



248 YEARS OF POWER, PRESENCE, AND PROTECTION

USSVI



Golden Corner Base Newsletter



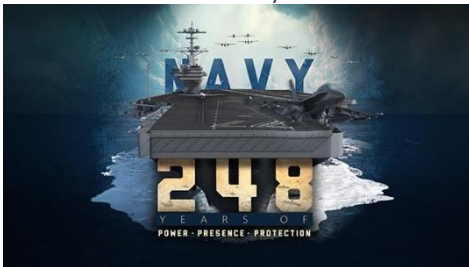
Issue 043
October
2023

IN THIS ISSUE

Base BBQ Event September 30

Greetings Shipmates,

October 13th marked the 248 year of the United States Navy.



Small complaint, where are submarines in the above picture? Just saying.... In 1972, Chief of Naval Operations Admiral Elmo R. Zumwalt authorized official recognition of 13 October as the birthday of the U.S. Navy. Want to learn more about Navy Birthday – [click here](#).

Our base bbq was a hit, and wow, was the grub soooo goood! This needs to be an annual event!

So, two wars, with a possible third (Ukraine-Russia / Israel – Hamas / Azerbaijan-Armenia). What's next...Taiwan? WWII? Thing's don't appear to be headed in the right direction. Are you preparing/prepping? I'd be interested to know if you are and if so, what you are doing.

I think Richard will be accepting dues so be prepared.

See page 26 for information on Veteran's Last Patrol 5th annual Operation Holiday Salute.

Hope to see you this Wednesday for the October base meeting!

Fair Winds & Calm Seas,

Brett

Base BBQ Event... page 7



Flying Submarine? page 13



Tolling of the Boats

'Honoring our fallen submarine heroes is fundamental to our creed as members of U.S. Submarine Veterans (USSVI), which is...

"To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country."

- **USS Seawolf (SS-197)**

Lost on Oct 3, 1944 with the loss of 83 officers and men and 17 US Army troops when she was sunk just north of Moritai by USS Rowell, a Destroyer Escort (DE). In this tragic error, Rowell mistook Seawolf for a Japanese submarine that had just sunk another Destroyer. Seawolf ranks 7th for enemy ships sunk.

- **USS S-44 (SS-155)**

Lost on Oct 7, 1943 with the loss of 56 men when it was sunk off Paramushiru, Kuriles. S-44 was on her 5th war patrol after attacking a target thought to be a merchant on the surface, S-44 found herself in a losing gun battle with a heavily armed Japanese destroyer. Two men were taken prisoner and survived the war.

- **USS Wahoo (SS-238)**

Lost on Oct 11, 1943 with the loss of 80 men near La Perouse Strait. Under command of one of the great sub skippers of World War II, LCDR "Mush" Morton, Wahoo was on her 7th war patrol. Wahoo had won a Presidential Unit Citation and ranks 5th in the number of enemy ships sunk. She was lost to depth charges dropped by a Japanese patrol aircraft.

- **USS Dorado (SS-248)**

Lost on Oct 12, 1943 with the loss of 77 men when she was sunk in the western Atlantic near Cuba. Newly commissioned, she had departed New London and was enroute to Panama. She may have been sunk by a U.S. patrol plane that received faulty instructions regarding bombing restriction areas or a German U-boat that was in the vicinity.

- **USS Escolar (SS-294)**

Lost on Oct 17, 1944 with the loss of 82 men. She was on her 1st war patrol and was most likely lost to a mine somewhere in the Yellow Sea.

- **USS Shark II (SS-314)**

Lost on Oct 24, 1944 with the loss of 87 men when she was sunk near Hainan. The second boat to carry this name during World War II, she was on her 3rd war patrol. Shark was sunk by escorts after attacking and sinking a lone freighter. Compounding the tragedy, it turned out that the freighter had 1,800 U.S. POW's on board.

- **USS Escolar (SS-294)**

Lost on Oct 17, 1944 with the loss of 82 men. She was on her 1st war patrol and was most likely lost to a mine somewhere in the Yellow

- **USS Darter (SS-227)**

Lost on Oct 24, 1944 when she became grounded on Bombay Shoal off Palawan and was then destroyed to prevent her falling into enemy hands intact. The entire crew was rescued by USS Dace. Winner of one Navy Unit Commendation, Darter had sunk a heavy cruiser and damaged another and went aground while attempting an "end around" on an enemy formation in hopes of getting in an attack on a battleship.

- **USS Tang (SS-306)**

Lost on Oct 25, 1944 with the loss of 78 men in the Formosa Strait. Tang was on her 5th war patrol. Tang ranks 2nd in the number of ships sunk and 4th in tonnage, and had won two Presidential Unit Citations. During a daring night surface attack, Tang was lost to a circular run by one of her own torpedoes. Nine of the crew were taken prisoner, including CDR. O'Kane and five who had gained the surface from her final resting place 180 feet below. All survived the war, and CDR O'Kane was awarded the Congressional Medal of Honor.

