaws at me. On the boats we had over 100 crew many coming and going all the time, yet I think I knew every one of them. I know its different out here but I think we can do a little better. Our shipmate Jerry Schmidt who we just buried was struggling with severe health issues for a year before he died. I never knew that. I don't know if the family didn't want us to know or just was not aware that we were there. Based on conversations with his son it is my belief that visits, or calls from us would have been very well accepted. Last week I stopped by a member's house and this guy used to be very active with us and was actually one of our base officers. I speak to him probably every 6 months or so if that. Anyway, when we were talking, I forget what prompted the comment but he said "well since I stopped coming you are the only one who ever reached out to me and talked to me". I'm not saying this to brag or make anyone feel bad, but it is what it is. Of course, these guys can reach out to us anytime they want but then again, I find our submarine background makes most of us very capable yet prideful and stubborn when it comes to reaching out and letting folks know where we are. That being said we now have 8 volunteers who each have a group of folks assigned to them and hopefully we can keep a little bit better in touch and maybe even build some new relationships.

We also swore in a new base treasurer. Virgil Claycamp was voted in by you all to relieve Joe Keller in this important role for our base. I think most everyone of you have had the opportunity to meet and work with Joe throughout the years and I'm sure you all are aware how much work he has put into supporting our base. He has put in countless hours supporting our base and USSVI and I want to say here how much I truly appreciate his efforts. Not only was Joe a good treasurer but more importantly I am fortunate as many of you are to be able to say he is a Friend, a great Shipmate and our Brother. Thanks Joe! for everything you have done and will continue to do for our base and the USSVI.

Rick Mitchell, 512-639-0035, Rmitch2@yahoo.com

[CTB Base Web Page](#)

[CTB Base Face Book Page](#)

[USSVI Face Book Page](#)

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USSVI CENTRAL TEXAS BASE MINUTES – JANUARY 19, 2022

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Location: Georgetown VFW Post 8587, Georgetown, TX and Zoom.

Meeting opened at 19:02 by Rick Mitchell, Central Texas Base Commander.

E-Board was present with the exception of Vice Commander Gene Hall

Sailing List: 34 Total, Local 21, Zoom 12 with 2 Zoom Guests.

Binnacle List: Bob Steinman, Gene Whitenack, Jack and Linda Collins, Charles Matula(?), Don Atkins' Son In Law- Brain Surgery, Bill Strawser, cancer.

Invocation: Led by Chuck Malone.

Pledge of Allegiance: Led by Hubert Jackson

Tolling of the Boats - January: By Rick Mitchell

History of the USS Sculpin (SS-191) : By Eric Heter, Base Historian.

Officer and Committee Reports

Treasurer's Report (Joe Keller/Virgil Claycamp)

\$25,416.09 General (\$940.00 in uncleared checks)
\$3,973.23 Memorial
\$28,449.75 Total as of 1 Jan 2022

Kaps 4 Kids (Shawn O'Shea) The same 'hold' on interacting with the Kids is in place due to COVID restrictions.

Parade (Tom Sprague): Next Event is not yet known.

Memorial Rick Mitchell, The project is stalled as the contractor went out of business. Calvin Story has been meeting with the City of Round Rock to stay informed of future progress. Round Rock is working on a new project at Yonder's Point.

Membership (Chuck Malone) 82 Total, 37 Base Life/45 USSVI National Life, 39 Holland, 69 War Vets.

10 New Members in 2022. 2 members yet to pay dues. Many Subvets have not made the decision to join yet.

Eternal Patrol in 2021: Larry Walts and Jerry Schmidt.

Birthdays 2022: 2Jan David Paulson, 17Jan Fred Mass, 19Jan Bob Lind, 20Jan Bob Slobod, 28Jan Ray Holloway.

NONE in Feb.

Unfinished, Ongoing and Old Business

2021 Christmas Party 18Dec2021: Had a Great Turnout of approximately 64 folks. Lots of people helped in making it a success and it is much appreciated.

Sailor of the Year 2021: Frank Espinosa was voted by the Membership to be our Sailor of the Year. Congratulations!

Base Officers 2022:

Base Commander Position not up for Reelection in this cycle. Rick Mitchell

Vice Commander, Gene Hall and **Yeoman**, Frank Abernathy continue in their duties.

New Base Treasurer, Virgil Claycamp..

All ran unopposed with one 'write in' for Rick Mitchell as Vice Commander.

Virgil Claycamp and Frank Abernathy were sworn In by Tom Williams; USSVI Central Region Director.

Base Treasurer: Joe Keller has served for 6 years as our base treasurer and is stepping down now. We

appreciate all of Joe's efforts serving the base in this role. The base voted unanimously for Virgil Claycamp to relieve Joe Keller and serve as our new base treasurer, effective 1 Jan 2022. As Virgil will be serving as our base treasurer the address for the existing RBFCU accounts will also now change to: Central Texas Base-USSVI, 30006 Bumble Bee Dr., Georgetown, TX 78628.

Recent POC's:

2022-03 New Awards Manual
2022-02 Retired and Dependent ID Cards
2022-01 AS Magazine Link
2021-77 Amazon Smile (USSVCF)
2021-76 National Officers
2021-75 USSVCF Fund Appeal

New Business.

March Social: The March Social will be at the Springhill Catfish Restaurant in Pflugerville on 19Mar22 at 1300. We've been there before and they have a good buffet and a room we can meet in.

A Motion was made by Joe Keller, Seconded by Frank Espinosa and approved by the membership.

Shipmate Check Program:

A new program is being started so that we can better keep in touch with our Shipmates and ensure that are doing well and to determine if they need help with anything. There are currently 8 Volunteers who have been assigned, or picked, some shipmates to check-in with at least quarterly by voice as well as Face to Face Visits from time to time.

If you are interested in helping, Please Contact Rick Mitchell. Currently Mike Gauthier, Chuck Malone, Bill Brinkman, Sam Amato, Hubert Jackson, Rick Mitchell, Carl Repp and Curt Weber.

2nd Annual Lone Star Subvet Round-Up!

This Year's Event will be in Galveston, TX from April 8th to the 10th, 2022.

Celebrating the Submarine Force's 122nd Birthday! Friday evening BBQ, Saturday Morning Ceremony at Sea-wolf Park and a Saturday Evening Banquet. For more information call 512-639-0035 or visit the Central Texas Base Facebook Page.

May 21st Tolling Ceremony

This will be hosted by P.C. Stryker Base and will be held at the National Museum of the Pacific War in Fredericksburg, TX. The Silent Service Motorcycle Club (SSMC) will have their Annual Rally that weekend as well. This is on a Saturday and Starts at 09:00, so Rise and Shine Early to get there, or stay the night before at a local hotel.

Custom Ball Caps Order

Custom Texas theme brimmed ballcaps are being made for all bases in the district. Individuals can pick colors of their choice. In addition to the custom orders a **Motion was put forward by Fred Maynard that 10 each of the Blue and Khaki ball caps with the Texas Flag colors on the Brim and the following, top to bottom on the front: U.S. Submarine Veterans (then Gold or Silver Dolphins) and then Central Texas Base.** The Motion was seconded by Joe Keller, followed by an **Amended Motion by Joe Keller to include 6 each of the 'Low Profile' Khaki hats.** That motion was Seconded by Calvin Story and approved by unanimously by the membership. The cost for the Caps will be approximately \$20 each and an additional \$5+ for two custom lines of text on the back side of the cap.

