



UNITED STATES SUBMARINE VETERANS



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

December 2022

Volume 23, Issue 12

**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. **December 17**
  - b. **January 21, 2023**
  - c. **February 18**
2. **Duty Cook Roster:**
  - a. December – Clay Hill
  - b. January – 13<sup>th</sup> Annual Chili Dump
  - c. February – SEE YOUR NAME HERE!
3. **December Birthdays:** Charlie Kruger 15<sup>th</sup>; Maurice Young 26<sup>th</sup>. Happy Birthday, Shipmates.
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 November 17, 2022

- 1) Call to Order 1116
- 2) Attendance
  - a) Frank Walter
  - b) Clay Hill
  - c) Scott Jaklin
  - d) Bret Zacher
  - e) Manny Garmendez
  - f) Frank Voznak, Jr.
  - g) Chris Gaines
  - h) Maurice Young
  - i) Glenn Barts
  - j) Eric Hansknecht
  - k) Tom Polzin
  - l) Ted Rotzell (stopped in)
  - m) Herman Mueller
- 3) Reports:
  - a) Secretary's Report
    - i) IL Submarine Plate (HB 4528): Bret sent email about contacting your senator; locate via <https://www.illinoispolicy.org/maps/>
    - ii) Base elections: second call for nominations. E-mail nominations closed
    - iii) Nominations for Secretary: Manny, retained by acclimation
    - iv) Nominations for Base Commander: Clay Hill, retained by acclimation
    - v) Military Ball at Milwaukee Hilton: went well, photos available.
    - vi) Veteran's week at UWM: rough going due to renovations, but well-attended.

- b) Treasurer's Report: Total Assets \$14,965.93
  - i) Funds in GLCU: Checking \$1,721.63, 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) Sent individual notices for those who still need to pay dues; collected through Dec
    - (2) Greg Miller has raised ~\$3700 in addition to our \$5100; will match at \$10k total.
- c) Committee Reports
  - i) Newsletter – Chris Gaines
    - (1) Oct and Nov sent via email, printed copies at meeting. To be on website soon.
  - ii) Membership – Chris Gaines
    - (1) Currently collecting dues, please pay by Dec if notified.
  - iii) Community Outreach– Bret Zacher
    - (1) LinkedIn veteran search
    - (2) To be done around Feb
  - iv) Hospitality – Bret Zacher
  - v) Webmaster – Frank Voznak, Jr.
    - (1) Non-prof-IT opportunity for Fall 2023 semester
    - (2) Webpage specific to Cobia drydock made as part of Crash Dive site
    - (3) GoDaddy bill paid last month, to be dealt with by Treasurer
  - vi) Storekeeper – Herman Mueller

- (1) Shirts & hats embroidery: options/costs & samples
- (2) Samples passed around by Bret's embroidery supplier; at least medium (3") patches on shirts/hats
- (3) Bell refurbishment contact: Bret/Herman
- (4) Expected \$100-150 for additional bell; TBD
- (5) Eagle Scout – Ted Rotzoll
  - (a) 2 court certificates signed by Clay; not scheduled yet

#### 4) Old (Unfinished) Business

- a) WWII Chicago Memorial: Paver Program
  - i) Update with planned install after winter. Bricks purchased?
    - (1) Contractors have provided quotes for bricks/install
    - (2) Proposed pricing: \$350 for large 10x10" & \$200 for small 10x5" w/ \$10 for logos
    - (3) Pavers to be open to any military veterans; not just submarine vets
    - (4) Order forms and website to follow; likely to be due by Aug pending schedule
- b) USSVI Web Database Updates
  - i) Training/login available. Data ported from old website. Just need to verify.
- c) Operation Handshake: contact with GLNS
  - i) Visited National Museum of the American Sailor last month. Sang sea shanties; got contact info: pending. Asked about foot

locker and given artifact curator info.