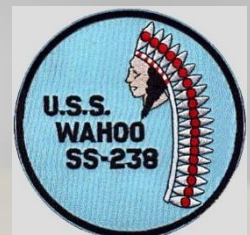
- **USS O-5 (SS-66)**

Lost on October 29, 1923 with the loss of 3 men when rammed and sunk by SS Abangarez off the Panama Canal.



Sea.

The Wahoo (SS-238) is shown returning from her 4th war patrol on 6 April 1943. The photo was been censored. Wahoo's SD mast and two ships have been marked out. She could be entering Midway. She is now showing 16 victory pennants and this matches SUBPAC's sinking credit for her first four war patrol.



USSVI NEWS



2023/09/28 Veterans Service Officer Update

Shipmates,

Cradle to Grave: The Only American Both Born and Buried at Arlington National Cemetery

https://www.military.com/history/cradle-grave-only-american-both-born-and-buried-arlington-national-cemetery.html?ESRC=mr_230904.nl&utm_medium=email&utm_source=mr&utm_campaign=20230904

PACT Act: Agent Orange Toxic Exposure

https://www.military.com/benefits/pact-act-agent-orange-toxic-exposure.html?ESRC=navy_230905.nl&utm_medium=email&utm_source=navy&utm_campaign=20230905

Tricare Rate Hikes: Premiums for Young Adults, Retired and Reserve Troops Jump Sharply for 2nd Straight Year

https://www.military.com/daily-news/2023/08/31/tricare-rate-hikes-premiums-young-adults-retired-and-reserve-troops-jump-sharply-2nd-straight-year.html?ESRC=navy_230905.nl&utm_medium=email&utm_source=navy&utm_campaign=20230905

3M's \$6 Billion Earplug Accord Risks Failure If Veterans Reject Deal

https://www.military.com/daily-news/2023/09/01/3ms-6-billion-earplug-accord-risks-failure-if-veterans-reject-deal.html?ESRC=eb_230905.nl&utm_medium=email&utm_source=eb&utm_campaign=20230905

Think You Saw a UFO? The Pentagon Wants to Hear from You

https://www.military.com/daily-news/2023/09/01/think-you-saw-ufo-pentagon-wants-hear-you.html?ESRC=eb_230905.nl&utm_medium=email&utm_source=eb&utm_campaign=20230905

Marine Corps Tests Out New 5G Equipment That Promises Faster Battlefield Communication

https://www.military.com/daily-news/2023/09/01/marine-corps-tests-out-new-5g-equipment-promises-faster-battlefield-communication.html?ESRC=eb_230904.nl&utm_medium=email&utm_source=eb&utm_campaign=20230904

VA to Mark 9/11 Attack Anniversary with Volunteer Opportunities at Cemeteries

https://www.military.com/daily-news/2023/09/01/va-mark-9-11-attack-anniversary-volunteer-opportunities-cemeteries.html?ESRC=eb_230904.nl&utm_medium=email&utm_source=eb&utm_campaign=20230904

Army Sparks Outrage with Delay of 'Brandon Act' Implementation

https://www.military.com/daily-news/2023/08/30/army-sparks-outrage-delay-of-brandon-act-implementation.html?ESRC=eb_230831.nl&utm_medium=email&utm_source=eb&utm_campaign=20230831

VA Says It's Closing In on a Goal to House 38,000 Veterans This Year

https://www.military.com/daily-news/2023/08/29/va-says-its-closing-goal-house-38000-veterans-year.html?ESRC=eb_230830.nl&utm_medium=email&utm_source=eb&utm_campaign=20230830

'This Is Horrible': Homeless Veterans Are Being Buried in Paupers' Graves Near Fort Moore

https://www.military.com/daily-news/2023/08/29/horrible-homeless-veterans-are-being-buried-paupers-graves-near-fort-moore.html?ESRC=eb_230830.nl&utm_medium=email&utm_source=eb&utm_campaign=20230830

32,000 Veterans Have VA Disability Claims Decisions Delayed by Technical Glitch

https://www.military.com/daily-news/2023/08/23/32000-veterans-have-va-disability-claims-decisions-delayed-technical-glitch.html?ESRC=navy_230829.nl&utm_medium=email&utm_source=navy&utm_campaign=20230829

https://www.military.com/daily-news/2023/09/05/va-failed-process-requests-to-update-veterans-dependents-dating-as-far-back-as-2011.html?ESRC=eb_230907.nl&utm_medium=email&utm_source=eb&utm_campaign=20230907

