



UNITED STATES SUBMARINE VETERANS



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

May 2023

Volume 24, Issue 05

**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.

Inside This Issue:

Meeting minutes	2
Lost Boats	3
SSN 22 Repairs	3
BOISE Poster Child	5
Unique SSW Sub	6
116YO Sub Found	8
Soviet Mutiny	9
Base Contact Info	11

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. **May 20**
 - b. **June 17**
 - c. **July 15**
2. **Duty Cook Roster:**
 - a. MAY – MANNY GARMENDEZ AND TED ROTZOLL
 - b. JUNE – CHRIS GAINES
 - c. JULY - CLAY HILL
3. **May Birthdays:** Clayton Hill 2nd; Ed Potts 12th. Happy Birthday, Shipmates.
4. **Cobia Working Parties** – Shipmate Greg Miller is leading the charge to replace the decking on the boat. Consider lending a hand. It’s a fun few days with your buddies.

Crash Dive Meeting Minutes April 16, 2023

- 1) **Call to Order 1128**
 - a) Thresher Memorial: Dave Cornell speech
- 2) **Attendance:**
 - a) Clay Hill
 - b) Bret Zacher
 - c) Herman Mueller
 - d) Maurice Young
 - e) Ted Rotzell
 - f) Dave Cornell
 - g) Manny Garmendez
- 3) **Reports:**
 - a) Secretary's Report
 - i) National Museum of the American Sailor: requires follow up; skipping May mtg.
 - ii) Leon is apprised of museum moving and possibly holding off on new artifacts.
 - b) Treasurer's Report: Total Assets \$20,730.40[Updated 10 Apr 23]
 - i) Funds in GLCU: Checking \$1,391.61, Savings \$1,093.28
 - ii) Crash Dive Memorial: \$6,419.61; Cobia Drydock: \$11,725.90; Petty Cash: \$100
 - iii) Recommendation to move investments to Phoenix Capital, ~9% return vs. 5.2%.
 - (1) Phoenix Capital is a 2-3yr energy investment that pays out monthly.
 - (2) 2yr commit offers lower interest rate but would line up with Cobia project 2025.
 - (3) Funds move tabled until next meeting

[Live Feed of Thresher Memorial starts at 1215]

- c) **Committee Reports**
 - i) Newsletter – Chris Gaines [ABSENT]
 - ii) Membership – Chris Gaines [ABSENT]
 - iii) Community Outreach– Bret Zacher
 - iv) Hospitality – Bret Zacher
 - v) Webmaster – Frank Voznak, Jr.[ABSENT]
 - vi) Storekeeper – Herman Mueller
 - (1) Order forms for hats and shirts expected to be emailed this month.
 - (2) Base inventory of T-shirts on site for sale
 - (3) Final costs not provided when expected last week; still pending via email
 - vii) Eagle Scout – Ted Rotzell
 - (1) 4 Courts of Honor pending in the next couple months
 - (2) American Submariner article placement discussed; not likely
- 4) **Old (Unfinished) Business**
 - a) WWII Chicago Memorial: Paver Program
 - i) Memorial Day, 27 May 2024, 10am start; pending city approval.
 - ii) Order form cut off date expected to be 01 Mar 24.
 - iii) Rickover Academy Color Guard to be scheduled in Fall 23
 - b) Central Region District Commanders for 2023-2025: Call for Nominees
 - i) Nominations open until 15 April 23; voting from 01 to 30 June.
 - c) 2023 Western Region Roundup:
 - i) Event at the DoubleTree Hotel in Sacramento, CA from April 27 to April 29, 2023.

- ii) Open to all submariners, veterans, and active duty alike, are invited.

5) New Business

None

6) Good of the Order

a) Duty Cook

- i) May – Maurice & Ted
- ii) June – Chris
- iii) July – Clay

b) 786 Club

- i) 04 Apr 23: VADM Crandall, top JAG spoke at Union League Club.

c) Cobia Working Party: arrive prior to 1600 on 16 Apr 23; shop work 17-19 Apr 23.

