



UNITED STATES SUBMARINE VETERANS



“To Honor Those Who Serve, Past, Present & Future”

October 2022

Volume 23, Issue 10

**Lest We Forget —
“The USSVI Submariner’s Creed”**

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

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News Brief

1. **Next Meeting:** At 1100, third Saturday of each month at the Knollwood Sportsman’s Club. Mark your calendars for these upcoming dates:
 - a. **October 15**
 - b. **November 19**
 - c. **December 17**
2. **Duty Cook Roster:**
 - a. October – Maurice Young
 - b. November – Herman Mueller
 - c. December – Clay Hill
3. **October Birthdays:** Tom Polzin 13th. Happy Birthday, Shipmate.
4. You can get ahead of the curve and send **your 2023 dues** to Bret Zacher. See page 10 for his contact information.

Crash Dive Meeting Minutes September 17, 2022

1) Call to Order 1114

2) Attendance –

- a) Frank Walter
- b) Herman Mueller
- c) Maurice Young
- d) Chris Gaines
- e) Bret Zacher
- f) Manny Garmendez
- g) Clayton Hill

3) Reports:

a) Secretary's Report

- i) IL Submarine plate passed & requires call campaign
 - (1) Petitions not required, call campaign to follow
 - (2) Follow up with Scott Jaklin and John Connon
- ii) Black arm band tradition for memorial services?
 - (1) Base patch armbands with embroidery
 - (2) Check quality of embroidered polo shirts when they arrive
- iii) Oct 2nd, 8th Annual Project22 MKE: walk-run-ride. Sign-up <https://bit.ly/Proj22MKE>
 - (1) Clay to bring his golf-cart for 2.2mi "ride"

b) Treasurer's Report

- i) Funds in GLCU: Checking \$1,707.64, Savings \$2,050.00 (\$1,060.00 for Cobia)

- ii) Crash Dive Memorial: \$6,084.30; Cobia Drydock: \$5,010.00; Petty Cash: \$100
 - (1) Balance adjustments to follow from last month
 - (2) Dues collection coming up: Base \$15; National \$25
- iii) USSV Charitable Foundation needs publicity/public relations talent
 - (1) Fundraising was tough, but reached goal at Buffalo convention
 - (2) Add Navy Memorabilia to your last will and testaments (who to contact)

c) Committee Reports

- i) Newsletter – Chris Gaines
 - (1) Newsletters published and up to date
- ii) Membership – Chris Gaines
 - (a) Dues?
 - (1) Dec 31st deadline, costs covered in treasure report
 - (2) Paying national dues only reverts you to "Member at Large"
- iii) Community Outreach– Bret Zacher
 - (1) Reaching out to NTC(Naval Station)/RTC: No place for recruiting active duty due to no submarine sailors; few Recruit Division Commanders

- (2) Opportunity to recruit submarine volunteers; some support may be needed later
- (3) Sending American Submariner subscriptions to active commands: goal was 5/boat

iv) Hospitality – Bret Zacher

v) Webmaster – Frank Voznak, Jr. [ABSENT]

- vi) Storekeeper – Herman Mueller
- (a) Poloshirt order update
 - (1) Sample proof passed around; invoice and shirts to follow

vii) Eagle Scout – Ted Rotzoll [ABSENT]

4) Old (Unfinished) Business

- a) WWII Chicago Memorial
- i) Paver program update? Installation planned by Veteran's Day (11 Nov 22)
 - ii) Engraving company requires 50 brick minimum; looking into using smaller engraving company. Veteran's Day likely too late into winter for install.
- b) New Website:
- i) Login issue with anyone listed with suffix (i.e. Jr., Sr., III, MD, Ph.D, etc).