Federal Authorities Have Been Probing Roughly 5,000 Pilots Suspected of Withholding Major Health Issues, Report Says

https://www.military.com/daily-news/2023/08/27/federal-authorities-have-been-probing-roughly-5000-pilots-suspected-of-withholding-major-health.html?ESRC=eb_230828.nl&utm_medium=email&utm_source=eb&utm_campaign=20230828

By Court Order, Department of Navy Begins Process to Reconsider 3,770 Medical Discharges for Retirement Upgrades

https://www.military.com/daily-news/2023/09/07/more-3700-medically-discharged-sailors-and-marines-eligible-reevaluation-retirement.html?ESRC=eb_230908.nl&utm_medium=email&utm_source=eb&utm_campaign=20230908

New Jersey Failed Veterans in State-Run Homes Hit by Dozens of COVID-19 Deaths, Federal Report Says

https://www.military.com/daily-news/2023/09/07/new-jersey-failed-veterans-state-run-homes-hit-dozens-of-covid-19-deaths-federal-report-says.html?ESRC=eb_230908.nl&utm_medium=email&utm_source=eb&utm_campaign=20230908

Camp Lejeune Water Victims Offered Quicker Payout Option by Navy and Justice Department

https://www.military.com/daily-news/2023/09/06/camp-lejeune-water-victims-offered-quicker-payout-option-navy-and-justice-department.html?ESRC=eb_230907.nl&utm_medium=email&utm_source=eb&utm_campaign=20230907

Facial Scanners Are Getting a New Look at Some Cars Entering Redstone Arsenal

https://www.military.com/daily-news/2023/09/06/facial-scanners-are-getting-new-look-some-cars-entering-redstone-arsenal.html?ESRC=eb_230907.nl&utm_medium=email&utm_source=eb&utm_campaign=20230907

VA Failed to Process 56,000 Requests to Update Veterans' Dependents Dating as Far Back as 2011

https://www.military.com/daily-news/2023/09/05/va-failed-process-requests-to-update-veterans-dependents-dating-as-far-back-as-2011.html?ESRC=eb_230907.nl&utm_medium=email&utm_source=eb&utm_campaign=20230907

[56000-requests-update-veterans-dependents-dating-far-back-2011.html?ESRC=eb_230906.nl&utm_medium=email&utm_source=eb&utm_campaign=20230906](https://www.va.gov/resources/the-pact-act-and-your-va-benefits/?utm_source=middle&utm_medium=email&utm_campaign=VetResources&utm_id=06SEP2023)

Are you a Veteran who deployed to a combat zone but never enrolled in VA health care? If you left active duty between September 11, 2001, and October 1, 2013, you should apply today. But act fast—the deadline is September 30, 2023.

https://www.va.gov/resources/the-pact-act-and-your-va-benefits/?utm_source=middle&utm_medium=email&utm_campaign=VetResources&utm_id=06SEP2023

PACT Act: Presumptive Conditions
https://www.military.com/benefits/pact-act-presumptive-conditions.html?ESRC=eb_230822.nl&utm_medium=email&utm_source=eb&utm_campaign=20230822

You Fought for Democracy Overseas. You Have a Duty to Do It Again at Home.

https://www.military.com/daily-news/opinions/2023/08/21/you-fought-democracy-overseas-you-have-duty-do-it-again-home.html?ESRC=eb_230822.nl&utm_medium=email&utm_source=eb&utm_campaign=20230822

'Not Knowing Is Awful': Studies Point to Impact of PFAS on Veterans, but Resources Are Limited

https://www.military.com/daily-news/2023/08/21/not-knowing-awful-studies-point-impact-of-pfas-veterans-resources-are-limited.html?ESRC=eb_230822.nl&utm_medium=email&utm_source=eb&utm_campaign=20230822

If you have Reserve status and are getting out or retiring, then help is available at the Reserve Component Transition Assistance Site
<https://app.box.com/s/g2gix2aw9m1wvy92od7wiybt2ujku534>

4 Things to Know About POW/MIA Recognition Day
https://www.military.com/history/4-things-know-pow-mia-recognition-day.html?ESRC=mr_230911.nl&utm_medium=email&utm_source=mr&utm_campaign=20230911

PACT Act: Agent Orange Toxic Exposure
https://www.military.com/benefits/pact-act-agent-orange-toxic-exposure.html?ESRC=mr_230911.nl

[&utm_medium=email&utm_source=mr&utm_campaign=20230911](https://www.military.com/daily-news/2023/08/31/tricare-rate-hikes-premiums-young-adults-retired-and-reserve-troops-jump-sharply-2nd-straight-year.html?ESRC=mr_230911.nl&utm_medium=email&utm_source=mr&utm_campaign=20230911)