USSVI Longevity Pins

The Base would like to start providing '**Longevity Pins**' to recognize members who have been with the USSVI, starting with 1 year and then every 5 years after. The cost to the base will be approximately \$5 each and the initial purchase will be around \$400 with an estimated cost of < \$100 per year after.

After a discussion, a Motion was made by Bill Scott, Seconded by Harry Ullman and approved by a unanimous vote of the members present.

Base sponsored Blood Drive. The base discussed holding a blood drive with the Red cross. A Few members have issues with the Red Cross so the discussion was tabled for now. Will look into other providers and

we will revisit this proposal.

Things to be Thinking About:

Memorial Day Tolling Ceremony, Where?

Trailer for Base Use. Rick Mitchell purchased a personal 16 foot insulated trailer that he is offering for BASE USE. If the Base decides to use it to haul our materials, Flags, Stands, Etc. to events we participate in, and decides to put USSVI Related Graphics on it; those costs and Annual Vehicle Registration would be reimbursed by the base. Open for discussion. Please think about these for the next meeting.

Tom Williams, Central Region Director:

The USSVI National MidTerm Meeting will be via Zoom in April 2022, if you are interested in viewing and listening (microphones muted), let him know.

The USSVI Website is still experiencing pains getting all the DATA ported from the Old to the New, he will keep us up to date on the progress.

The 2022 USSVI Annual Convention is still on for August in Buffalo, New York.

Good of the Order

50/50 Raffle – \$38 Cash was won by John Zieser and a Gift Bag from Coy Smith of Coffee and Macadamia Nuts from Coy’s recent Hawaiian Trip was won by Tom Sprague.

Next Meeting – 17Feb2022.

Sailing List: Base Members: Local at the VFW Post 8587

Frank Abernathy, Harry Boyer, Virgil Claycamp, Frank Espinosa, Mike Gauthier, Eric Heter, Hubert Jackson, Joe Keller, Chuck Malone, Fred Maynard, Dale Messing, Shawn O’Shea, Garrett Onderdonk III, Garrett Onderdonk IV, Tom Sprague, Calvin Story, Harry Ullmann, Curt Webber, Tom Williams and John Zieser, Rick Mitchell.

Members via Zoom:

Ron Bennett, Bill Brinkman, Jeff Linder, William McCoy, Chris Munn, John Odom, Christopher Pomeroy, Bill Scott, Roy Silva, Derald Vogt, Gene Whitenack and Vern Williams.

Guests via Zoom:

Nick Cordova (Chris Pomeroy’s Guest) and Mark Schrepferman of the USS Cavalla Foundation

Meeting Adjourned by Rick Mitchell, 2030 hours

Minutes submitted by Frank Abernathy, Secretary, 22Jan2022

Minutes Approved by Rick Mitchell, Base Commander,



<i>CENTRAL TEXAS BASE MEMBERSHIP</i>	
Report presented to Base Commander w/copy to Yeoman.	
Members listed in Central Texas Database	82
Regular Annual Members	26
Associate Members	1
Base Life Members	37
Base National Life Members	47
Holland Club Members	39
Dual Members	4
Prospective Members:	0
War Veterans	69
Members pending:	0
Submitted: Chuck Malone, Membership	

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BASE TREASURER'S REPORT

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15 January 2022

Financial Report for Period Ending 12/31/2021

Beginning Balance - 12/1/2021	\$30,444.49
RBFCU Checking (General Fund)	\$25,416.09
RBFCU Savings (Memorial Fund)	\$3,973.23
Uncleared Checks	-\$940.00
Ending Balance	\$28,449.32

Submitted: Virgil Claycamp, Treasurer

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STOREKEEPER CORNER

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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.

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BINNACLE LIST

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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.

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

Prayers for Bill Strawser dealing with a cancer diagnosis.

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.

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CALENDAR OF EVENTS

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

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

19 March 2022, Central Texas Base Quarterly Social, Springhill Catfish Restaurant in Pflugerville, 1300.

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

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

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.

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KAP(SS) 4 KID(SS)
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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)

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CHAPLAIN'S CORNER
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CALLING ALL SUBMARINERS!

Come join us in Galveston, TX April 8-10, 2022
for the 2nd Annual Lone Star Subvet Round-Up!

A gathering for all Submariners and their families and
celebrating the Submarine Force's 122nd Birthday



**2022 Lonestar
Subvet Round-Up**

Galveston, Tx
April 8-10, 2022

Come spend the
weekend or just a day!
Friday Evening BBQ Picnic
Saturday Morning Ceremony
@ Seawolf Park
Saturday Evening Banquet

Rooms for \$159/night @ Homewood Suites
on Seawall Blvd. (requires 2 night stay)
[Click Here for Room Reservations](#)
Room Block closes 7 March, 2022

Camping/RV at Sandpiper Resort
on the beach right accross from
Homewood Suites
Call 1-409-765-9431 for reservations

Many Great Door Prizes
throughout the weekend!

For more information
call 512-639-0035



All Profits go to the
USSVI Charfitable
Foundation

All,

I spoke with Vena of Sandpiper RV Resort, and she gave me more information. Travel Trailers must be in good condition and look presentable. All guests must call for reservations (409-765-9431), no block reservations. At this time, they have many sites available but this will probably change by mid-January. Sites must be reserved for two (2) nights on weekend. You may cancel the reservation without cost up to one week in advance. I have attached the site map for reference.

Rates for our weekend:

Sites 1A -15/ 25-30 (Back in) = \$80/night
Sites 18-24A (Pull thru) = \$85/night
Sites 32-40 (Back in/ outside fence) = \$75/night
Sites 16, 17, 31 (Premium Beach front) \$90/night

Sunday thru Thursday, the rate is \$10/night less. A 10% discount is applied for military/veteran, AARP, AAA, and Good Sam's.

Website is <https://www.sandpiperrvresort.com/>

This RV Resort is across Seawall Boulevard from the Lone Star Round-up designated hotel. The swimming pool and hot tub will be open, and Vena said that by April the pool will have warmed up.

There are other RV Parks further south along Seawall Boulevard, and I will inquire about them if anyone shows interest, The State Park is fifteen (15) miles away and has only a few sites available for our time period.

If you have any questions, please contact me,

Tom Williams
USSVI Central Region Director
512-632-9439
texsubvet@1791.com

"Tenacity Dick... stay with the bastard until he's on the bottom."
Cdr. Dudley "Mush: Morton to Lt. Richard "Dick" O'Kane aboard USS
Wahoo (SS 238)

2022 Lonestar Subvet Round-Up

April 8-10, 2022

Galveston, Texas

Name: _____
Guest: _____
Guest: _____
Guest: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ Email: _____
Base if USSVI Member: _____

I'll be staying at Homewood Suites or Other area Hotel
 I'll be camping at Sandpiper RV Resort or Other area campground
 I'll be coming for day trips only

Registration Fee \$10 single \$15 Couple/Family Total _____
Helps to offset costs and provide each registrant 1 or 2 door prize chances

8 April 2022 1800 Welcome Aboard BBQ Dinner \$25 per # _____ Total _____
Dinner to be provided by Queens BBQ
Location expected to be Seawolf Park
2 Meat BBQ Plate w/ 2 sides and deserts. Non-Alcoholic beverages provided. BYOB (no glass allowed!)

