



UNITED STATES SUBMARINE VETERANS



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

January 2023

Volume 24, Issue 01

**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**

- Next Meeting:** At 1100, third Saturday of each month at the Knollwood Sportsman’s Club. Mark your calendars for these upcoming dates:
  - January 21, 2023**
  - February 18**
  - March 18**
- Duty Cook Roster:**
  - January – 13<sup>th</sup> Annual Chili Dump
  - February – CHRIS
  - MARCH – BRET AND CHRIS
  - APRIL - MAURICE
- January Birthdays:** Glenn Barts, Sr. 20<sup>th</sup>. Happy Birthday, Shipmate.

## Crash Dive Meeting Minutes December 17, 2022

### 1) Call to Order 1108

### 2) Attendance

- a) Ted Rotzell
- b) Maurice Young
- c) Glenn Barts
- d) Scott Jaklin
- e) Chris Gaines
- f) Herman Mueller
- g) Clay Hill
- h) Manny Garmendez

### 3) Reports:

- a) Secretary's Report
  - i) Catching up at the end of semester. Maybe going south if it gets too cold.
  - ii) Updates on IL license plate call campaign? Sen. Don Harmon, 39<sup>th</sup> District, Assignments Committee. No action since April 2022.
  - iii) Letters and calls with response; Unlikely to see anything until reconvene in Feb
- b) Treasurer's Report: Total Assets \$14,177.19
  - i) Funds in GLCU: Checking \$932.89, Savings \$2,050.00 (\$1,060.00 for Cobia)
  - ii) Crash Dive Memorial: \$6,084.30; Cobia Drydock: \$5,010.00; Petty Cash: \$100

- iii) Talk to Bret about investments similar to Memorial Fund return rates.

### c) Committee Reports

- i) Newsletter – Chris Gaines
- ii) Membership – Chris Gaines
  - (1) Dues update
  - (2) 28 members, 8 outstanding.
- iii) Community Outreach– Bret Zacher
  - (1) Delivered Toys for Tots; looking into St. Mary's church involvement
- iv) Hospitality – Bret Zacher
- v) Webmaster – Frank Voznak, Jr. [ABSENT]
  - (1) Non-prof-IT opportunity follow-up: Oct deadline, earliest could be Fall 2023
  - (2) Web hosting bill resolved?
  - (3) Treasurer indicates bill is sorted.
- vi) Storekeeper – Herman Mueller
  - (1) Shirts & hats embroidery: options/costs & samples
  - (2) Bret getting cost based on number of embroideries
  - (3) Bell refurbishment expense pending? \$100-150 expected.
  - (4) Bret's neighbor build's portable bell stand; no

expense soon.

- vii) Eagle Scout – Ted Rotzoll
  - (1) No courts expected until Mar/Apr
  - (2) Certificates mailed and involvement ongoing

#### 4) Old (Unfinished) Business

- a) WWII Chicago Memorial: Paver Program
  - i) Proposed pricing: \$350 for large 10x10" & \$200 for small 10x5" w/ \$10 for logos
  - ii) Website/online order form progress? Aug deadline, plenty of time
    - (1) Expecting publicity kickoff after 1<sup>st</sup> of the year, 2023.
    - (2) American Submariner ad costs \$300; looking to spread word via emails instead.
- b) USSVI Web Database Updates
  - i) Preliminary login attempts? Site still not fully active.
    - (1) Staff to handle updates in Jan/Feb.
- c) Operation Handshake: contact with GLNS
  - i) Contact still pending. Another visit to check out Port of Call (former O/C Club)?
    - (1) Clay and Manny to visit Great Lakes, possibly when renewing ID cards

- d) Charitable Donation List 2022
  - i) \$50 each to Holland Club, Honor Flight, Lutheran Church/Dogs, USO, Fisher House, \$150 to Wreaths Across America. \$400 total. Motion carried in Nov. Update?
    - (1) Treasurer says donations are made.
  - ii) Wreaths Across America ceremony and placement happening today 11am-4pm.

#### 5) New Business

- a) 786 Club and Publicity
  - i) Trifold brochure for 786 Club Visitors/Speakers
  - ii) Farmer's market tabling open to non-profit

#### 6) Good of the Order

- a) Duty Cook
  - i) January – CHILI DUMP!(13<sup>th</sup> Annual)
    - Volunteers: Frank W., Frank V., Clay, Chris, Maurice, Manny, Bret
  - ii) February – Chris
  - iii) March – Bret and Chris
  - iv) April – Maurice
- b) 786 Club
  - (1) No updates on Jan/Feb events
- c) 2023-2024 Submarine Veterans Scholarship: expanded to

vocational training, trade schools and apprenticeships. Applications open until 15 May 2023.