Tricare Rate Hikes: Premiums for Young Adults, Retired and Reserve Troops Jump Sharply for 2nd Straight Year

https://www.military.com/daily-news/2023/08/31/tricare-rate-hikes-premiums-young-adults-retired-and-reserve-troops-jump-sharply-2nd-straight-year.html?ESRC=mr_230911.nl&utm_medium=email&utm_source=mr&utm_campaign=20230911

Military & Dependent ID Card Expiration Issues Explained
<https://app.box.com/s/cr1y3w0wo7dsyuxl9wrgm4y805tiwzus>

Odds of Shutdown and Missed Paychecks for Troops Grow Amid Chaos in the House
https://www.military.com/daily-news/2023/09/14/odds-of-shutdown-and-missed-paychecks-troops-grow-amid-chaos-house.html?ESRC=eb_230915.nl&utm_medium=email&utm_source=eb&utm_campaign=20230915

'Status Quo Is Not an Option': Lawmakers Press VA on Handling of Companies Charging to File Benefits Claims
https://www.military.com/daily-news/2023/09/14/status-quo-not-option-lawmakers-press-va-handling-of-companies-charging-file-benefits-claims.html?ESRC=eb_230915.nl&utm_medium=email&utm_source=eb&utm_campaign=20230915

VA Electronic Health Record Rollout Unlikely to Resume for a Year After Being Derailed by Problems
https://www.military.com/daily-news/2023/09/13/va-electronic-health-record-rollout-unlikely-resume-year-after-being-derailed-problems.html?ESRC=eb_230914.nl&utm_medium=email&utm_source=eb&utm_campaign=20230914

Free Cruise Tickets Available for Veterans and Active-Duty Military on This Upgraded Ship
https://www.military.com/discounts/want-free-cruise-tickets-vets-and-active-duty-military-can-get-them-upgraded-ship.html?ESRC=navy_230919.nl&utm_medium=email&utm_source=navy&utm_campaign=20230919

How Does a Government Shutdown

Affect Health Care for Military Service Members and Veterans?

https://www.military.com/benefits/government-shutdown-healthcare-military?ESRC=navy_230919.nl&utm_medium=email&utm_source=navy&utm_campaign=20230919

2023 Military Travel and Recreation Discounts for Veterans Day
https://www.military.com/veterans-day/travel-veterans-day-military-discounts.html?ESRC=navy_230919.nl&utm_medium=email&utm_source=navy&utm_campaign=20230919

Republican Bill with Massive Boost to Junior Enlisted Pay Sparks Veto Threat from Biden
https://www.military.com/daily-news/2023/09/11/white-house-threatens-veto-pentagon-spending-bill-30-pay-hike-junior-troops.html?ESRC=eb_230912.nl&utm_medium=email&utm_source=eb&utm_campaign=20230912

First Female VA Deputy Secretary, a Retired Army Officer, Is Confirmed by Senate

https://www.military.com/daily-news/2023/09/12/senate-confirms-new-va-deputy-after-concerns-veterans-personal-information-was-exposed.html?ESRC=eb_230913.nl&utm_medium=email&utm_source=eb&utm_campaign=20230913

VA Threatened with Subpoena if It Doesn't Turn Over Abortion Data to House Committee

https://www.military.com/daily-news/2023/09/15/va-threatened-subpoena-if-it-doesnt-turn-over-abortion-data-house-committee.html?ESRC=eb_230918.nl&utm_medium=email&utm_source=eb&utm_campaign=20230918

Not Just Troops: Military Health Care Sets Course to Improve Health Care for All Patients, Director Says
https://www.military.com/daily-news/2023/09/20/militarys-health-care-system-refocuses-mission-better-include-families-retirees-dependents-not-just.html?ESRC=eb_230921.nl&utm_medium=email&utm_source=eb&utm_campaign=20230921

1 in 3 PACT Act Claims Have Received a 0% Disability Rating, Prompting a VA Review

<https://www.military.com/daily-news/2023/09/21/va-reviews-ratings-schedule-after-high-number-of-0->

[disability-awards-under-pact-act.html?ESRC=eb_230922.nl&utm_medium=email&utm_source=eb&utm_campaign=20230922](https://www.military.com/daily-news/2023/09/22/veterans-and-families-offered-expanded-benefits-transporting-remains-other-burial-costs.html?ESRC=eb_230922.nl&utm_medium=email&utm_source=eb&utm_campaign=20230922)

More Burial and Funeral Costs Can Now Be Covered by Veterans Benefits

https://www.military.com/daily-news/2023/09/22/veterans-and-families-offered-expanded-benefits-transporting-remains-other-burial-costs.html?ESRC=eb_230925.nl&utm_medium=email&utm_source=eb&utm_campaign=20230925