9 April 2022 1800 - 2200 Dinner Banquet @ Fishermans Wharf \$50 per # _____ Total _____
Dinner to be 3 or 4 entrée full buffet
Live Music playing an assortment of music
Door Prize drawings for those in attendance
50/50 winner drawn (attendance not required)

50/50 Drawing - Proceeds go to remaining balance on any event costs then to USSVI Charitable Foundation
Drawing to be held about 2100 during the Banquet
Presence not required (but preferred) to win
_____ \$5 each Total _____
There will be opportunity to purchase more 50/50 tickets at the events
There will also be opportunity to purchase more door prize tickets at the events

9 April 1000 Ceremony held at USS Cavalla at Seawolf Park
Information only attendance not required but we encourage all to attend
Ceremony planned to honor Lost Boats, Sub Force Birthday and highlighting the USS Cavalla
USS Cavalla is inviting us to be part of their Reunion Ceremony
Total Money _____

Please mail or email registration form and checks payable to: USSVI Central Texas Base
Rick Mitchell or rmitch2@yahoo.com
2000 CR 100
Georgetown, TX 78626
*CC and PayPal payment available upon request (3% service charge)
*CTB recieves no funds from this event just using this account for accounting



The following selected articles are part of Undersea Warfare News weekly news bulletin emails during the month of January 2022.

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

Defense production expansion could bring help to region's submarine industry

Sten Spinella, The Day, January 3

President Joe Biden's move last week to expand defense production capability could bring help to the region's submarine building industry, which has been hard hit by supply chain and manpower issues.

The Navy and shipbuilding industry have reported as recently as this month that they are dealing with supply chain issues, shortfalls and delays caused by the COVID-19 pandemic, as well as workforce, production, supplies and space problems. Electric Boat President Kevin Graney has said in public statements multiple times during the pandemic that the company has had low staffing levels due to the coronavirus while hiring new employees also slows the construction process. Suppliers also have their own workforce issues, according to Electric Boat and the White House.

"I find that action to expand the domestic production capability for these supply chains is necessary to avert an industrial resource or critical technology item shortfall that would severely impair national defense capability," Biden said in a White House-issued memo on Dec. 21. "Ensuring a robust, resilient, and competitive domestic defense industrial base that has the capability, capacity, and workforce to meet the Virginia Class submarine undersea warfighting mission is essential to our national security."

According to the Defense Production Act, or DPA, that the White House invoked to expand production of Virginia-class submarines, presidents in general can, in order to "create, maintain, protect, expand, or restore domestic industrial base capabilities essential for the national defense," purchase "an industrial resource or a critical technology item for government use or resale," encourage the "mining of critical and strategic materials" and "the development of production capabilities," among other actions.

Biden has used the DPA for other pandemic-related issues, including vaccine production and distribution of tests. He is classifying this as a pandemic-related issue, since it affected the supply chain and has slowed production of the submarines, which are "essential to the national defense."

Virginia-class submarines are being built at the rate of two per year, although Congress is considering increasing that number to "something more than two boats per year," according to the Congressional Research Service.

"Scaling the production of Virginia Class Attack Submarines will ensure the U.S. Navy can meet its missions to maintain open sea lanes for global communication and commerce, enhance diplomatic partnerships, and grow a robust underwater warfare capability," the Department of Defense said in a news release. "Through the DPA, the U.S. Navy can make key investments with the manufacturers and suppliers executing the submarine shipbuilding plan."

The Day reported in June that problems with parts on the Navy's Virginia-class submarines failing faster than predicted could lead to more work for private shipyards such as Electric Boat.

“It’s just not every day that the president of the U.S. designates the importance of production capability of a particular program like the Virginia Class sub program,” U.S. Rep. Joe Courtney, D-2nd District, said Wednesday. “Clearly this is part and parcel of a strategic review which has been going on for the last year by the new administration that recognizes our undersea mission is essential to our national security.”

Courtney noted that the new \$770 billion defense bill, signed by Biden last week, has money in it meant to help EB with workforce, supply chain and production capability issues.

“Biden’s order dovetails with the defense bill, which just passed both houses,” Courtney said. “Biden is sort of foot stomping how important and essential this whole production system is as well as not losing ground.”

Courtney said about 6,000 suppliers feed into the Virginia-class program, noting that this number needs to grow so that “you don’t have a part for a submarine where there’s only one supplier because that’s pretty fragile. If that company goes out of business or just stops producing, you’re sort of stuck.”

He also pointed out the benefit of the Asia-Pacific security pact among the U.K., U.S. and Australia.

“The pact opened up another door in terms of more work in Groton because Australia has fewer than 30 million people and they have no experience in terms of nuclear propulsion technology,” he said. “The U.K. and the U.S. do have submarine construction programs, and there’s no question they’re going to be part of Australian production, which is still a ways off — there’s an 18-month analysis going on right now.”



Report on Virginia-class Attack Submarine Program

Not Attributed, USNI News, January 4

From the report:

The Navy has been procuring Virginia (SSN-774) class nuclear-powered attack submarines (SSNs) since FY1998, and a total of 34 have been procured through FY2021. Since FY2011, Virginia-class boats have been procured at a rate of two per year. Virginia-class boats scheduled for procurement in FY2019-FY2023 are being procured under a multiyear procurement (MYP) contract. Most Virginia-class boats procured in FY2019 and subsequent years are to be built with the Virginia Payload Module (VPM), an additional, 84-foot-long, mid-body section equipped with four large-diameter, vertical launch tubes for storing and launching additional Tomahawk missiles or other payloads. When procured at a rate of two boats per year, VPM-equipped Virginia-class SSNs have an estimated procurement cost of about \$3.45 billion per boat.

The Navy’s proposed budget requests the procurement of the 35th and 36th Virginia-class boats. The two boats have an estimated combined procurement cost of \$6,915.8 million (i.e., about \$6.9 billion). The two boats have received \$1,888.3 million in prior-year “regular” advance procurement (AP) funding, and \$778.2 million in Economic Order Quantity (EOQ) funding, which is an additional kind of AP funding that can occur under an MYP contract. The Navy’s proposed FY2022 budget requests the remaining \$4,249.2 million needed to complete the two boats’ estimated combined procurement cost of \$6,915.8 million. The Navy’s proposed FY2022 budget also requests \$2,120.4 million in AP funding for Virginia-class boats to be procured in one or more future fiscal years, bringing the total amount of procurement and AP funding requested for the Virginia-class program to \$6,369.6 million (i.e., about \$6.4 billion).

A key issue for Congress concerns the SSN force-level goal and procurement rate. The Navy’s current force-level goal, which was released in December 2016, calls for achieving a maintaining a fleet of 355 manned ships, including 66 SSNs. On December 9, 2020, the Navy released a long-range Navy shipbuilding document that called for a Navy with 382 to 446 manned ships, including 72 to 78 SSNs, plus additional large surface and underwater unmanned vehicles (UVs). On June 17, 2021, the Navy released a long-range Navy shipbuilding document that calls for a Navy with 321 to 372 manned ships, including 66 to 72 SSNs, plus additional large surface and underwater UVs.