- (1) Everyone should have gotten 2 emails from national about logging in
- (2) Help logging in can be done at monthly meetings
- (3) Currently up and running with new improvements coming

- ii) Functionality report
- (1) Each member should be able to edit their own

c) Website Liaison Petty Officers Training

- i) Two positions, likely Secretary and Membership. Training?
- ii) Base officers to receive training on website functions

5) New Business

- a) Report on Operation Handshake?
- i) No attendees; Great Lakes Base meeting was attended instead

6) Good of the Order

- a) Holiday Plans
- i) Toys for Tots donations in Oct: bring a new toy to next meeting, email with details to follow
- b) Duty Cook
[CHOW FOR TODAY BUNGLED BY SECRETARY TYPO; DINING OUT AFTER MEETING TODAY]
- i) October – Maurice

- ii) November – Herman
- iii) December – Clay
- iv) January – Chili Dump!

7) SOUND Klaxon

- a) Next Meeting is 15 October 2022 @ KSC

8) Adjourn 1220

POST SCRIPT

MOTION TO DONATE \$100 TO KSC FOR FUNDRAISER; CARRIES UNANIMOUSLY

Lost Boats

USS O-5	(SS-66)	10/24/23
USS S-44	(SS-155)	10/07/43
USS Wahoo	(SS-238)	10/11/43
USS Dorado	(SS-248)	10/15/43
USS Seawolf	(SS-197)	10/04/44
USS Escolar	(SS-294)	10/17/44
USS Darter	(SS-227)	10/22/44
USS Shark II	(SS-314)	10/24/44
USS Tang	(SS-306)	10/25/44

USS Nautilus Returns to NHHC Fleet

31 August 2022
 From Chief Petty Officer Torrey Lee, Naval **History and Heritage Command**

Before closing in 2021, USS Nautilus (SSN-571) served as an exhibit at the Submarine Force Museum that allowed patrons to embark on the only nuclear submarine open to the public. During the scheduled closure, Nautilus received \$36 million in refurbishments and preservation maintenance.

“Nautilus revolutionized not only submarine warfare, but all of naval warfare. The capability to operate virtually indefinitely without need to surface to run Diesel engines or recharge batteries gave it an immense tactical advantage,” said Naval History and Heritage Command’s (NHHC) Director, Samuel Cox. “Today we forget the existential nature of the Cold War, which drove the incredible pace at which Nautilus was conceived, designed and built, truly a testament to American ingenuity. NHHC is proud to deliver this vessel back to the public and give future generations an opportunity to see it.”

Nautilus was towed to Naval Submarine Base New London in 2021 for dry-dock and refurbishment. Structural maintenance, such as the ship’s wooden deck replacement, repairs to the vessel’s superstructure, and restorations to the ship’s hull were performed to extend the vessel's longevity.

Following repairs, Nautilus returned to NHHC’s fleet of naval artifacts on Aug. 4, 2022. The vessel will remain ported in the Thames River, adjacent to the Submarine Force Museum.

NHHC's mission is to preserve and present naval artifacts, and as this vessel remains at sea on the Thames River, the ship’s crew and museum staff are excited to welcome the public aboard.

Commissioned in 1954, Nautilus was not only the world’s first nuclear-powered submarine, but also the world's first submarine to reach the North Pole in 1958. Serving for 26 years, the ship decommissioned in 1980 with 2,500 dives and deploying 510,000 miles fueled by nuclear power. This vessel is now the official ship of the state of Connecticut.

“Our submarine force has long been at the forefront of defending our nations’ freedom in a dangerous world” said Cox. “The accomplishments of the crews of the Nautilus over the years, serve as inspiration to those who serve in submarines today on missions every bit as important to our national security as those of the past. We encourage the public, and submariners of today, to visit Nautilus to get a sense of what the ‘Silent Service’ has done, and continues to do, for our nation.”

The Submarine Force Museum in Groton Connecticut is scheduled to host a ceremony on Sept. 9, 2022, at 12:30 pm to commemorate the vessel's return to the public. Media inquiries should be directed to the New London Public Affairs office at (860) 694-5980.

NHHC, located at the Washington Navy Yard, is responsible for preserving, analyzing, and disseminating U.S. naval history and heritage. It provides the knowledge foundation for the Navy by maintaining historically relevant resources and products that reflect the Navy's unique and enduring contributions through our nation's history and supports the fleet by assisting with and delivering professional research, analysis, and interpretive services. NHHC comprises many activities, including the Navy Department Library, the Navy Operational Archives, the Navy art and artifact collections, underwater archeology, Navy histories, ten museums, the USS Constitution repair facility, and the historic ship Nautilus.