- d) International Submarine Association: Greece May 2023 cancelled and now back on in new location
- e) USSVI National Convention in Tucson: Vest-Lady offers discount for base groups

**7) SOUND Klaxon**

- a) Next Meeting is 21 January 2023 @ KSC

**8) Adjourn 1226**

**Lost Boats**

USS Scorpion	(SS-278)	1/5/44
USS Argonaut	(SS-166)	1/10/43
USS Swordfish	(SS-193)	1/12/45
USS S-36	(SS-141)	1/20/42
USS S-26	(SS-131)	1/24/42

**Navy Makes Changes in How It Promotes**

By Brian Freeman | Wednesday, 23 November 2022 12:20 PM EST

The Navy is undergoing a major revamp in how it promotes across the ranks, starting with the way it moves up sailors to master chief petty officer, the top enlisted rank, [Military.com](https://www.military.com) reported.

In the current system, a board reviews all eligible sailors and decides who

to promote in a process that is totally independent of the sailor's command or future assignments.

But starting next year, those two factors will be tied together in a new policy that Navy officials insist will get higher-ranking sailors into matching jobs more rapidly and provide sailors more control and transparency over their careers.

A Navy [press release](#) said that in the new policy, called "Bullet Based Advancement," senior chiefs who are eligible for promotion will now be "screened," and the sailors considered the "best and fully qualified" will become eligible to take part in a marketplace of available master chief positions throughout the Navy.

If chosen for a position, the promotion to master chief will occur as soon as they report to their new post.

"This is a fundamental shift in how we do business with respect to enlisted advancement," Rear Adm. Jim Waters said. "We think this process better aligns sailor talent with unit job requirements and seeks to advance sailors who are committed to staying Navy."

He said that he hopes the new policy will lead "to an increased amount of control that the sailor has in their career progression, because they have the ability to be identified for advancement and then make a choice as to where and when they go to be advanced while, at the same time, the Navy gets some incentive to fill those billets."

Vice Adm. Richard Cheeseman, the Navy's chief of personnel, said the new system should fix the problem of not getting newly promoted sailors into jobs that match their rank fast enough, which leads to "chronic misalignments between

available talent and unit-level job requirements."

The service is planning to eventually use the same promotion system for most sailors, though for many junior ones the options for advancement will probably include posts in their current command.

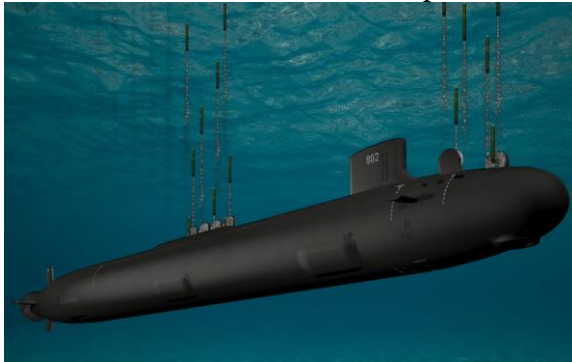
The Navy also noted that some communities — such as the command senior enlisted leader program, the submarine force, the surface nuclear program, musicians, the Naval Special Warfare community, and sailors in the reserves — will continue using the old system.

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## Virginia Attack Boat Program Stalled Over Tomahawk, Hypersonic Missile Insurance Riff

By: Sam LaGrone

December 15, 2022 6:52 PM • Updated:



Rendering of Block V Virginia-class submarine with Virginia Payload Module. General Dynamics Electric Boat Image

*This post has been updated to reflect the passage of the Fiscal Year 2023 National Defense Authorization Act by the Senate on Thursday evening.*

THE PENTAGON — Advanced procurement contracts for two of the Navy's Block V Virginia-class attack submarines have been stalled for 10 months due to an impasse between the service and its lead submarine builder over insurance related to Tomahawk missiles and future hypersonic weapons, USNI News has learned.

General Dynamics and the Navy are split over which organization should be financially responsible if an accident occurred, either during construction or operations, aboard attack boats that field Tomahawks. The disagreement has held up the final long lead items contracts for the two submarines the Navy plans to buy in Fiscal Year 2024, four sources familiar with the conflict have told USNI News. Long lead contracts are typically issued two years ahead of the final construction contracts.