Under the Navy’s FY2020 30-year (FY2020-FY2049) shipbuilding plan, SSNs would be procured at a steady rate of two per year. Under the December 9, 2020, document, SSNs would be procured at a rate of three boats per year during the period FY2035-FY2041 and two and two-thirds boats per year (in annual quantities of 2-3-3) during the period FY2042-FY2050. The June 17, 2021, document suggests that the SSN procurement would eventually be increased to something more than two boats per year. In assessing the future SSN force-level goal and procurement rate, factors that Congress may consider include but are not necessarily limited to the following:

- U.S. national security strategy and national defense strategy and the contributions that SSNs make to ful-

- filling those strategies;
- the funding that would be needed each year to procure SSNs and operate and support the SSN force and the potential impact of SSN-related funding requirements, given potential future U.S. defense levels, on funding available for other Navy or Department of Defense (DOD) programs; and
 - the capacity of the submarine construction industrial base to take on additional work that would be generated by procuring an average of more than two SSNs per year.



USS Louisiana, last of the Ohio class to be refueled, leaves dry dock

Josh Farley, Kitsap Sun, December 30

BREMERTON — 818 days.

That's how long the USS Louisiana submarine remained in a dry dock berth at the Puget Sound Naval Shipyard, as workers refueled its nuclear reactor and extended the life of the boat by 20 years.

The critical overhaul of a submarine that patrols the oceans armed with nuclear weapons was called the most comprehensive of any completed on the 18 boats of the Ohio class by shipyard leaders.

"Despite many challenges, including the COVID-19 pandemic, unexpected new work items, and competing shipyard priorities, the Louisiana team kept a positive attitude in support of this undocking," said Capt. Jip Mosman, commanding officer of the Puget Sound Naval Shipyard.

The 560-foot-long Louisiana entered the shipyard's dry dock 4 on Sept. 11, 2019. It emerged on Dec. 7, 2021, most of the way through what's known as the Engineered Refueling Overhaul, or ERO.

The shipyard said the last refueling of an Ohio class vessel is also the most all-inclusive ever completed, with more than 6.5 million man-hours contributed to the project. That adds up to more than 800,000 workdays, 100,000 more than the last refueling of the shipyard of the USS Maine. Navy leaders did not disclose the cost of the Louisiana's refueling project, but the USS Maine's was \$371 million.

The boat's berthing areas were also expanded to make it possible for enlisted women sailors to serve on board. Submarines were among the last assignments in the military where women weren't allowed to serve, but that changed in 2011 with the first female officers.

Among the other work: Louisiana's emergency diesel generator was overhauled, its shaft replaced and several of its tanks were inspected and repaired. A new streamlined tactical system was also installed and its control station and radio room upgraded. Hydraulic, plumbing, air and seawater systems were also repaired.

Ken Rogers, the shipyard's superintendent on the project, said in a statement that Louisiana's sailors had been integral partners in completing the dry dock work.

"They were instrumental in ensuring work controls met timelines and personnel were always available to support testing and evolutions to support system restoration," Rogers said.

The boat was commissioned in 1997 as part of what the Navy calls its most important mission: "Strategic deterrence." The Louisiana, now among 13 other submarines, is armed with 20 nuclear missiles when patrolling the seas with its alternating blue and gold crews. The sub, hidden under the waves, can respond to a nuclear first strike on the country, making it the "most survivable leg" of the country's nuclear triad, which also includes bombs and land-based nuclear weapons.

Commissioned in 1997, the Louisiana arrived in Puget Sound in 2005 following a 58-day, 18,000-mile voyage from Kings Bay, Ga., around the tip of South America.

The Louisiana was involved in a collision in August 2016 when one of its accompanying blocking vessels in and out of Puget Sound collided with the submarine in the Strait of Juan de Fuca. No injuries were reported. The shipyard made at least \$10 million in repairs to the submarine, including its sonar dome.

The shipyard has been using the Louisiana's work to test out a process known as the Naval Sustainment System, with the aim of speeding up critical work on Navy vessels.



Use of Defense Production Act critical to sub production

Not Attributed, The Day, January 10

At a time when many of us were busy planning our holiday gatherings, President Joe Biden with little fanfare signed a memorandum aimed at easing supply chain tangles for the submarine building industry. The move uses the Defense Production Act and recognizes the vital role of the Virginia class submarine to the nation's defense.

"I find that action to expand the domestic production capability for these supply chains is necessary to avert an industrial resource or critical technology item shortfall that would severely impair national defense capability," Biden wrote in the Dec. 21 memo. "Ensuring a robust, resilient and competitive domestic defense industrial base that has the capability, capacity and workforce to meet the Virginia class submarine undersea warfighting mission is essential to our national security."

The DPA, rooted in the Korean war era, allows presidents broad powers to reorient manufacturing to prioritize items considered vital to the national interest. President Biden, as did President Trump before him, used the DPA to boost production of items that were critically needed during the COVID-19 pandemic. DPA was used, for example, to bolster production of much-needed personal protective equipment and vaccines.

While those previous pandemic-related moves were essential to the nation's public health, the Dec. 21 presidential action is just as essential to the nation's defense. In addition, the move is particularly good news for the region. First, the president calls the mission of the Virginia class submarine essential to national security. Second, and most important, the move should help ensure the continuation of robust submarine manufacturing at the Electric Boat shipyards in both Groton and Quonset Point, Rhode Island into the future.

The shipyards, and both the existing and anticipated future expanded workforce at Electric Boat, are vital to a healthy regional economy. This includes the engineering and design workforce at Electric Boat's New London facility.

The move also comes at a critical juncture for submarine manufacturing as both the Navy and shipbuilders are reporting supply chain shortfalls and delays, as well as workforce, production, supplies and space problems.

While we all have become well-acquainted with various supply chain and workforce shortage issues during the pandemic, problems plaguing the defense industry are far more serious than having our latest Amazon order be delayed or not finding our favorite brands at the supermarket. If submarine production is tied in knots, a national security risk could result.

In an opinion piece published earlier this month in the Connecticut Mirror, U.S. Rep. Joe Courtney, D-2nd District, who heads the House Seapower and Projection Forces Subcommittee, pointed out the essential roles submarines play. He wrote about illegal activities by both the Chinese and Russian navies, for example. China has encroached on territorial waters in the Philippines and Vietnam and Russia has claimed sea control and seized Ukrainian naval ships in the Black Sea and north Atlantic. While missile technology developed by both countries puts U.S. Navy surface ships at risk, U.S. submarines are not vulnerable to these missiles, Courtney pointed out.

Virginia class submarines are currently being built at a rate of two per year. Congress is considering increasing that number.

"Scaling the production of Virginia Class Attack submarines will ensure the U.S. Navy can meet its missions to maintain open sea lanes for global communication and commerce, enhance diplomatic partnerships, and grow a robust underwater warfare capability," according to a recent news release by the Department of Defense.

We agree invoking the DPA for this vital national defense need was the right move. Further, we commend the president's action.

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Caudle: Russian, Chinese Submarine Threat Taken Seriously

Richard R. Burgess, Seapower Magazine, January 12

ARLINGTON, Va. — A senior Navy admiral said the U.S. Navy takes seriously the increasingly lethal submarine forces of Russia and China but that the U.S. Navy is increasingly able to counter that threat.

"Make no mistake about it: submarines are lethal," said Adm. Daryl Caudle, commander U.S. Fleet Forces Command, speaking Jan. 12 at the Surface Navy Association's annual symposium in Arlington. "They are really, really good at what they do — China and Russia. They are quite motivated. ... It is a major threat vector for us."

Caudle said he is happy to report that the Russian and Chinese submarine threat is taken seriously.

“I don’t think any time in my history have I ever seen undersea warfare taken as a team sport more so than in this current stage,” he said. “It is practiced, it is command and controlled properly now, it is through a spectrum. It is not uncommon that our surface forces are holding contact on enemy submarines for a majority that we hold contact. The cueing and the ability to vector in MPRA [maritime patrol reconnaissance aircraft] to gain contact has probably never been better than it is now.