For more information on USS Nautilus:

<https://www.history.navy.mil/browse-by-topic/ships/submarines/uss-nautilus.html>

Remember When ... A Soviet Nuclear Submarine Sank off the Coast of Bermuda

Someone salvaged some of the missiles and their warheads, and it doesn't take Sherlock Holmes to figure out who.

www.popularmechanics.com

By [Kyle Mizokami](#)

Published: Oct 3, 2022



National Archives

- On this day in 1986, a [Soviet nuclear submarine](#) off the coast of Bermuda caught fire and sank.
- The sub's thermonuclear warheads and [nuclear reactors](#) went down with the ship.
- Although most of the warheads and reactors are still down there, some of the warheads—and the [missiles](#) containing them—were counted as missing two years later.

One of the most dangerous incidents at sea during the [Cold War](#) took place on this day 36 years ago in the middle of the Atlantic Ocean. The Soviet Navy submarine *K-219* caught fire and ultimately sank, killing three of her crew. Adding to the tragedy were the losses of the ship's [thermonuclear warheads](#) and

nuclear reactor, which threaten to unleash an environmental disaster if they are not someday recovered.

On October 3, 1986, K-219 was cruising approximately 600 miles northeast of the island of Bermuda. The ballistic missile submarine was designed to carry nuclear-tipped missiles within range of the United States as part of the USSR's nuclear deterrence. A month after departing the Soviet Northern Fleet's Gadzhiyev submarine base, K-219 was conducting launch drills, preparing for the day it might launch its nuclear-tipped missiles at the eastern seaboard of the United States.

K-219 was a "Yankee"-class submarine, a NATO intelligence designation likely referencing the submarine's uncanny resemblance to early George Washington-class U.S. Navy ballistic missile submarines. Unlike previous Soviet missile submarines, which stored their long missiles in the sail, the Yankee class stored shorter, more compact missiles in the hull behind the sail, in a raised hump, just like American submarines. (North Korea's nuclear submarines, for example, still carry their more primitive missiles in the sail.)

At 420 feet long, with a beam of 38 feet, the Russian submarine was a long and slender nuclear-armed predator. K-219 had a maximum dive depth of 1,029 feet and a crew of approximately 120. Powered by two OK-700 90-megawatt nuclear reactors, she could travel at 27 knots underwater and had a range limited only by her food and water supply.



An artist's concept of a submerged Yankee-class submarine launching an R-27 nuclear missile.
Department of Defense

K-219 also bristled with armament: in addition to six 533-millimeter torpedo tubes and 18 torpedoes, the submarine carried 16 R-27U submarine-launched ballistic missiles (SLBMs). Each R-27U had a range of 1,900 miles. Its accuracy—measured in circular error probable (CEP), or the maximum distance from the target in which half of the warheads will fall—was 1.2 miles. This relatively poor accuracy required a big, civilization-smothering warhead to make up for it; as a result, each missile carried one megaton thermonuclear warhead or three individual 200-kiloton warheads. To illustrate K-219's destructive firepower, one megaton equals 1,000 kilotons, with the atomic bomb dropped on Hiroshima, Japan rated at just 16 to 17 kilotons.

On that day in 1986, K-219 was sailing submerged in the Sargasso Sea when a missile fuel leak sparked an explosion. After battling the explosion and fire, the crew was also forced to manually shut down the reactors, a standard procedure aboard a nuclear-powered ship to prevent the fire from breaching the reactors. The accident

killed four crew members (one of whom died while shutting down the reactors) and injured an unknown number more.

After three days of fighting to save the ship, the Soviet commercial ship Krasnogvardeysk took it under tow. The tow cable abruptly snapped and K-219 sank in 18,000 feet of water. In high-level conversations, Soviet officials stated they believed the hull would implode at 2,296 feet.