- ii) Did not investigate Port of Call (former O/C Club)

#### 5) New Business

- a) Charitable Donation List 2022
  - i) Holland Club
  - ii) Operation Santa – Maritime Museum
    - (1) Not done in 2021; recommend not donating this year
    - (2) To be replaced with Honor Flight
  - iii) Lutheran Church/Dogs
  - iv) USO
  - v) Fisher House
    - (1) Additional possibilities:
      - (a) Honor Flight
      - (b) Wreaths Across America (American Legion Union Grove)
        - (i) Matching Great Lakes Base \$150 donation
    - (2) Motioned and carried for all but Operation Santa, \$400 total.

#### 6) Good of the Order

- a) Cobia Working Party: after action report
- b) Duty Cook
  - i) December – Clay
  - ii) January – CHILI DUMP! Need volunteers
    - (1) Frank W., Frank V., Clay, Chris, Maurice, Manny, Bret
  - iii) February – TBD
  - iv) March – TBD
- c) 786 Club

- i) Capt. Peterson Luncheon happened 03 Nov
- ii) Deployment coming up: prepping halfway boxes.
  - (1) 6<sup>th</sup> birthday of USS Illinois just happened
  - (2) Next luncheon planned for Jan/Feb; no speaker yet
  - (3) Trifold brochure for local submarine via Crash Dive
- d) Donated \$100 to KSC for fundraiser
  - i) No notice, no win.
- e) USS Hyman G. Rickover (SSN-795) Commissioning Committee
  - i) Scheduled for May 2023 in Groton, CT; soliciting sponsors
- f) 2023-2024 Submarine Veterans Scholarship: expanded to vocational training, trade schools and apprenticeships. Applications open until 15 May 2023.
- g) Scott Jaklin shares info about tour of Columbia-class submarine test-site
- 7) SOUND Klaxon
  - a) Next Meeting is 17December 2022 @ KSC
- 8) Adjourn 1246

## Lost Boats

USS Capelin (SS-289)	12/2/43
USS Sea Lion (SS-195)	12/10/41
USS F-1/Carp (SS-20)	12/17/17
USS S-4 (SS-109)	12/17/27

## Orca submarine is yet another case of the Navy spending money like a drunken sailor

Jeff Schogol - Wednesday



Assistant Secretary of the Navy (Ships), christens the Orca Extra Large Unmanned Undersea Vehicle Test Asset System during a ceremony April 28, 2022, in Huntington Beach, California. (Boeing) © Provided by Task & Purpose

Stop me if you heard this one before: A new Navy vessel designed to do great and wonderful things is now [an over-budget and behind-schedule boondoggle](#) that is posing more headaches for the U.S. military than it ever will for the Chinese navy.

[The Navy's Orca submarine program](#) is the latest example of the Navy's shipbuilding woes. The 85-foot-long, 80-ton unmanned submarines are supposed to lay [Hammerhead mines](#) on the ocean floor, which wait for enemy submarines to pass by before firing a torpedo at the aquatic adversary.



Orca submarine is yet another case of the Navy spending money like a drunken sailor

In February and March 2019, the Navy awarded contracts to Boeing for five Orca submarines, the first of which was supposed to be delivered by December 2020 followed by the remaining four by the end of this year. Originally planned to cost \$379 million, the first five Orca submarines are now expected to come in at \$621 million, an increase of \$242 million, or roughly 64%, a recent Government Accountability Office report found. The five Orca subs are currently expected to be delivered between February and June 2024.



Artist depiction of the Extra Large Unmanned Undersea Vehicle. (Boeing)

A major reason why the Orca submarine program has run into these problems is because — wait for it — the Navy did not make sure that Boeing could actually build the damn things before awarding the company a contract to do so, according to the GAO report.

“These cost overruns and schedule delays are attributable, in part, to the Navy’s decision to not require the contractor to demonstrate its readiness to fabricate the prototype XLUVs [Extra Large Unmanned Undersea Vehicles], as called for by leading acquisition practices,” the report found.