“So, this full-spectrum approach that has been going on I quite healthy,” Caudle said, noting that it is easy for a ship to worry about weapon-engagement zones “and the next thing you know there’s going to be two torpedoes there that you didn’t predict.

“So, we need to be very wide-eyed about that threat,” he said. “I think we are, and I think we’re going the right way, and that’s being well-practiced.”

Caudle also noted the “Holy Grail” of undersea warfare since the development of nuclear-powered submarines which could stay submerged for long periods has been effective command and control of the submarines.

“We’ve grown over time to be very mission-command oriented,” he said. “But you’ve still got to communicate because you’ve got to mass the effects at the right place and the right time.”

He said communicating with submarines at depth and speed is a full-spectrum effort with systems on board surface ships, MPRA, submarines, fixed systems and with partners and allies.

“Essentially, we’re getting the oceans and areas of interest wired to communicate with submarines,” he said, noting the systems allow the brevity needed to assure communications security so submarines can avoid coming to periscope depth to communicate.

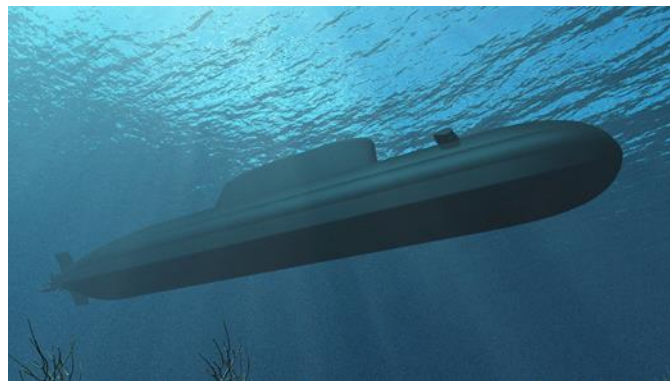


More Submarine News



Our First Look At Israel’s New Dakar Class Submarine Reveals A Very Peculiar Feature

<https://www.thedrive.com/the-war-zone/43951/our-first-look-at-israels-new-dakar-class-submarine-reveals-a-very-peculiar-feature>



Concept art of the Dakar class reveals an unusually long sail, which may indicate an upgrade to Israel’s second-strike nuclear deterrent.

By Thomas Newdick, January 20, 2022

The Israeli Navy’s next-generation submarine, the Dakar class, to be built in Germany, will be entirely different from the Dolphin class boats the service currently operates. Most obviously, it appears to feature a much-enlarged sail, revealed in a computer-generated artwork released today by ThyssenKrupp Marine Systems (TKMS), the prime contractor. There is also growing speculation that the submarines will have provision for a vertical launch system (VLS). This feature is [still extremely rare](#) on conventionally powered submarines and would be a new development for the Israeli Navy, providing significant additional strike capacity.

An agreement was reached [today](#) between TKMS and the Israeli Ministry of Defense on the sale of three *Dakar* class submarines. While Israel has long planned to acquire new submarines from Germany, framework conditions for the deal were formally agreed by both parties “after extensive negotiations,” according to TKMS.

The three Dakar class submarines will replace the Israeli Navy's first batch of three [Dolphin class submarines](#), also built in Germany, which were commissioned between 1999 and 2000. The new tranche of submarines will be built in Kiel, in northern Germany, which also manufactured a second group of six *Dolphins*. Those latter boats are known as the *Dolphin II* class and they differ from their predecessors in featuring air-independent propulsion (AIP), a concept you can [read more about here](#).

"We, as ThyssenKrupp Marine Systems and Germans, are honored and proud to continue the long cooperation — spanning decades — with the Israeli Ministry of Defense and the Israeli Navy," said Dr. Rolf Wirtz, CEO of TKMS, in a [statement](#). "The new class of submarine will provide Israel with the most advanced capabilities, based on an innovative, cutting-edge technology."

The agreement further cements the close relationship between TKMS and the Israeli Navy, with the company having also completed four *Sa'ar 6* class corvettes for the service. These powerful warships, which you can [read more about here](#), are the country's largest surface combatants.

TKMS describes the Dakar class as "a completely new design, which is to be specifically engineered to fulfill the operational requirements of the Israeli Navy." In the official rendering released today, the arrangement of the cruciform rudders of the new submarine appear broadly similar to those found on the Dolphin class and the concept art of the future [Type 212CD](#) design that will be produced for both Germany and Norway. However, the same art shows that *Dakar's* hullform has notable differences from those of these other designs and, most notably, features a significantly longer sail.

The reason for the extra sail length is unclear and it should be pointed out that this artwork may be provisional, with the final design possibly looking different. Nevertheless, the fact that the sail has been illustrated in this way would seem to suggest that it's a major feature that is currently intended for the class.

Having more space inside the sail could be very useful for the Israeli Navy's concept of submarine operations, in which special operations missions have long played a prominent role. An enlarged sail would be one way of gaining more mission space for special operations teams and their equipment, perhaps with an integrated wet and dry compartment for deploying the teams and their gear.

The same kind of internal arrangement could be suitable for deploying unmanned underwater vehicles (UUVs) or unmanned aerial vehicles, which are fast becoming [a more familiar feature](#) of submarine operations. Additional internal space would also be useful for expanded command and control facilities, or for supporting various types of intelligence, surveillance, and reconnaissance (ISR) capabilities.

Another traditional reason for a large sail, especially on a smaller submarine, is to house bigger missiles. The first generation of Soviet-designed ballistic missile submarines, for example, carried their missiles in the sail. That could be the plan for the *Dakar* class and it wouldn't be the first conventionally powered submarine to gain a submarine-launched ballistic missile (SLBM) capability. South Korea's [Dosan Ahn Changho class](#) attack submarines each have [six SLBM tubes](#), albeit fitted in the hull rather than the sail.

However, while South Korea does not possess nuclear weapons and its SLBMs are currently conventionally armed, Israel does have a nuclear capability, although it maintains a strict policy of secrecy in this regard.

Using their torpedo tubes, at least some of the current Dolphin class submarines are believed to be able to launch [Popeye Turbo](#) cruise missiles adapted to carry nuclear warheads. The *Dakar* class is likely to have a similar capability, although there is currently no sign that Israel is working on a new SLBM, whether nuclear or conventionally armed. That doesn't mean that such a program does not exist though.

Should the enlarged sail be intended to contain missiles, it would accommodate vertical launch system (VLS) cells. These could be used to launch additional cruise missiles, for extra overall capacity, while also freeing up the torpedo tubes for their primary weapons. New types of missiles might also be better accommodated by VLS cells, perhaps even including hypersonic weapons that would likely be too large for the torpedo tubes. Above all else, significantly extending the length and upgrading the Popeye Turbo missile would provide Israel with the ability to strike targets over longer ranges, which would enhance the country's second-strike deterrent by a significant degree. These missiles may be too long to be stored and deployed vertically from the hull, but a VLS that extended through the sail would be able to accommodate their length. A mix of these updated weapons now, and possibly a ballistic missile later, is also a possibility.

Whatever weapons the *Dakars* might carry, it seems very likely that Israel is seeking a [more robust second-strike capability](#) in light of [Iranian developments](#) in particular and continuing fears that Tehran might suddenly decide to [pursue a nuclear weapon](#).