VA's Automated Benefits System Made Errors in 27% of High Blood Pressure Claims, Watchdog Report Says

<https://www.military.com/daily-news/2023/09/26/vas-automated-benefits-system-made-errors-27-of-high-blood-pressure-claims-watchdog-report-says.html>

VA Moves to Educate Vets on Fraud, Scams Amid PACT Act Filings and Camp Lejeune Water Litigation

https://www.military.com/daily-news/2023/09/27/va-moves-educate-vets-fraud-scams-amid-pact-act-filings-and-camp-lejeune-water-litigation.html?ESRC=eb_230928.nl&utm_medium=email&utm_source=eb&utm_campaign=20230928

The Overlooked Legacy of Workers and 'Downwinders' Who Were Harmed by Race to Build First Atomic Bomb

https://www.military.com/daily-news/2023/09/26/overlooked-legacy-of-workers-and-downwinders-who-were-harmed-race-build-first-atomic-bomb.html?ESRC=eb_230927.nl&utm_medium=email&utm_source=eb&utm_campaign=20230927

Respectively,
John Dudas
USSVI VSO
john.dudas.ssn571@gmail.com

2023/07/10 American Submariner Magazine

Shipmates,

The current Issue (Issue #3) of American Submariner is now online on both the old and new websites. You must be signed into access it.

Thank you for using the on-line version of our magazine.

V/R
Bill Andrea, NC

Link to American Submariner Magazines:

[Current Issue](#)

[American Submariner Library](#)

Current Issue:

<https://www.ussvi.org/file/american-submariner/2023-Q3-American-Submariner.pdf>

Past Issues:

<https://www.ussvi.org/american-submariner-magazine?>

USSVI History

Note: The history of USSVI since 1966 is undergoing research. Should you be able to help, please contact the USSVI HISTORIAN Ron Martini @ rontini@gmail.com

NATIONAL STOREKEEPER



Veterans Crisis Line 1-800-273-8255

Medical Advice Line: 1-800-988-5641 or 352-379-4142

National Caregiver Support Line 855-260-3274

Domestic Violence Hotline 800-799-7233

National Call Center for Homeless Vets 877-424-3838

VETERAN RELATED PROBLEMS?

Contact John Dudas
your USSVI
National Veterans Affairs Service Officer



"I will assist members with claims, issues of what to do, who to contact locally, and any other questions concerning your claims submitted to the Veterans Administration."



john.dudas.ssn571@gmail.com
Home: 928-636-9004 • Cell: 928-420-0061
2480 West Gambels Ridge Drive
Chino Valley, AZ 86323-8917

FROM THE WARDROOM



OCTOBER WAYPOINTS

USSVI ANNIVERSARY

David Rocheville 2010
Noah Booty 2016

GOLDEN CORNER BASE ANNIVERSARY

Wayne Hensarling 2009
Peter Graef 2009
Bob Sullenberger 2018
David Rochville 2019
Ed Wynn 2021

HAPPY BIRTHDAY!

Richard Franklin 1942
Jay Hudson 1945
Dale Armbrister 1946

GOLDEN CORNER OFFICERS:

Base Commander: Ed Evinger
Sr. Vice Commander: Dave Rocheville
Secretary: Walker "T" Bousman
Treasurer: Richard Franklin
Chief Of The Boat: Tom Vaughan
Chaplain: Norm Garrett
Eagle Scout Chair: Luis Garcia
Newsletter Editor: Brett Shone
Librarian: Brett Shone

Members: 35
Associate members: 1



Holland Club members: 16
Life members: 15

Region/District: ES2
Meets in: Easley SC

**GOLDEN CORNER BASE LIBRARY**

CLICK [LINK](#)
or scan below





Golden Corner Base BBQ

The day could not have been better – great fellowship, great food, great weather!

Thank you to all involved to help make this event happen: Anthony Gody, Luis Garcia, Tom Vaughn, Ed Evering, and anyone else I missed (sorry).



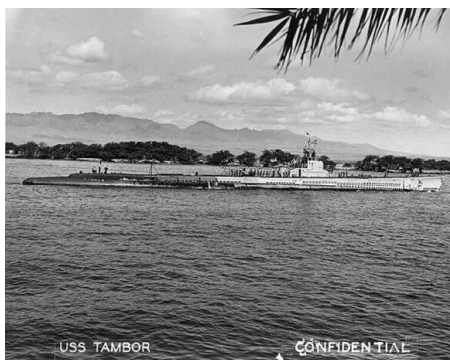
SUBMITTED BY THE COB....