Orca submarine is yet another case of the Navy spending money like a drunken sailor © Provided by Task & Purpose

Boeing developed Echo Voyager and other autonomous and large unmanned submarines as test beds for the Orca submarine. (Boeing)

The Navy was able to go into production without looking into whether Boeing could build the five Orcas in the specified time frame by designating the Orca program as a research project, national security analyst Mark Thompson explained.

“It’s pitch-perfect Pentagon: We need something so badly we don’t have time to figure out if it works before we build it,” Thompson wrote in the Oct. 5 edition of “The Bunker,” a newsletter from the Project On Government Oversight. “You know, like the F-35.”



Orca submarine is yet another case of the Navy spending money like a drunken sailor © Provided by Task & Purpose



The Navy did not provide a comment for this story.

Boeing spokeswoman Mary Ann Brett described the Orca submarine as “a first-of-type capability.”

“We’re solving hard technology challenges to build something that operates in a hostile environment with a level of endurance and autonomy that has never before existed anywhere in the world,” Brett told Task & Purpose. “We are working with the U.S. Navy to deliver on the demanding requirements and develop technology beyond what is commercially available for these types of XLUUVs.”

Orca submarines are meant to deploy to areas that are too shallow or well defended to send manned submarines, said Bradley Martin, a retired Navy captain and a senior policy researcher at the RAND Corporation.

The unmanned submarines would also take some of the pressure off the manned submarine force, which are currently tasked with carrying out a variety of different missions, Martin told Task & Purpose.

“The need for it is there,” Martin said. “It can do surveillance. It can do mining. It’s both useful in a peacetime and a wartime setting. It’s one of these things where we really ought to have it and it looks like it’s not going to be that difficult to provide it.”

Yet the process of building the Orca has shown that there is a big difference between designing ships and building them. Boeing has asked the Navy to make more than 1,500 revisions to the

Orca’s original design, the GAO report found.

“In general, these deviations on any program are cases where the builder comes back and says: Hey, when we’re actually constructing this thing, it makes sense to build it in this way as opposed to the way that you had designed it on paper,” said retired Navy Cmdr. Bryan Clark, a senior fellow with the Hudson Institute think tank in Washington, D.C.

In the case of the Orca submarine, Boeing designed its prototype for the submarine based on the company’s experiences of building aircraft, and that process often involves using rare materials and hand-built components, Clark told Task & Purpose.

However, the Orca is intended to be used in water, and that requires using different materials and manufacturing methods to mass produce these submarines, he said.

“The aircraft manufacturing design principles don’t necessarily translate very well to shipbuilding,” Clark said. “It’s like something built in a hobby shop and then has to be constructed on an assembly line.”

The Orca XLUUV Test Asset System prepares for the first in-water test following a christening ceremony April 28, 2022, in Huntington Beach, California. (Boeing)

While Boeing is the prime contractor for the Orca program, Huntington Ingalls Industries — a shipbuilding company — is the subcontractor tasked with assembling the hull structures at its facility in Hampton, Virginia.

“And they’re running into a lot of snags and hiccups as they try to translate this very exquisite aircraft-type of a design of a vehicle into something that’s more like a ship,” Clark said.

A spokesman for Huntington Ingalls industries declined to provide a comment for this story.

The Orca program is emblematic of how the Navy has struggled with shipbuilding since the collapse of the Soviet Union.

During most of the Cold War, the Navy focused on making evolutionary advances in ship designs, said retired Navy Lt. Cmdr. Steven Wills, a naval strategist and research assistant at CNA, a nonprofit research and analysis organization in Arlington, Virginia.

For example, the Spruance-class destroyers that the Navy introduced in the 1970s had a new propulsion system and hull design, but most of the weapons and sensors were the same as older classes of ships, Wills told Task & Purpose.