There is also the possibility that the roles and missions for the *Dakar* class might be viewed somewhat differ-

ently from older Israeli Navy submarines in general, due to the country's growing interest in being able to project naval power further beyond its shores. This is also reflected in the *Sa'ar 6* class, which offers a new capability to project power out [into the Mediterranean](#) and maybe even beyond.

Interestingly, only hours before the latest TKMS concept artwork became available, H. I. Sutton, an author and an expert on submarine warfare, [pointed to rumors](#) that the *Dakar* class could eventually emerge with VLS cells.

The last of the *Dolphin IIs*, *INS Drakon* is now undergoing sea trials off the coast of northern Germany. "It is possible that the submarine may have been increased in length compared to earlier boats of the same class," Sutton [writes](#), raising the possibility that it might feature some of the changes planned for the *Dakar* class. If this were the case, *INS Drakon* could be intended as a testbed to try out future technologies for the new class.

It's not clear if *INS Drakon* might be equipped with VLS cells as well, let alone whether those cells would be located in the hull or the sail. However, a suggestion that *INS Drakon* is larger than the previous *Dolphin IIs* might be found in [recent reports](#) that the total cost of those three submarines has doubled, from \$2.05 billion in 2017 to \$4.1 billion today. Part of the explanation for that considerable price hike could be larger physical dimensions for *INS Drakon*, and perhaps other advanced features, such as VLS cells.

Overall, it seems likely that the *Dakar* class will indeed have some kind of VLS capability, both as a means of increasing overall magazine capacity, as well as introducing the possibility to carry new and more advanced missiles that would supersede the Popeye Turbo in both conventional and nuclear land-attack roles, as well as for anti-ship strike.

The secrecy that surrounds Israeli submarine programs, and operations will surely endure, but the *Dakar* class is slowly emerging as a fascinating and potentially extremely important part of the Israeli military machine.

Contact the author: thomas@thedrive.com



Is Sweden's Blekinge-Class the Quietest Submarine in Europe? | The National Interest

<https://nationalinterest.org/blog/reboot/swedens-blekinge-class-quietest-submarine-europe-199657>

By [Caleb Larson](#), January 22, 2022

Here's What You Need to Remember: Saab says the Blekinge-class is resistant to mines and depth charges for greatly improved survivability. Full-scale shock tests were conducted using depth charges just feet away from the hull—with a *full crew aboard*—to ensure both onboard electronics and the hull's resistance to shocks.

Saab's Gotland-class recently enjoyed a refit, and is very quiet—the U.S. Navy even leased the first of the class, the *HMS Gotland* for two years in order to evaluate the sub's capabilities and to improve their own anti-submarine techniques against a peer adversary. The Gotland-class is very stealthy, but pales in comparison to Sweden's upcoming Blekinge-class, represented by two hulls, the *HMS Blekinge* and *HMS Skåne*.

Ghost

Saab's Ghost stealth technology, which stands for Genuine HOlistic STEalth, is Saab's quietest technology ever—and even quieter than their upgraded Gotland-class submarine. This incredibly low acoustic signature is achieved through a variety of means. The Blekinge-class makes use of rubberized mounts and baffles inside the submarine to reduce noise cause by on-board machinery or crew. Additionally, frames within the sub are filled with "acoustic damping plates" that absorb ambient sound from within the submarine.

Additionally, Saab claims that all interior surfaces are optimized to minimize noise, including "flexible hoses and compensators; and specifying maximum flow speed in air ducts, minimum bending radius on cables and pipes, and the design of out-board holes and cavities."

The submarine's exterior is also optimized for reduced noise. Saab says that the Blekinge-class uses a new hull shape and fin design that reduces hydrodynamic noise caused by water flowing along the hull surface and fins. Amazingly, the sub's radar cross-section has also been taken into consideration and reduced through a careful mast design.

Air-Independent Power

In addition to above mentioned silencing features, perhaps the most significant is the Blekinge-class' air-independent power technology. While the Blekinge-class is non-nuclear, it leverages a Stirling engine to remain submerged for longer than would otherwise be possible with conventional diesel generators.

Though complex, the Saab explains how the Stirling engine works, "in a Stirling engine, the necessary heat is produced in a separate combustion chamber and transferred to the engine's working gas, operating in a completely closed system. The working gas forces the pistons in the engine to move, thus producing mechanical energy." The Stirling engine is both more efficient, and has a very low acoustic and infrared signature.

Saab says the Blekinge-class is resistant to mines and depth charges for greatly improved survivability. Full-scale shock tests were conducted using depth charges just feet away from the hull—with a *full crew aboard*—to ensure both onboard electronics and the hull's resistance to shocks.

Postscript

Thanks to the high level of thought given to the class' design, the Blekinge-class could be one of the quietest submarine class ever built once they're finished.

Caleb Larson holds a Master of Public Policy degree from the Willy Brandt School of Public Policy. He lives in Berlin and writes on U.S. and Russian foreign and defense policy, German politics, and culture.



The following selected history articles is a calendar listing of submarine activities as part of Undersea Warfare News weekly news bulletin emails on these days during the months of January 2022 in Undersea Warfare History

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

January 3, 1945 | USS Kingfish (SS 234) attacks a Japanese convoy in the Bonin Islands sinking a Japanese army cargo ship and two freighters 200 miles north of Chichi Jima.

January 4, 1944 | USS Bluefish (SS 222) and USS Rasher (SS 269) attack a Japanese convoy off French Indochina; Bluefish sinks a merchant tanker while Rasher damages another tanker. Also on this date USS Cabrilla (SS 288) sinks a Japanese freighter off Cape Padran, French Indochina while USS Tautog (SS 109) sinks a Japanese freighter off southern Honshu.

January 5, 1776 | The first Continental Navy squadron is ordered to sea by Congress to seek the British off coasts of the Carolinas and Rhode Island and in the Chesapeake Bay.

January 6, 1945 | USS Tuna's (SS 203) 13th and final war patrol began as it left Saipan, Marianas Island, to take position off the west coast of Borneo. From January 28-30, 1945, Tuna conducted a special mission, reconnoitering the Northeast coast of Borneo.

January 7, 1945 | USS Picuda (SS 382) received a contact report from Barb and closed a convoy in the Straits of Formosa to inflict severe damage with four torpedo hits on the 10,045-ton tanker Munakata Maru.

January 10, 1944 | After sailing on its fifth war patrol for the South China Sea, USS Tinosa (SS 283) landed an intelligence team and its supplies at Labian Point, North Borneo, under cover of darkness on January 20, before proceeding to the Flores Sea.

January 11, 1944 | Torpedo bombing aircraft from USS Block Island (CVE 21) make first aircraft rocket at-

tack on German submarine, U-758.

January 12, 1942 | USS Pompano (SS 181) sank the 16,000-ton Yawata, as it came out of Wotje Harbor.

January 13, 1943 | USS Guardfish (SS 217) sank a 1,300-ton cargo ship.

January 14, 1944 | Five U.S. Navy submarines sink five different Japanese vessels in and around the Pacific Ocean. USS Albacore (SS 218) sinks Japanese destroyer Sazanami 300 miles off Yap; USS Scamp (SS 277) sinks the tanker Nippon Maru off Sorol Island; USS Guardfish (SS 217) sinks tanker Kenyo Maru south-east of Palau; USS Seawolf (SS 197) sinks tanker Yamazuru Maru off Okinawa, and USS Swordfish (SS 193) sinks transport Yamakuni Maru off Hachijo Jima.