An aerial starboard bow view of K-129, showing damage to the missile hatch on the starboard side. This photo was likely taken by a U.S. Navy P-3C Orion patrol aircraft.
Department of Defense

The accident resulted in the loss of at least 16 thermonuclear warheads, as well as two nuclear reactors. Admiral Vladimir Chernavin, then the head of the Soviet Navy, explained to Soviet leadership that the high explosive and plutonium aboard each nuclear warhead were contained in metal spheres. The spheres would gradually corrode in the salt water, Chernavin explained, and “a corrosion process will begin, which will lead to the spread of radioactivity.” However, the radioactivity would be limited and would not reach the surface, he said. Chernavin also explained that the two reactors would corrode and spill radioactivity, but “that would happen very slowly, over decades.”

Releasing toxic plutonium into the ocean would cause an ecological disaster, threatening the surrounding environment, fish stocks, and possibly even nearby shipping lanes. Plutonium decays very slowly, with a half-life of 24,000 years, meaning that half of the material released into the ocean will still be around in 24 millennia, contaminating the environment.



The Soviet Union sent the battlecruiser Kirov to the vicinity of K-219's sinking, but even the Soviet Navy could not maintain vigil over the site indefinitely.
Department of Defense

The U.S. government quickly became aware of K-219's plight, sending P-3C Orion patrol aircraft to monitor efforts to save the submarine and even offering assistance. But Soviet leadership was more worried about the possibility that the United States could raise the submarine and learn its secrets. Premier Mikhail Gorbachev, the last leader of the Soviet Union, twice mentioned the possibility that Americans could raise the ship. Gorbachev and the Politburo were apparently aware of Project Azorian, the CIA's secret operation to raise another sunken Soviet missile submarine, K-129, off the coast of Hawaii in 1974.

Stephen Schwartz, a nonresident senior fellow with the Bulletin of the Atomic Scientists, says there are several notable things about the incident. “First, the heroic efforts of the crew under very

dangerous conditions to shut down the two reactors and stabilize the submarine,” Schwartz tells Popular Mechanics. “Much like an earlier accident in 1961 involving the Soviet Union’s first ballistic missile submarine, the K-19, they prevented a far greater catastrophe.”

“Second, the Soviet Union’s quick acknowledgement of what had happened, demonstrating that Soviet leaders had learned from their bungled attempt just five months earlier to deny both the occurrence and the region-wide consequences of the catastrophic reactor explosion at Chernobyl in Ukraine.”



The Glomar Explorer, photographed in Long Beach harbor, 1975. Glomar Explorer was used in a secret operation to retrieve part of the sunken Soviet nuclear submarine K-129.

Bettmann//Getty Images

Gorbachev, it turned out, was right to worry that the Americans would abscond with parts of the submarine and missiles. The third notable event, according to Schwartz, was the “little-known discovery by a Soviet research vessel two years later that several of the K-219’s ballistic missiles—and their thermonuclear warheads—had somehow been retrieved sometime after it sank in 18,000 feet of water to the bottom of the ocean. Did the United States secretly

salvage not just one, but two, Soviet missile submarines?”

The K-129 incident is an example not just of the dangers of nuclear weapons, but the dangers of using nuclear power carelessly. Someone, someday, will have to descend 18,000 feet below the surface of the Atlantic and retrieve the reactor and warheads before corrosion releases their toxic materials (Well, what’s left of the missiles and the reactor).

If that sounds like a headache, imagine living with an even greater problem for 24,000 years—all because of the Cold War.

Pact Act & Submarine Issues

Submitted by: John Dudas, USSVI VSO on 8/9/2022

The PACT Act has some news for Submarine Veterans, Primarily for Guam and surrounding waters from Jan 9, 1962 to July 31, 1980.

The information on the expanded issue is contained in this [LINK](#):

What's in the PACT Act for Toxic-Exposed Veterans (woodslawyers.com)

The information related to submarines in Guam are primarily for Squadron 15 which was established in Pearl Harbor on 1 September 1963 but transferred to Guam in October 1964 and ended on 30 September 1981 when it was disestablished onboard Proteus. It has since been re-established in 2001.