- i) Decking planned to be staged/worked 5-7 May 23; details to follow.

d) 2023-2024 Submarine Veterans Scholarship: expanded to vocational training, trade schools and apprenticeships. Applications open until 15 May 2023.

- i) Applications closed early

e) USSVI National Convention in Tucson: 28 Aug to 03 Sep 2023

- i) 2 rooms avail: \$99/night w/ amenities at convention Hotel (Hilton?)

f) Illinois Submarine License Plate: Passed house; pushback in senate. Reach out to respective state senators to ensure senate bill passes.

- i) To be brought to the floor in May meeting

7) SOUND Klaxon

- a) Next Meeting is 20 May 2023 @ KSC

8) Adjourn 1305

Lost Boats

USS Lagarto	SS 371	5/ 3/45
USS Scorpion	SSN 589	5/22/68
USS Squalus	SS 192	5/23/39
USS Stickleback	SS 415	5/30/58

U.S. NAVY COMMENCES USS CONNECTICUT (SSN 22) REPAIRS



USS Connecticut (SSN 22) gets assist from a tug as it leaves San Diego harbor on December 15, 2021. Note the sheared off bow and the lack of a sonar dome. San Diego WebCam photo via USNI News

Naval News reached out to NAVSEA to ask the status of repairs on the Seawolf-class nuclear-powered attack submarine, USS Connecticut (SSN 22). The submarine hit a seamount in international waters in the INDO-PACOM area on October 2, 2021.

In general, the U.S. Navy considers submarine operations “Classified Secret”. Therefore, information on submarine repairs remains elusive at best. A search of government contracting websites reveals no (detailed) information on the ordering of parts for the *USS Connecticut* as of March 2023.

The [previous Naval News story](#) had a statement NAVSEA emailed on July 1, 2022. “USS Connecticut (SSN 22) completed a short docking at the Puget Sound Naval Shipyard & Intermediate Maintenance Facility earlier this year to undergo a thorough assessment of the damage sustained when it grounded on Oct. 2, 2021. Shipyard personnel documented the damage, which is located in the bow of the ship and the lower portion of the rudder. The assessment confirmed the ship can be fully restored for unrestricted operations.

The damage is expected to be repaired during a scheduled Extended Docking Selected Restricted Availability starting in February 2023. Planning for the availability is ongoing. The Navy has not yet determined if a longer dry-docking period will be required to complete the repairs. The cost to repair the damage is being calculated.”

NAVSEA replied to the Naval News’ latest inquiry on March 14, 2023 with the following statement:

“The repair schedule will be included in the FY23 Extended Docking Selected Restricted Availability (EDSRA). This EDSRA is notionally sized at 31 months duration, at which time USS Connecticut would return to service.” NAVSEA Spokesperson

That would place the *USS Connecticut’s* return to service around September, 2025 if the full 31 months are required.

Naval News sent a follow-up email to NAVSEA asking about the cost of repairs, but NAVSEA has yet to reply with that information. According to [Forbes](#) in December 2021, Congress

has authorized an initial \$50 million for repairs: “\$10 million for a ‘spare Seawolf class bow dome’ (page 1815) and \$40 million for ‘USS Connecticut emergent repairs’ (page 1850)” although it is not immediately clear if the costs will rise and by how much as of FY2023.

According to [Kitsap Sun, reporting from Bremerton](#), USS Connecticut entered Dry Dock 5 for damage assessment on February 8, 2022.

However, potentially complicating SSN 22’s repair issue is [USNI News’ January 2023 story](#) that dry docks at Puget Sound Naval Shipyard in Bremerton, Washington, were closed for investigation due to the risk of extensive damage and safety issues in the event of a major earthquake in that area. According to USNI, “The Navy established PNSY in 1901, with the oldest of the six dry docks originally built in 1906. The dry docks the service has closed are four of the newest ones. Dry Dock 4 and 5 were both built in the early 1940s, while Dry Dock 6 – used for aircraft carrier overhauls – was completed in 1962.” The USNI News story shows the location of Dry Dock 5 in the moving GoogleMap.