Since 2018, the Navy has not extended the liability protections for Tomahawks to General Dynamics' new submarine construction, arguing the company should provide its own insurance to cover any accidents that result from its vertical launch system, according to a July report to Congress from the Office of the Under Secretary of Defense for Acquisition and Sustainment obtained by USNI News. The company in turn has told the Navy it's unable to obtain adequate insurance to meet the risk of an explosive accident that could result in billions of dollars in damages, the sources told USNI News.

## How did a Japanese WWII submarine end up in Texas?

Story by Bill Newcott • Dec 7, 2022

Aside from the wreckage of the battleship [USS Arizona](#), now resting beneath the waters of Hawaii, it may well be the most striking surviving artifact from the [attack on Pearl Harbor](#).

Frighteningly black and sleek, the 76-foot-long, 40-ton submarine known only by its assigned battle number, *HA-19*, served as part of the Japanese fleet's vanguard, arriving at Hawaii even before the first bomb fell.

Yet this relic of the War in the Pacific sits not in Hawaii, where it washed ashore the day after that fateful morning, nor even at the Smithsonian. If you want to visit *HA-19*, you'll need to travel some 3,700 miles from Oahu—indeed, 1,000 miles from the nearest ocean—to a museum located just off the main street of Fredericksburg, Texas, a lazy hill country town of 12,500 or so residents.

Just how *HA-19* ended up in a region known mostly for its peaches, pecans, and Tempranillo wine is a tale of hometown pride, outrageously inventive legislative sleight-of-hand, and the power of a famous name.

### Tip of the spear

On December 7, 1941, Japan's navy unleashed six aircraft carriers and 420 planes on Pearl Harbor. But first came the submarines—five two-man mini subs, each armed with a pair of torpedoes meant to strike the first blows. And now, deep in the heart of Texas, I'm standing before one of them.

Mounted against a sea-blue wall in the National Museum of the Pacific War, *HA-19* looks surprisingly imposing, considering it has always been referred to as a "midget" submarine. A streamlined hulk of steel with a single propeller, it resembles an oversized torpedo with a conning tower.

Because the small subs had to surface frequently for fresh air, four of them were sighted by

patrolling ships and destroyed with depth charges. But no one in command took the presence of these craft as evidence of a conning bombardment.

Ironically, *HA-19* avoided destruction due to a mechanical malfunction. The sub's batteries shorted, emitting gases that threatened to overcome the two-man crew. Chief Warrant Officer Kiyoshi Inagaki and Ensign Kazuo Sakamaki decided to abandon ship, swim ashore with knives, and engage in hand-to-hand combat to the death.

Only Sakamaki made it to shore alive. He crawled onto the sand and passed out. When he awoke, he was facing the rifles of an American patrol. Sakamaki begged the GIs to kill him. They would not, and so he became the first Japanese POW of World War II.

### For morale and money

Pearl Harbor enraged and humiliated America. To raise both morale and money through war bonds, the US government brought *HA-19* to the US, mounted it on an 18-wheeler, and trucked it around the country. Crowds turned out by the thousands to see the war prize.

On a wall of the Pacific War Museum is a photo of *HA-19*'s first visit to Fredericksburg, in 1943, rolling along Main Street. In the background stands the Nritz Hotel, built by the grandfather of Fredericksburg's favorite son, Admiral Chester Nritz, who happened to be commander of the Pacific Fleet.

After Japan's surrender, war hero Nritz returned to Fredericksburg and *HA-19* virtually fell out of sight. She'd been at Chicago's Navy Pier when the war ended, and the Naval station in Key West asked for custody. It was displayed there for several years, then moved to a spot at the foot of the Key West light house in 1964.

"For much of that time it was in pieces," Museum of the Pacific War president Gen. Michael Hagee (USMC Ret.) tells me as we chat on the second floor of what used to be the Nritz Hotel. Like Nritz, Hagee was born in Fredericksburg. Also like Nritz,

he's a military man of the first order—the former Commandant of the Marine Corps

In the 1980s a group of Fredericksburg history buffs were assembling artifacts for a museum honoring Nimitz when they found HA-19 rusting away in Key West. Coincidentally, administrators of the Key West lighthouse were at the same time trying to figure out what to do with HA-19, since it didn't fit in with the historic story they were trying to tell about lighthouses and the Keys. They told the US Navy, which retains ownership of the sub, they'd be happy to give HA-19 a new home in Texas. And so, in 1991 HA-19 took one more road trip, 1,600 miles from the tip of Florida to the crest of a Texas hill.