Extra Large Unmanned Undersea Test Vehicle. (U.S. Navy)

This type of gradual improvement in ship designs fit with a philosophy toward new weapons systems established by Robert McNamara, when he served as defense secretary from 1961 to 1968,

Wills said. During McNamara’s tenure, the Pentagon established its acquisition system, which requires new technologies to go through rigorous testing, evaluation, and analysis to make sure they fit within the military’s overall needs.

“By introducing only small amounts of new technology, the Navy could successfully navigate the acquisition system, which prescribed lots and lots of testing and analysis and its different wickets that you have to jump through in order to reach full-rate production,” Wills said.

Everything changed after Donald Rumsfeld became defense secretary in 2001 and pushed the military to adopt transformational technologies, Wills said.

Rumsfeld argued that the defense industry could overcome any technological problems that came up along the way, but it proved to be especially hard for shipbuilding companies to perfect radical new designs rather than mass-producing ships, he said.

“Our defense shipbuilders don’t build merchant ships and other things to keep them busy,” Wills said. “So, the defense shipbuilder has to either hang onto those people and pay them a lot of money — and that comes from our taxpayer dollars — or the shipbuilder is going to lay all those people off. So, it becomes very hard for industry to just build a prototype — especially something the size of a ship — and just tinker with it.”

Nevertheless, since the start of the 21st Century, the Navy has ordered ships with lots of completely new systems, Wills said. The USS Gerald R. Ford-class carriers, for example, introduced the electromagnetic launch system (EMALS), which took time to get to work right. The Zumwalt-class destroyers had a completely new hull design and weapons. And the Littoral Combat Ships had new hull forms and the Navy initially attempted a new approach to crewing the ships — which it eventually abandoned.

But despite Rumsfeld's mandate for transformative technology, the McNamara-era system of testing and evaluation remained, he said. The less mature a new technology is, the more likely that it will fail testing, and that causes delays in the program.

"If you put too many pieces of new technology onto a new ship and if it fails testing — which, in a lot of cases, that happens — it pushes the timeline back and the costs go up, because you have to plot a new timeline, pay workers longer, and it backorders all of your stuff and the rest of your program," Wills said. "If your schedule keeps getting pushed back, then the cost of your ship keeps going up."

The Orca shows that the Navy still sees new technologies as a glittering lure and it is relying on the private sector to work out all the bugs that will inevitably come up along the way. If the program becomes another albatross around the Navy's neck, like the Littoral Combat Ship, Navy leaders will only have themselves to blame.

The latest on Task & Purpose Once again, the Navy has a new uniform for sailors Army investigation blames general for 'negative publicity' after defending servicewomen online Turns out that Russian recruiting video loved by critics of the 'woke' US military was total BS This armored brigade is now the most modernized in the Army Lawmakers want to replace 'thank you for your service' with something even more meaningless

### **Couple sentenced in plot to sell U.S. submarine secrets by hiding intel in peanut butter sandwich**

The judge sentenced Jonathan Toebbe to more than 19 years in prison and his wife, Diana Toebbe, to nearly 22 years in a case that she said "reads like a crime novel."

Nov. 10, 2022, 5:35 AM CST  
By Associated Press

A Navy engineer and his wife who both [pleaded guilty to a plot](#) to try to sell sensitive secrets about the Navy's nuclear-powered submarines to a foreign country, in one case by [hiding them in a peanut butter sandwich](#), were handed lengthy prison terms Wednesday.

Citing the "great danger" that a Navy engineer and his wife posed to U.S. security, U.S. District Judge Gina Groh, sentenced Jonathan Toebbe to more than 19 years and his wife, Diana Toebbe, to nearly 22 years. The sentences were handed down on Jonathan Toebbe's 44th birthday.

They came after Groh, in August, rejected earlier plea agreements that had called for reduced sentencing guidelines.



The Annapolis, Maryland, couple and their attorneys described the defendants' struggles with mental health issues and alcohol and said they were anxious about the nation's political climate when they sold secrets in exchange for \$100,000 in cryptocurrency.