A scan of Puget Sound Naval Shipyard on GoogleMaps imagery dated 2023 shows two submarines in Dry Dock 5, but their sailfins (or sailfin shadow) are clearly evident in the satellite photo and the *USS Connecticut* does not have any horizontal triangular fins on its vertical sail. A scan of the rest of [Puget Sound Naval Shipyard in 2023 does not reveal a submarine with a sheared off bow](#) as most of the parked submarines have sailfins. [There is a submarine under extensive white tents and tarps](#)

[backed into Dry Dock 2](#), but the intact bow in the satellite photo appears very evident and it is unknown if this is SSN 22 although it would seem highly unlikely that a new bow can be installed in a month's time from February 2023.



USS Connecticut has no fins attached to its vertical sail. A visual scan of Puget Sound Naval Shipyard in Bremerton, Washington, in early 2023 reveals submarines with sailfins parked or in various states of repair. SSN 22's sail has a distinctive shape and will not cast sailfin shadows. US Navy photo.

Thus, SSN 22's exact repair location remains unknown as of 2023, and one can only speculate if *Connecticut* is indeed in Dry Dock 2 as that submarine's sail does not appear to have fins. However, bear in mind that there are three *Seawolf*-class nuclear-powered attack submarines, *USS Seawolf* (SSN 21), *USS Connecticut* (SSN 22—damaged), and *USS Jimmy Carter* (SSN 23) and that submarine operations are Classified Secret so it is possible that another *Seawolf* submarine is in Dry Dock 2 undergoing maintenance. Or it is possible that the submarine in Dry Dock 2 is a *Virginia*-class submarine, also devoid of sailfins.

Nuclear-powered sub Boise, docked since 2017, may get funds for overhaul by end of this year

The Los Angeles-class sub has become a "poster child" for maintenance backlog, lawmaker says.

By [Justin Katz](#) on March 17, 2023 at 2:55 PM



USS Boise (SSN 764) moors at Marathi NATO Pier Complex in Souda Bay, Greece, during a scheduled visit Dec. 23, 2014. (U.S. Navy photo by Mass Communication Specialist 2nd Class Jeffrey M. Richardson)

WASHINGTON — The nuclear-powered attack submarine *Boise* (SSN-764) will remain in port for at least another year as the Navy eyes funding its long awaited maintenance availability at the end of 2023, a service spokesman told Breaking Defense.

The Navy's new [fiscal 2024 budget request](#) includes funds to conduct an engineered overhaul of the *Boise*, a Los Angeles-class sub that launched back in 1991 but has sat in port since 2017 when a series of delays ultimately denied a timely maintenance availability at a public shipyard.

The boat has become the “poster child” for the Navy’s ship maintenance backlog, Senate Armed Services Committee Chairman Sen. Jack Reed, D-R.I., said during a confirmation hearing this week for Nickolas Guertin, the president’s nominee to be the Navy’s acquisition executive.

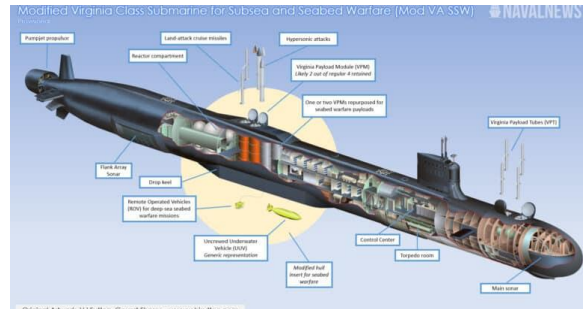
A Navy spokesperson told Breaking Defense the “USS Boise (SSN 764) is currently in an early production period at [HII Newport News Shipbuilding]. This EPP is being conducted to complete necessary work leading up to an engineered overhaul, which is currently anticipated to be conducted at HII-NNS.”