More History



US Naval Undersea Museum

January 11 at 11:30 AM ·



Lt. Carl Kimmons was the first and only U.S. Navy mess attendant to serve in all enlisted ranks (Seaman Recruit through Master Chief) and become a commissioned officer.

Kimmons enlisted in 1940 at age 20 and made four war patrols on USS Plunger (SS 179) and three on USS Parche (SS 384) during World War II. After all rates were opened to Black service members, Kimmons became one of the first stewards to change ratings in October 1947. His transfer to yeoman was only permitted because he accepted a demotion to a second class petty officer.

As a yeoman, Kimmons served aboard USS Medregal (SS 480) and USS Sea Robin (SS 407), rising to the rank of master chief by the late 1950s. In 1961, Master Chief Kimmons was selected for the "Chief to JG" program, attended Officer Candidate School, and was commissioned as a limited duty officer. In this capacity, he served at the Naval Submarine School, Submarine Development Group Two, and Navy Underwater Sound Laboratory before retiring as a lieutenant in 1970 with 30 years of service.

Post-Navy, Kimmons earned a master's degree and taught social studies for 22 years. He was also a pilot who flew his personal airplane, a Cessna 140 tail dragger, for 26 years. Kimmons died in 2016 at age 96.

[#FacesOfTheDeep](#)



USSVI OFFICIAL BUSINESS



USSVI OFFICIAL BUSINESS: SubVet News - #2022-001

NEWS-01: 2022 Issue 1 American Submariner Magazine online

Submitted by: Wayne Standerfer, National Commander on 1/3/2022



Shipmates,

To be assured all of our members receive this message it will be sent twice, first as a National Bulletin followed up by going through the Regional Directors and District Commanders.

Due to a continuing situation out of our control, we cannot upload the American Submariner 2022 1st Quarter Edition to our current website.

As a temporary workaround, we have made this latest edition available by the use of Google Drive.

Please click on or copy and paste the following link into your web browser which will open this current edition for your viewing.

<https://bit.ly/31ICPtH>

This link is for USSVI Members in good standing only. It is not to be shared with anyone outside of our organization.

All the Best and please take care,
Wayne Standerfer
USSVI National Commander

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USSVI OFFICIAL BUSINESS: SubVet News - #2022-002

NEWS-01: Retiree and dependents ID info

Submitted by: John Dudas, USSVI VSO Officer on 1/18/2022

Shipmates,

Please take note of this last-minute request from DoD.

Renew Your ID Cards Now: ID cards for retirees and their dependents have changed to the Next Gen USID cards which are being issued now. To reduce the risk of exposure during the COVID-19 pandemic, DOD electronically extended the expiration dates of ID cards. DOD has requested that retirees and their dependents who were extended under the above conditions renew their cards before they expire on January 31, 2022. Extensions of ID cards for dependents of active-duty service members, and Reserve and National Guard service members and their dependents expired on Oct. 31, 2021

DOD will not issue any further extensions, so schedule your appointment today!

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USSVI OFFICIAL BUSINESS: SubVet News - #2022-003

NEWS-01: 2022 National Awards Manual

Submitted by: Harold W (Bill) Scott on 1/19/2022

Shipmates,

The 2022 National Awards Manual is posted on the USSVI.org website. See: https://www.ussvi.org/Documents/Awards_Manuals_2022_USSVI_Awards_Manuals.pdf. This message requires the use of Internet Explorer to view. See separate message from RDs and CDs to download the attached .pdf file. (ed.-1/19/22)

The manual has been revised and includes several changes and editorial modifications including removing redundancies. Some history and background about the awards program has been added. Also changed was the deletion of the Selection Committee members. The 2021 Selection Committee members will be asked to continue in that role for 2022 through a separate communication prior to the start of the nomination period.

Note the important timelines and deadlines for submitting USSVI National Awards Nominations

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

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USSVI OFFICIAL BUSINESS: SubVet News - #2022-004

NEWS-01: Expired military ID cards

Submitted by: John Dudas, USSVI VSO on 1/19/2022

Shipmates,

I have received numerous emails concerning expired military ID Cards, even member retired ID cards with expiration dates.

The quick answer is "YES" they are required to be replaced and the second one is if your ID card still has a Social Security Number on the ID Card, it also needs to be replaced because the Social Security Number is being replaced with another number identifying you in the DEERS system.

The following website should answer a majority of your questions, but you can call the nearest ID Card facility for any more information that you require.

Hope this helps answer the many emails that I have received.

<https://www.hardquestionstoanswer.com/2022/01/19/when-can-i-get-my-retired-military-id/>

John Dudas
USSVI Veterans Service Officer



USSVI OFFICIAL BUSINESS: SubVet News - #2022-005

NEWS-01: 2024 National Convention

Submitted by: Ozzie Osentowski, Nat Conv. Chair on 1/19/2022

Shipmates,

The USSVI National Convention Committee is seeking a base or bases to serve as host for the 2024 USSVI National Convention. The 2021 National Convention in Orlando was co-hosted by the Central Florida and Snug Harbor Bases. This arrangement was very successful and the hosts split the \$16,000 convention profit.

District and Base Commanders talk to your membership. If there is any interest in hosting or co-hosting the 2024 National Convention, please have them call me at (734) 658-9196 or by e-mail at ussronquil@yahoo.com.

Richard "Ozzie" Osentoski
USSVI National Convention Chairman



USSVI OFFICIAL BUSINESS: SubVet News - #2022-006

NEWS-01: January 2021 VSO Newsletter

Submitted by: John Dudas, USSVI Veterans Service Officer on 1/20/2022

Shipmates,

Navy Blasted as Ineffective on Capitol Hill as Budget Crisis Looms

https://www.military.com/daily-news/2022/01/12/navy-blasted-ineffective-capitol-hill-budget-crisis-looms.html?ESRC=navy-a_220119.nl

Millions of Tricare Beneficiaries Left Out of COVID-19 Test Reimbursement Plan

https://www.military.com/daily-news/2022/01/14/millions-of-tricare-beneficiaries-left-out-of-covid-19-test-reimbursement-plan.html?ESRC=navy-a_220119.nl

5 More States Make Military Retirement Tax Free

https://www.military.com/daily-news/2022/01/10/five-more-states-make-military-retirement-tax-free.html?ESRC=mr_220117.nl

You May Be Getting a Bigger Pay Raise than Expected This Year

https://www.military.com/benefits/military-pay/you-may-be-getting-bigger-pay-raise-expected-year.html?ESRC=mr_220117.nl

State Tax Information for Military Members and Retirees

https://www.military.com/money/personal-finance/state-tax-information.html?ESRC=mr_220117.nl

NEW LAWS ON THE BOOKS TO BENEFIT CALIFORNIA VETERANS, FAMILIES

<https://calvetconnect.blog/2022/01/07/2022-laws/>

Navy Adds 2 Weeks to Boot Camp

https://www.military.com/daily-news/2022/01/07/navy-adds-2-weeks-boot-camp.html?ESRC=navy-a_220112.nl

Navy Boots First Batch of COVID-19 Vaccine Refusers

https://www.military.com/daily-news/2022/01/06/navy-boots-first-batch-of-covid-19-vaccine-refusers.html?ESRC=mr_220110.nl

Veterans with Other than Honorable Discharges May be Eligible for VA Benefits and Upgraded Discharge Status