The information listed for the approved dates listed above include a multitude of different SSBN's, but many SSNs also were refurbished by the Submarine tenders in Guam which included the Proteus and Hunley. The SSNs are not listed in the article below.

The reference for Squadron 15 is below:

Submarine Squadron 15 –
Wikipedia

The above is a start for you to review to see if Agent Orange has been expanded to the service you had in the Pacific Submarine Fleet between January 09, 1962 to July 31, 1980.

This also includes Tender personnel. If you need to file a claim with the VA, please locate a local Veterans Service officer in your state to help with the claim.

Also, there are about 30 states that use County Veterans Service Officers to help with your claim, so please find one of them if it applies to your state.

None of these personnel will charge you for their help, it is a FREE service and a federal law that prohibits charging veterans for this service.

Good Luck with your Claims!

Respectfully,

John Dudas USSVI Veterans Service Officer

Everything You Wanted to Know About Food on a U.S. Submarine

Submarine Cuisine is full of anecdotes, recipes, and fascinating details about culinary life on a U.S. Navy submarine.

By [Kyle Mizokami](#)
www.popularmechanics.com

Published: Jan 5, 2018

The life of a U.S. Navy submariner is not easy. These sailors live for months in a steel tube cruising through freezing cold water, surrounded by explosives, flammable materials, and even nuclear weapons. In peacetime they run the risk of terrible accidents. In wartime they risk being hounded to destruction by enemy ships and helicopters.

But they eat famously well. If you don't believe me, then check out this out-of-print book on feeding submarine crews.

The 2004 book *Submarine Cuisine* was apparently commissioned by the Submarine Research Center, U.S. Naval Submarine Base Bangor, Washington. Detailing life on submarines dating back to World War II, it features interesting notes about the work of a cook aboard a sub; how food is loaded, stored, and prepared; and the kinds of dishes submarines crews could look forward to.



Seasoning fish fillets on the ballistic missile submarine USS Louisiana.

U.S. Navy photo by Lt. Ed Early

The book features stories from submarines reaching all the way back to the days when ships were named after fish such as the USS *Hardhead*, USS *Bluegill*, and USS *Blenny*. Contributions were also made to the book from sailors aboard modern submarines, including the ballistic missile submarine USS *Alabama*.

Modern American submarines, the book explains, feed crews three meals a day for the length of the submarine patrol, which could last weeks or even months without resupply. Omnipresent food distributor Sysco provided the food to Pacific Fleet submarines, while it's King's Bay for East Coast submarines. On fast attack subs, the food is lowered into the submarine at port by hand, one box of groceries at a time. On ballistic missile submarines, food

is lowered through the escape trunk opening by crane in aluminum modules measuring six by six by five feet.

The book also has recipes for sauces, popular breakfast foods such as creamed eggs (which, admittedly doesn't sound all that great), corned beef and cabbage, ginger pot roast (now we're getting somewhere) and Maryland-style fried chicken. Naturally, navy bean soup is on the recipe list. The recipe list wraps up with desserts including cherry pie, rice pudding, and baked apples.

Submarine Cuisine spotlights the cook's role on board the submarine, one of the more service-oriented jobs on a U.S. Navy submarine. Submarine cooks are constantly under pressure to cook and clean, keep to their schedule, and maintain a monthly food budget. Keeping a tidy eating area is important. During non-meal time hours, the eating area is used by the crew for training.



Making pizza on the USS Tennessee.
U.S. Navy photo by Mass Communication Specialist
1st Class Rex Nelson

The Navy's submarine force is known as the Silent Service, not only because submarines are meant to run quietly but because submariners rarely give up details of life on the boat. While not exactly top secret information, *Submarine Cuisine* is a porthole into the culinary life of a American submariners.

[Kyle Mizokami](#)

Writer on Defense and Security issues, lives in San Francisco.

(Chris Gaines has a copy of the cookbook available to borrow. Ed.)

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