While the service’s four public shipyards traditionally maintain the fleet’s submarines, the Navy started tapping [private industry](#), such as HII, to assist with sub maintenance due to the ongoing backlog. The spokesman said that while a contract is expected to be issued at the end of 2023, it is not yet clear when Boise will dive again after its years-long stay in port.

“USS Boise [engineered overhaul] details are still being determined. The projected completion date will be dependent on the scope of work of the contract when it is awarded,” according to the spokesman.

For his part, Geurtin said during his confirmation hearing that he wants to “aggressively pursue any method we can” to resolve the maintenance backlog and other challenges plaguing the service’s four public shipyards.

U.S. Navy To Get New Unique Submarine: Virginia SSW



Click to Enlarge. The U.S. Navy plans a single Mod VA SSW submarine. Work is already underway at famous submarine builder Electric Boat in Groton. The main observable difference from other Virginia's will be the special mission insert with extended drop keel.

[H I Sutton](#) 20 Apr 2023

The USS Jimmy Carter is widely regarded as the most secretive submarine in the U.S. Navy. It is especially equipped for Seabed Warfare, unreported missions deep below the waves. Now a new seabed warfare submarine, using a Virginia Class hull, is planned.

The USS *Jimmy Carter* is currently the U.S. Navy’s principal seabed warfare submarine, specially fitted for covert spy missions deep beneath the waves. Now plans are underway to build a follow on special spy submarine using the newer Virginia Class hull.

A single Mod VA SSW (Modified Virginia, Subsea and Seabed Warfare) version of the Virginia Class is expected to be built.

Work is already underway at the famous Electric Boat shipyard in Groton, Connecticut. A basic outline of the design was shared by General Dynamics Electric Boat's President, Kevin Graney, in a January 2022 at a Connecticut Economic Summit in 2022. Since then some information about the SSW design has slowly emerged in open sources, but naturally the details remain cloaked. According to the Congressional Research Service, a single boat will be [procured in the U.S. Navy's 2024 budget](#). The calculated cost is \$5.1 billion, almost a billion more than the baseline Virginia Class.

Seabed Warfare

Seabed warfare has been brought into sharp focus by [Russia's ongoing efforts](#) to map undersea infrastructure. And by the September 2022 with the attack on the Nord Stream gas pipelines in the Baltic. There is no suggestion that the USS *Jimmy Carter* was involved in the Nord Stream incident (it wasn't!). But the attack shows the relevance of these capabilities. Most seabed warfare however is closer to espionage than sabotage. And the American submarines excel.

The history of operations against undersea infrastructure, such as sensor networks, communications and energy infrastructure goes back a long way. And both the U.S. Navy and Russian Navy have strong traditions. In the 1970s Operation Ivy Bells saw

the U.S. Navy tapping Soviet communications networks deep undersea. Tapping the cables which the Soviets thought were safe gave the U.S. valuable insight and intelligence. The first tap, in the Sea of Okhotsk was followed by several others of similar significance but less fame. The USSR only found out about them when a Soviet spy deep in the American intelligence apparatus, Ronald Pelton, betrayed them.

At first the U.S. Navy used a converted cruise missile submarine, USS *Halibut*. This was followed by USS *Seawolf* [and then USS *Parche*](#), both of which were upgraded with extended hulls to carry the specialist equipment. Then in the 2000s one of the new Seawolf class submarines, USS *Jimmy Carter*, was built with the hull extension already fitted. This submarine becoming the premiere seabed warfare boat of the U.S. Navy. The new specialized Virginia class submarine will augment or succeed USS *Jimmy Carter*.

The Virginia SSW Submarine Design

Exact details of the new Virginia SSW submarine are, as we should expect, unclear. Even the USS *Jimmy Carter* which has been in service almost 20 years remains something of a mystery. However we can expect the new submarine to carry specialist uncrewed underwater vehicles (UUVs), remote operated vehicles (ROVs) and special operations submersibles.

Some of the vertical launch systems for missiles, known as [VPMs \(Virginia Payload Modules\)](#) will be repurposed for new systems. Additionally the keel beneath them will be extended. Exactly how this will interface with specialist submersibles can only be speculated at.