USS Grayback (SS-208) Found After 75 Years; What Was Onboard Was Unexpected

By Elisabeth Edwards,

Seventy-five years after she first disappeared off the coast of Okinawa, the wreck of the USS Grayback (SS-208) was discovered at the bottom of the Philippine Sea, more than 100 nautical miles from where the US Navy described her as being. The astounding discovery finally brought peace to the families of the 80 American sailors who were tragically lost in the submarine's sinking.

USS Grayback (SS-208)



USS Tambor (SS-198), the lead vessel in the Tambor-class of submarines. (Photo Credit: Unknown Author / United States Federal Government / Wikimedia Commons / Public Domain)

The USS Grayback was commissioned on June 30, 1941, with Lt. William A. Saunders placed in command of the Tambor-class vessel. She was part of the

US Navy's first successful fleet submarines, and was crucial to the Allied success in the Pacific Theater.

Powered by four General Motors V16 diesel engines, four high-speed General Electric electric motors and two 126-cell Sargo batteries, Grayback was capable of traveling at 20.4 knots when surfaced and 8.75 knots when submerged. She had a range of 11,000 nautical miles at 10 knots, and could remain submerged for 48 hours straight when traveling at two knots.

To ensure she was able to adequately engage with enemy vessels, Grayback was armed with 24 torpedoes in ten 21-inch torpedo tubes, a Bofors 40 mm and Oerlikon 20 mm cannon, and a single three-inch deck gun. To ensure everything ran smoothly, the submarine's crew consisted of 54 enlisted men and six officers.

USS Grayback 's (SS-208) service during World War II



USS Grayback (SS-208), 1941. (Photo Credit: Unknown Author / U.S. National Archives and Records Administration / Wikimedia Commons / Public Domain)

Following the US entry into World War II after the Japanese attack on Pearl Harbor, the USS Grayback began to see action. Originally commissioned into the Atlantic Fleet, she was 20th in total tonnage sunk by American submarines, taking out 14 enemy ships (63,835 tons). She was also

awarded eight battle stars for her service throughout the conflict.

In February 1942, Grayback departed from Maine for Hawaii. The submarine's first war patrol took her along the coasts of Saipan and Guam, where she had a four-day standoff with a Japanese submarine. The enemy vessel fired two torpedoes at Grayback and followed her until she managed to escape. A month later, the submarine sank her first ship, the Japanese cargo vessel Ishikari Maru.

Grayback later conducted patrols in the South China Sea and St. George's Passage, where the submarine was challenged by the bright moonlight, intense enemy patrols and treacherous waters. Despite these hurdles, the presence of her and her sister ships was instrumental in the success of the Guadalcanal Campaign, America's first major land offensive in the Pacific.

Grayback garnered an impressive number of kills after this, and was even credited with saving the lives of six crewmen who'd survived the crash of their Martin B-26 Marauder in the Solomon Islands. While she experienced a string of bad luck during her sixth patrol, the submarine's reputation made a turn for the better in later patrols, one of which saw her join one of the first wolfpacks organized by the Submarine Force.

Of all her patrols, it was Grayback's 10th that was her most successful - and also the submarine's last.

A successful final mission in the Pacific Theater



Captured Japanese Nakajima B5N2, similar to the one that attacked the USS Grayback (SS-208), 1943. (Photo Credit: U.S. Navy / Naval History and Heritage Command / Wikimedia Commons / Public Domain)

On February 24, 1944, the USS Grayback 's crew radioed that they'd sunk two Japanese cargo ships and damaged two others. The following day, they transmitted their last report , which stated they'd sunk the enemy tanker Nanho Maru and left Asama Maru damaged. With only two torpedoes left, the submarine was ordered to return to base in Fremantle, Western Australia.

Grayback was supposed to arrive at Midway Island on March 7, 1944, but was nowhere to be found. By March 30, she was officially listed as missing , with no survivors.

Captured Japanese records paint a picture of Grayback 's final moments. Having attacked convoy Hi-40 a few days prior, the submarine used her last two torpedoes to sink the cargo ship Ceylon Maru in the East China Sea on February 27. She was then spotted by a Nakajima B5N torpedo bomber and hit with a 500-pound bomb.

Grayback reportedly "exploded and sank immediately" to the bottom of the Pacific Ocean, after which anti-submarine aircraft were called in to drop depth charges

over the area, so the enemy could be sure the vessel was for sure out of commission. It was there where Grayback remained undiscovered for nearly a century.

Unexpected discovery within the USS Grayback (SS-208)



The USS Stickleback (SS-415) was the first submarine located by the Lost 52 Project. (Photo Credit: USN / USNI / Wikimedia Commons / Public Domain)

During the Second World War , 52 American submarines were lost, taking the lives of 374 officers and 3,131 sailors. The Lost 52 Project is an initiative dedicated to locating all 52 vessels, to bring closure to the families of those who lost their lives. Using state-of-the-art technology, the team captures images and 3D scans of the wrecks they discover to help document each submarine.