Groh said their tale "reads like a crime novel or a movie script" and that Jonathan Toebbe's "actions and greedy self-serving intentions placed military service members at sea and every citizen of this country in a vulnerable position and at risk of harm from adversaries."

Diana Toebbe, who admitted acting as a lookout for her husband, received an enhanced sentence after the judge disclosed during the couple's combined five-hour sentencing hearing that Diana Toebbe tried to send her husband two letters from jail.

The letters, which were read in court, were intercepted before they could be delivered. In one of them, Diana Toebbe told her husband to flush the letter down a toilet after reading it. She encouraged him to lie about her involvement in the scheme and say she "didn't know anything about any of this."

The judge said she lacked genuine remorse and didn't take responsibility for her actions.

"This is an exceptional story, right out of the movies," Groh said.

Prior to sentencing, Jonathan Toebbe described his battles with stress in taking on additional duties and his own battle with alcohol. He said he experienced warning signs of a nervous breakdown over 18 months that he failed to recognize.

"I believed that my family was in dire threat, that democracy itself was under collapse," he said. That belief overwhelmed him, he said, and led him to believe he had to take

"precipitous action to try to save them from grave harm."

Prosecutors said Toebbe abused his access to top-secret government information and repeatedly sold details about the design and performance of Virginia-class submarines to someone he believed was a representative of a foreign government but who was actually an undercover FBI agent.

Diana Toebbe, 46, who was teaching at a private school in Maryland at the time of the couple's arrest last October, admitted she acted as a lookout at several prearranged "dead-drop" locations where memory cards containing the secret information were left behind.

The memory cards were devices concealed in objects such as a chewing gum wrapper and a peanut butter sandwich. The couple was arrested in October 2021 after Jonathan Toebbe placed a card in Jefferson County, West Virginia.

None of the information was classified as top secret or secret, falling into a third category considered confidential, according to previous testimony.

The couple was sentenced for their [guilty pleas in September](#) in federal court in Martinsburg, West Virginia, to one felony count each of conspiracy to communicate restricted data.

In August, Groh [rejected their initial guilty pleas](#) to the same charges, saying the sentencing options were "strikingly deficient" considering the seriousness of the case. The previous sentencing range agreed to by lawyers for Jonathan Toebbe had called for a potential punishment of up to 17 years in prison. Prosecutors had sought three years for Diana Toebbe.

During a hearing last December, Diana Toebbe's attorney, Barry Beck, asserted that the couple was looking to [flee the United States](#) due to their contempt for then-President Donald Trump.

During a search of the couple's home, FBI agents found a trash bag of shredded documents, thousands of dollars in cash, valid children's passports and a "go-bag" containing a USB flash drive and latex gloves, according to previous testimony.

She said her decision to participate in the scheme was "catastrophic," as she is the mother of children ages 12 and 16, and that she should have tried to talk her husband out of it.

"I didn't think of my children, who have suffered the most," she said. "Their lives will forever be marked by the decision that I made."

Groh said that choice was "deliberate and calculated." She admonished Beck, who had labeled his client as merely an accomplice in seeking a lesser sentence.

"Your client put this country in great danger," Groh told Beck. "No matter what you call it, the harm to this nation was great."

The FBI has said the scheme began in April 2020, when Jonathan Toebbe sent a package of Navy documents to a foreign government and expressed interest in selling operations manuals, performance reports and other sensitive information. That package was obtained by the FBI in December 2020 through its legal attaché office in an unspecified foreign country, setting off a months-long undercover operation.

An FBI agent posing as a foreign government's representative made contact with Toebbe, ultimately paying in cryptocurrency for the information Toebbe was offering.

Groh said about \$54,000 of the cryptocurrency has been recovered. She imposed fines of around \$50,000 to each defendant.

### Crash Dive Base Contact Information

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