<https://www.military.com/veterans-other-honorable-discharge-eligible-benefits-upgrade-status.html>

2021 W-2 Distribution Schedule

https://www.military.com/benefits/military-pay/mypay-tax-documents-schedule.html?ESRC=mr_220103.nl

You Can Now Renew Your Passport Online

https://www.military.com/daily-news/2021/12/22/you-can-now-renew-your-passport-online.html?ESRC=mr_211227.nl

DoD Cuts Stateside Cost-of-Living Allowances for Thousands in 2022

https://www.military.com/daily-news/2021/12/22/dod-cuts-stateside-cost-of-living-allowances-thousands-2022.html?ESRC=mr_211227.nl

The VA Said It Would Cover Gender Affirmation Surgeries. Trans Vets Are Still Waiting.

https://www.military.com/daily-news/2021/12/20/va-said-it-would-cover-gender-affirmation-surgeries-trans-vets-are-still-waiting.html?ESRC=mr_211227.nl

More Marines Discharged Over Vaccine Refusal, Total at 169

https://www.military.com/daily-news/2021/12/23/more-marines-discharged-over-vaccine-refusal-total-169.html?ESRC=mr_211227.nl

Navy Will Offer Free Maternity Uniforms to Hundreds of Expectant Sailors

https://www.military.com/daily-news/2021/12/22/navy-will-offer-free-maternity-uniforms-hundreds-of-expectant-sailors-next-year.html?ESRC=mr_211227.nl

John Dudas
VSO

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Have an eagle life ahead.....

I was waiting in line for a ride at the airport. When a cab pulled up, the first thing I noticed was that the taxi was polished to a bright shine. Smartly dressed in a white shirt, black tie, and freshly pressed black slacks, the cab driver jumped out and rounded the car to open the back passenger door for me.

He handed me a laminated card and said: 'I'm Wasu, your driver. While I'm loading your bags in the trunk I'd like you to read my mission statement.'

Taken aback, I read the card. It said: Wasu's Mission Statement:

To get my customers to their destination in the quickest, safest, and cheapest way possible in a friendly environment.

This blew me away. Especially when I noticed that the inside of the cab matched the outside. Spotlessly clean!

As he slid behind the wheel, Wasu said, 'Would you like a cup of coffee? I have a thermos of regular and one of decaf.'

I said jokingly, 'No, I'd prefer a soft drink.'

Wasu smiled and said, 'No problem. I have a cooler up front with regular and Diet Coke, lassi, water, and orange juice.'

Almost stuttering, I said, 'I'll take a lassi since I've never had one before.'

Handing me my drink, Wasu said, 'If you'd like something to read, I have Good Housekeeping magazine, Reader's Digest, The Bible, and a Travel + Leisure magazine.'

As they were pulling away, Wasu handed me another laminated card, 'These are the stations I get and the music they play, if you'd like to listen to the radio.'

And as if that weren't enough, Wasu told me that he had the heater on and asked if the temperature was comfortable for me.

Then he advised me of the best route to my destination for that time of day. He also let me know that he'd be happy to chat and tell me about some of the sights or, if I preferred, to leave me with my own thoughts.

'Tell me, Wasu,' I was amazed and asked him, 'have you always served customers like this?'

Wasu smiled into the rear view mirror. 'No, not always. In fact, it's only been in the last two years. My first five years driving, I spent most of my time complaining like all the rest of the cabbies do. Then I heard about power of choice one day.'

'Power of choice is that you can be a duck or an eagle.'

'If you get up in the morning expecting to have a bad day, you'll rarely disappoint yourself. Stop complaining!'

'Don't be a duck. Be an eagle. Ducks quack and complain. Eagles soar above the crowd.'

'That hit me right,' said Wasu. He continued and said, 'It is about me. I was always quacking and complaining, so I decided to change my attitude and become an eagle. I looked around at the other cabs and their drivers. The cabs were dirty, the drivers were unfriendly, and the customers were unhappy. So I decided to make some changes. I put in a few at a time. When my customers responded well, I did more.'

'I take it that has paid off for you,' I said.

'It sure has,' Wasu replied. 'My first year as an eagle, I doubled my income from the previous year. This year I'll probably quadruple it. My customers call me for appointments on my cell phone or leave a message on it.'

Wasu made a different choice. He decided to stop quacking like ducks and start soaring like eagles.

Have an eagle life ahead.....

—Adapted

I hope we all decide to soar like an Eagle and not quack like a duck.

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An Old Farmer's Advice:

- Your fences need to be horse-high, pig-tight, and bull-strong.
- Keep skunks, bankers and lawyers at a distance.
- Life is simpler when you plow around the stump.
- A bumble bee is considerably faster than a John Deere tractor.
- Words that soak into your ears are whispered...not yelled.

- Meanness don't jes' happen overnight.
- Forgive your enemies, it messes up their heads.
- Do not corner something that you know is meaner than you.
- It don't take a very big person to carry a grudge.
- You cannot unsay a cruel word.
- Every path has a few puddles.
- When you wallow with pigs expect to get dirty.
- The best sermons are lived not preached.
- Most of the stuff people worry about ain't never gonna happen anyway.
- Don't judge folks by their relatives.
- Remember that silence is sometimes the best answer.
- Live a good and honorable life. Then when you get older and think back, you'll enjoy it a second time.
- Don't interfere with somethin' that ain't botherin' you none.
- Timing has a lot to do with the outcome of a rain dance.
- If you find yourself in a hole the first thing to do is to stop diggin'.
- Sometimes you get and sometimes you get got.
- The biggest troublemaker you'll probably ever have to deal with watches you from the mirror every mornin'.
- Always drink upstream from the herd.
- Good judgment comes from experience and a lotta that comes from bad judgment.
- Lettin' the cat outta the bag is a whole lot easier than puttin' it back in.
- If you get to thinkin' you're a person of some influence try orderin' somebody else's dog around.
- Live simply. Love generously. Care deeply. Speak kindly.
- Leave the rest to God.



The Spoon

Last week, we took some friends out to a new restaurant, and noticed that the waiter who took our order carried a spoon in his shirt pocket. It seemed a little strange.

When the waiter brought our water and cutlery, I noticed he also had a spoon in his shirt pocket. Then I looked around and saw that all the staff had spoons in their pockets.

When the waiter came back to serve our soup I asked, "Why the spoon?" "Well," he explained, "the restaurant's owners hired Andersen Consulting to revamp all our processes. After several months of analysis, they concluded that the spoon was the most frequently dropped piece of cutlery. It represents a drop frequency of approximately 3 spoons per table per hour. If our staff are better prepared, we can reduce the number of trips back to the kitchen and save 15 man-hours per shift."

As luck would have it, I dropped my spoon and he was able to replace it with his spare. "I'll get another spoon next time I go to the kitchen instead of making an extra trip to get it right now." I was impressed.

I also noticed that there was a string hanging out of the waiter's zip on his trousers. Looking around, I noticed that all the waiters had the same string hanging from their flies. So before he walked off, I asked the waiter, "Excuse me, but can you tell me why you have that string right there?"

"Oh, certainly!" Then he lowered his voice. "Not everyone is so observant. That consulting firm I mentioned also found out that we can save time in the rest-room. By tying this string to the tip of you know what, we can pull it out without touching it and eliminate the need to wash our hands, shortening the time spent in the rest-room by 76.39 per cent."

I asked "After you get it out, how do you put it back?"

"Well," he whispered, "I don't know about the others, but I use the spoon."