Russia too has a long tradition of seabed warfare. And relative to even the U.S. Navy, is heavily invested in this area. The largest submarines in service anywhere in the world are Russia's fleet of specialist submarines. The U.S. Navy's seabed warfare capability is likely more sophisticated, but Russia's is broader and more plentiful.

So if the U.S. Navy wishes to retain any advantage it has, it is natural that it would look to have a successor to the USS Jimmy Carter.

Connecticut dive team locates 116-year-old experimental submarine at the bottom of Long Island Sound

The 92-foot-long Defender was originally built in 1907

By [Paul Best](#) | [Fox News](#)

A 116-year-old experimental submarine originally built for the U.S. Navy was located at the bottom of the [Long Island Sound](#) off the coast of Old Saybrook, Connecticut, on Sunday.

Simon Lake, a naval architect who built the first submarine to operate in the open sea in the 1890s, designed the 92-foot-long Defender as part of a competition for a Navy contract in 1907.

[Former President Theodore Roosevelt](#) had allotted \$3,000,000 for submarines, pitting Lake against other designers who were competing for the contracts.



This photo, provided by Shoreline Diving Services, shows the team preparing to dive the wreck of the 92-foot attack submarine Defender, Friday, April 14, 2023, that was scuttled by the Army Corp of Engineers in 1946. (Jennifer Sellitti/Shoreline Diving Services via AP)

The Defender, which was originally named the Lake, lost the competition but was later retrofitted for salvage operations and mine clearance work. Lake had a "pet concept of diver operations from a submerged submarine," according to Naval history website NavSource Online.

After failing to find a place [in the Navy](#), the Army Corps of Engineers eventually "scuttled" the submarine in 1946 somewhere in the Long Island Sound.



This 1907 photo, from Chapman University, Frank Mt. Pleasant Library of Special Collections and Archives, shows the Defender submarine. The wreckage of the Defender submarine, built in 1907 before being rejected by the Navy, has been discovered off the coast of Connecticut in Long Island Sound, Sunday, April 16, 2023, by a group of commercial divers. (Chapman University, Frank Mt. Pleasant Library of Special Collections and Archives via AP)

Richard Simon, a commercial diver from Coventry, Connecticut, set out to find the lost submarine, poring over sonar and underwater mapping surveys until he located an object that had to be the Defender.

"Stories about Lake and his inventions fascinated me," Simon said on Monday. "The secret to identifying this historical relic was to connect the available research to the stories. You could say Defender was hiding in plain sight all this time in a waterway I've traveled for years."



This 1923 photo from the Naval History and Heritage Command, shows Simon Lake, inventor of the 92-foot attack submarine Defender. (Naval History and Heritage Command via AP)

Poor tidal conditions prevents Simon's dive team from getting to the wreck during their initial attempt on Friday. Two divers, Steve Abbate and Joe Mazraani, descended roughly 150 feet underwater and located the Defender on Sunday.

The Associated Press contributed to this report.

'The Hunt for Red October' Is Based on This Real Soviet Mutiny



Valery Sablin's mutiny and attempted revolution aboard the Soviet missile frigate Storozhevoy did not end well for Sablin.

Military.com | By [Blake Stilwell](#)

In the 1990 film "The Hunt for Red October," a Soviet Navy captain who is disenchanted with the Soviet system defects to the United States with a new, secret submarine propulsion system.

Freedom beats communism, once again.

One Soviet Navy officer in the mid-1970s didn't think the Soviet Union practiced anything like what communism was supposed to be. He decided he would steal a ship, but defecting to the United States was the last thing on his mind. He wanted to start another

communist revolution, right in the heart of the Soviet Union.

Tom Clancy was an insurance salesman when he read about Soviet captain 3rd Rank Valery Sablin. Sablin's story inspired him to write a book that would propel Clancy to literary stardom while introducing his most beloved character, Jack Ryan. "The Hunt for Red October" hit the bookshelves in 1984, but Sablin was long dead by then.