But Hawaii's powerful senator, Daniel Inouye, had other ideas. A decorated World War II veteran, Inouye insisted that HA-19 be returned to the site of its infamous failed mission and displayed at the Pearl Harbor National Memorial. The National Park Service, which maintains the memorial, agreed, and drew up plans to take HA-19 away from its Texas home.

But as they've been proving ever since the Alamo, Texans don't roll over. In 1994, fevered negotiations began among the Park Service, the Navy, and the museum Fredericksburg, it turned out, had some aces up its sleeve. For one thing, it had possession of HA-19. Secondly, Hagee says, "We had the funds to restore the sub. The Park Service didn't."

The Park Service also ran into unexpected resistance from veterans groups, who resented the notion of a Japanese sub having a place of honor mere feet from the wreckage of the Arizona. It also helped that the Texas museum gallery housing HA-19 was named for former President George HW Bush, who'd cut the ribbon at the opening ceremony.

But Inouye persisted, appealing directly to then-President Bill Clinton. "If Clinton was anything, he was the consummate politician," Hagee says. "He said, 'Tell you what. Let's all take a step back, wait 10 years, and then we'll review it.' Of course Clinton knew he'd be long gone from the White House by then."

Eventually, in 1998, the Park Service gave its blessing to HA-19 remaining in Texas. Still, the Texas

legislature has a powerful Plan Bin store just in case some future White House tries to move HA-19.

Somewhere in the Texas State House, Hagee has been told, is the draft of a law declaring "that no midget submarine may be transported on a Texas highway."

And what if the feds were to arrive in Fredericksburg with a helicopter to lift HA-19 out of the state? Plan C is already in place.

"That thing is cemented into the Bush Gallery," says Hagee. "It's not going anywhere."

## **EXCLUSIVE: Reed, Inhofe warn Biden AUKUS risks becoming 'zero sum game' for US Navy**

**"We are concerned that what was initially touted as a 'do no harm' opportunity to support Australia and the United Kingdom and build long-term competitive advantages for the U.S. and its Pacific allies, may be turning into a zero-sum game for scarce, highly advanced U.S. SSNs," wrote the SASC heads.**

By [Justin Katz](#) on January 05, 2023 at 4:23 PM



WASHINGTON, DC – MARCH 15: (L-R) Committee chairman Sen. Jack Reed (D-RI) talks with ranking member Sen. James Inhofe (R-OK) before the start of a Senate Armed Services hearing on Capitol Hill March 15, 2022 in Washington, DC. The committee met to receive testimony on the posture of U.S. Central Command and U.S. Africa Command, two of the eleven unified combatant commands in the U.S. Department of Defense. (Photo by Drew Angerer/Getty Images)

WASHINGTON — Two key US lawmakers sent a warning shot to President Joe Biden over concerns that the [AUKUS](#) trilateral security agreement could imperil America's submarine fleet, according to a letter obtained by Breaking Defense.

“Over the past year, we have grown more concerned about the state of the U.S. submarine industrial base as well as its ability to support the desired AUKUS SSN [nuclear sub] end state,” Sens. Jack Reed, D-R.I., and James Inhofe, R-Okla., wrote in a Dec. 21 letter sent to the White House. “We believe current conditions require a sober assessment of the facts to avoid stressing the U.S. submarine industrial base to the breaking point.”

“We are concerned that what was initially touted as a ‘do no harm’ opportunity to support Australia and the United Kingdom and build long-term competitive advantages for the U.S. and its pacific allies, may be turning into a zero-sum game for scarce, highly advanced U.S. SSNs,” the two lawmakers continue, explicitly warning against any plan to sell or transfer Virginia-class submarines to Australia before the US Navy has met its current requirement.

At the time the letter was sent, Reed and Inhofe were the chairman and ranking member, respectively, of the Senate Armed Services Committee, one of the four key congressional panels overseeing the Pentagon. While Inhofe has since retired, Reed remains the SASC chairman in the new Congress — and hence remains one of

the most influential voices on defense issues on the hill, with oversight on the AUKUS discussion.