On November 10, 2019, the Lost 52 Project announced it had located the USS Grayback some 50 nautical miles south of Okinawa, roughly 1,400 feet below the surface. Her deck gun was found 400 feet away from the main wreckage. The damage the submarine had sustained appeared consistent with what was listed in the Japanese report. There was severe damage aft of the conning tower, and part of the hull had imploded. As well, the bow had broken off at an angle.

It's a miracle they even found the wreck, considering the original coordinates translated by the US

Navy were 100 nautical miles off, thanks to a clerical error that was off by just one number.

The team set up a dive team to explore the wreckage , but what they found inside overshadowed the celebratory mood around such an incredible discovery. Tim Taylor, one of the team leads, shared how he felt with The New York Times , "We were elated, but it's also sobering, because we just found 80 men."

Prayers of family members have finally been answered



USS Grayback (SS-208) memorial at the Heslar Naval Armory in Indianapolis, Indiana. (Photo Credit: Sheariner / Wikimedia Commons CC BY 2.5)

Gloria Hurney 's uncle, Raymond Parks, was one of the men lost when the USS Grayback sank. He served as an electrician's mate, first class. Hurney and countless others had concluded they would never be able to locate the wreck, but the Lost 52 Project proved them otherwise.

While the discovery of Grayback is bittersweet, it's also brought closure and peace to the families who waited 75 years to learn where their loved ones were laid to rest.





Today in US Submarine Naval History

October 2

1943

A mine laid by USS Silversides (SS 236) four months earlier damages Imperial Japanese Navy minesweeper W 28 off Kavieng Bay, New Ireland, Bismarck.

1944

USS Pomfret (SS 391) attacks a Japanese convoy in Luzon Strait, sinking an army transport about 75 miles southeast of the southern tip of Formosa.

October 3

1944

During anti-submarine operations, USS Richard M. Rowell (DE 403) accidentally sinks USS Seawolf (SS 197), which is transporting U.S. Army personnel to the east coast of Samar. There are no survivors among the more than 100 crew and passengers.

October 6

1944

USS Whale (SS 239) sinks the Japanese merchant tanker Akane Maru while under the escort of Japanese Coast Defense Vessel No. 21 west of Balintang Channel, Philippines. USS Seahorse (SS 304) then sinks Coast Defense Vessel No.21 as the ship is rescuing survivors from Akane

Maru, 140 miles northwest of Cape Bojeador, Luzon.

1958

USS Seawolf (SSN 575) completes a record submerged run of 60 days, logging more than 13,700 nautical miles.

October 7

1944

USS Hawkbill (SS 366) and USS Baya (SS 318) attack a Japanese convoy and sink the Japanese cargo ship Kinugasa Maru about 400 miles west of Manila, while USS Cabrilla (SS 288) sinks Japanese transport No.8 Shinyo Maru off Vigan, Luzon.

1944

USS Greenling (SS 213) sinks the Japanese transport No 8 Kiri Maru and the merchant tanker Kotai Maru.

1955

USS X-1, the Navy's only midget submarine, is placed into service and conducts numerous scientific tests for the Naval Research Laboratory.

2017

The Virginia-class fast attack submarine USS Washington (SSN 787) is commissioned in a ceremony at Naval Station Norfolk. Washington, named in honor of the 42nd state, is the 14th Virginia-class, fast-attack submarine to join the Navy's operational fleet.

October 8

1943

USS Guardfish (SS 217) sinks Japanese army cargo ship Kashu Maru north-northwest of the Admiralty Islands while USS Gurnard (SS 254) sinks the Japanese army cargo ship Taian Maru and transport ship Dainichi Maru off the northern tip of Luzon.

October 9

1940

Secretary of the Navy William F. Knox approves recommendation to equip 24 submarines with gasoline for delivery to seaplanes on the water. The move followed a demonstration in which submarine Nautilus (SS 168) refueled patrol planes and conducted successful test dive to 300 feet with aviation gasoline aboard.

1943

USS Kingfish (SS 234) torpedoes and sinks Japanese oiler Hayamato in Sibitu Channel. Also on this date, USS Rasher (SS 269) sinks Japanese army cargo ship Kogane Maru 28 miles from Ambon, while USS Wahoo (SS 238) sinks Japanese cargo ship Hankow Maru off Oga Peninsula.

October 10

1943

USS Bonefish (SS 223) sinks the Japanese army cargo ship Isuzugawa Maru and merchant transport Teibi Maru off Cam Ranh Bay, French Indochina.