Sablin was the last person one might expect to start a revolution. He was a third-generation Russian sailor and a fervent believer in communism. His vision of communism, however, was not the communism practiced by the Soviet Union.

As a young graduate of the Lenin Military-Political Academy and a political officer in the Soviet military, he believed in the original Leninist values of the revolution, that true communism required self-determination for all people. Somehow, that had been lost since the 1917 revolution that created the USSR.



Valery Sablin

In Sablin's view, whatever the government of Soviet leader Leonid Brezhnev was, it was not what Lenin had envisioned. He saw the Soviet government as corrupt and full of thieves and demagogues who were lying to Soviet citizens. Just two years after graduating from the academy, he did something about it.

His plan was to steal a Soviet Navy ship, sail it into Leningrad and call on the people to rise up against the government in Moscow. He

was going to broadcast his protest to the whole of the USSR, speak out against the Brezhnev regime's corruption and form a new, Leninist government.

In "The Hunt for Red October," the defecting captain has to kill the political commissar before he can put his defection plan into action. Sablin actually was the political commissar. Assigned to the missile frigate and sub chaser Storozhevoy on Nov. 9, 1975, he lured the ship's captain below deck while it was docked in the Bay of Riga.

With the captain locked away, Sablin played the 1925 film "Battleship Potemkin" for the crew, a movie about the Russian Navy deciding to fight the unjust Tsarist government in the 1917 revolution.

He then briefed the 15 remaining senior officers of his intentions and forced them to choose a side. Eight of them agreed to the plan; the other seven were also locked away. He then addressed the 150 or so crew members.

It turns out that much of the crew either agreed with him or were so disenchanted themselves, they were willing to go along with a revolution. Watching a movie about sailors leading a revolution didn't hurt, either. After a rousing speech, the sailors joined Sablin's revolution.

"The Kremlin geriatrics in the Politburo with Brezhnev at the head were never going to lead the country to prosperity," Russian naval historian Nikolai Cherkashin said in a documentary. "I won't say everyone felt like that, but the Navy officer corps certainly did."

The ship was supposed to depart the next morning, but with the escape of one of the crew, the revolutionaries left under the cover of darkness. Just like in the movie "The Hunt for Red October," when the Soviet government discovered the mutiny, it started a frenzied search.

It didn't help that the Storozhevoy was the USSR's latest and greatest anti-submarine frigate. The Soviet leadership feared Sablin

defecting to the West with the missile frigate just as much as they feared his revolutionary threat.

It launched half of the Soviet Baltic fleet to find and destroy the Storozhevoy, if necessary. Some 13 vessels and 60 combat aircraft were launched in pursuit of Sablin's frigate as it sailed for Leningrad. The missile frigate had no ammunition and was defenseless against the government forces. Sablin's revolution was supposed to be bloodless.



A Soviet Krivak I Class guided missile frigate, identical to the Storozhevoy. (Department of Defense)

Although Sablin had turned off the radar upon leaving the Bay of Riga, he had to turn it back on in the dense fog of the Baltic Sea. By 8 a.m., the Soviet forces located the Storozhevoy.

Bombs began to drop on the ship as Soviet fighters strafed its decks. It was soon disabled and cornered by loyal ships.

A mutiny within the mutiny began, as three members of the crew freed the ship's captain, who promptly shot Sablin in the leg. He then radioed the attacking forces that he had retaken control of the Storozhevoy. The ship was boarded by Soviet Naval Infantry, which interrogated the crew and arrested Sablin.

Sablin was tried and convicted in June 1976, and given a death sentence. It was carried out two months later. Sablin was a popular member of the crew, and even 20-plus years later, members of the ship's crew remembered him fondly.

The KGB suppressed the true story of the Storozhevoy, instead telling Western sources the crew had been trying to defect. Master's student Gregory D. Young used the USSR's official story as part of his thesis, "Mutiny on Storozhevoy: A Case Study of Dissent in the Soviet Navy." Clancy found the study in the [Naval Academy](#) archives, and it became the inspiration for "The Hunt for Red October."

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