[AUKUS](#) refers to the security pact announced in September 2021 between the United States, United Kingdom and [Australia](#). The highlight of the agreement involves the US and UK sharing highly sensitive nuclear submarine technology with their ally down under, so that Australia can develop and operate nuclear-powered submarines, or potentially receive American Virginia-class subs outright. Leaders of the three countries said at the time their respective governments would spend 18 months on a preliminary planning phase before advancing the agreement; that initial consultation period is scheduled to end in March.

“We urge you to adopt a ‘do no harm’ approach to AUKUS negotiations and ensure that sovereign U.S. national security capabilities will not be diminished as we work to build this strategic partnership with Australia and the United Kingdom over the coming decades,” the senators wrote Biden.

A spokesman for Reed declined to comment; the White House did not return a request for comment by deadline.

### Virginia Concerns

The senators outline the pressure the [US Navy's fast attack submarine program](#), the Virginia-class, has been under in recent years. They point out that although the program increased procurement from one to two boats



per year in 2011, “just 1.2 Virginia-class SSNs have delivered, on average, per year over the past five years,” according to the letter.

In fact, a significant portion of the letter sends a clear signal to the White House: think twice before trying to send or sell Virginia-class subs to Australia.

“AUKUS options that would have the U.S. transfer or sell Virginia-class submarines prior to meeting [the Chief of Naval Operations’] requirements would make the US Navy less capable of meeting sovereign wartime and peacetime requirements. Make no mistake, we recognize the strategic value of having one of our closest allies operating a world-class nuclear navy could provide in managing long-term competition with an increasingly militaristic China.

“However, such a goal will take decades to achieve, and we cannot simply ignore contemporary realities in the meantime.”

The lagging deliveries for Virginia-class come despite the consistent funding lawmakers have provided both in response to annual budget requests as well as an additional \$1 billion to help prop up the supplier base and workforce development initiatives over the past five years.

“This increased funding has yet to improve performance appreciably, and an assumption that even more money will change this situation is not supported by the experience of the last 10 years,” Reed and Inhofe

wrote. Now, to add to the building pressure, the Navy and its industrial base must prepare for serial production of the “higher priority” Columbia-class ballistic missile submarine program, the letter adds.

The US Navy has long cited [66 fast attack submarines](#) as its requirement in varying force structure assessments. The senators note that the service has only 50 boats in the fleet today and expects to see its inventory reduced to 48 by 2027 when older subs retire more rapidly than new ones are delivered.

The lawmakers also warn that not enough has been done to understand the legal impacts of AUKUS and where there could be hurdles.

“Just as the submarine industrial base constraints are real, so are statutory and regulatory constraints. We still have little understanding of what ... permissions or waivers would be needed to realize the AUKUS SSN options,” the senators wrote. “These permissions or waivers are a serious matter and should not be taken for granted in negotiating any agreements.”

The senators’ concerns over the AUKUS deal come ahead of a critical first milestone for the relatively new agreement expected early this year.

Adm. Frank Caldwell, the Navy’s most senior admiral overseeing its nuclear submarine technology, said in November that he and his British and Australian counterparts are in the process of consolidating their final

recommendations due to their respective governments in March.

Despite the fanfare of the initial announcement back in 2021, all three governments publicly have deferred the most crucial details about the arrangement as issues to be worked out during the 18-month planning process. With the deadline approaching, all eyes will be on the United States and United Kingdom to elaborate on the next steps in a process that, as the senators write, could take decades to deliver an Australian nuclear Navy.

On the other side of Capitol Hill, leading members of the 2022 House Armed Services Committee embraced the AUKUS agreement as a positive development for a key US ally and even [passed legislation](#) to help train Australian naval officers. But, hesitation remains about how far the US can go to help its friends, if that help would result in harming the US

Navy's own fleet. "There's been a lot of talk about well, the Australians would just buy a US submarine. That's not going to happen," [Rep. Rob Wittman, R-Va., a top House defense hawk](#), said in December. "I just don't see how we're going to build a submarine and sell it to Australia during that time."

Rear Adm. Scott Pappano, a top US Navy officer overseeing [submarine construction](#), has expressed similar concerns.

"If you are asking my opinion, if we were going to add additional submarine construction to our industrial base, that would be detrimental to us right now, without significant investment to provide additional capacity, capability to go do that," he told the Mitchell Institute in Washington. "I won't speak for the UK, but I think that exists for both the US and the UK where we're looking right now."

### Crash Dive Base Contact Information

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