October 11

1944

USS Tang (SS 306) sinks Japanese freighters Joshu Go and Oita Maru in the Formosa Strait. Also on this date, USS Trepang (SS 412), in an attack on a Japanese convoy south of Honshu, sinks landing ship T.105 about 105 miles southwest of Tokyo Bay.

October 13

1775

The Continental Congress votes for two vessels to be fitted out and armed with 10 carriage guns, a proportional number of swivel guns, and crews of 80 then sent out on a cruise of three months to intercept transports carrying munitions and stores to the British

army in America. This legislation, out of which the Continental Navy grew, constitutes the birth of the U.S. Navy.

October 14

1942

USS Greenling (SS 213) sinks the Japanese army cargo ship Takusei Maru six miles off Todo Saki near the northern coast of Honshu and USS Sculpin (SS 191) sinks the Japanese army cargo ship Sumiyoshi Maru 75 miles southwest of Kavieng, New Ireland.

1965

The 1,200-nautical-mile range Polaris A-1 fleet ballistic missile is retired from service when submarine Abraham Lincoln (SSBN 602) returns to the United States for overhaul and refitting with 2,500-nautical-mile range Polaris A-3s.

October 15

1943

USS Tullibee (SS 284) attacks a 10-ship Japanese convoy in Formosa Strait and sinks the transport Chicago Maru.

October 16

1942

USS Thresher (SS 200) mines the approaches to Bangkok, Thailand, the first US Navy submarine mine plant during World War II.

October 17

1941

Before the United States' entry into World War II, German submarine U-568 torpedoes and damages USS Kearny (DD 432) near Iceland, killing 11 and injuring 22.

1942

USS Trigger (SS 237) sinks the Japanese freighter Holland Maru near the mouth of Bungo Strait off Kyushu, Japan. Lost in action with all hands later in the war, Trigger receives 11 battle stars for her World War II service and the Presidential Unit Citation for her fifth, sixth, and seventh war patrols.

1943

USS Tarpon (SS 175) sinks German auxiliary cruiser Michel (Schiffe No. 28) off Chichi Jima, Bonin Islands.

October 18

1944

USS Bluegill (SS 242) and USS Raton (SS 270) attack a Japanese convoy in the South China Sea. Bluegill sinks the army cargo ships Arabia Maru and Chinsei Maru and freighter Hakushika Maru. Raton sinks the army cargo ships Taikai Maru and Shiranesan Maru.

October 18

1915

The Naval Submarine Base at New London, Conn. is established.

October 20

1991

USS West Virginia (SSBN 736) is commissioned at Naval Submarine Base Kings Bay, GA. It is the third U.S. Navy ship to be named for West Virginia, and the 11th of 18 Ohio-class submarines.

October 21

1942

USS Guardfish (SS 217) sinks Japanese freighter Nichiho Maru about 120 miles north-northeast of Formosa while USS Gudgeon (SS 211) attacks a Japanese convoy

in the Bismarck Sea and sinks the transport Choko Maru.

1989

Los Angeles-class submarine USS Topeka (SSN 754) is commissioned at Groton, CT

October 23

1942

USS Kingfish (SS 234) sinks Japanese gunboat at the entrance to Kii Suido, Honshu, Japan.

1961

Submarine Ethan Allen (SSBN 608) makes the first underwater launch of a Polaris A-2 fleet ballistic missile. The Polaris soars 1,500 miles down the Atlantic Missile Range.

2004

USS Virginia (SSN 774) is commissioned at Naval Station Norfolk, Va., the sixth U.S. Navy ship named Virginia; she is the first of its submarine class.

October 24

1944

USS Shark (SS 314) is lost in the vicinity of Luzon Strait while participating in a coordinated attack by Task Group 17.15 with USS Seadragon (SS 194) and USS Blackfish (SS 221). Also, USS Richard M. Rowell (DD 403) sinks Japanese submarine I-54, 70 miles east of Surigao, and USS Tang (SS 306) is lost when she runs into her own torpedoes.

October 25

2008

Virginia class submarine USS New Hampshire (SSN 778) is commissioned at Portsmouth Naval Shipyard, Kittery, Maine.

2014

Virginia class submarine USS North Dakota (SSN 784) is commissioned at Groton, Conn.

October 26

1944

Three U.S. Navy submarines sink a number of Japanese vessels: USS Drum (SS 228) sinks freighter Taishu Maru, cargo ship Taihaku Maru and damages transports Aoki Maru and Tatsura Maru; USS Icefish (SS 367) sinks freighter Taiyo Maru and USS Rock (SS 274) sinks Takasago Maru.

1963

USS Andrew Jackson (SSBN 619) launches the first Polaris A-3 missile while cruising submerged 20 miles off Cape Canaveral, Fla.

October 29**2011**

Virginia class submarine USS California (SSN 781) is commissioned at Norfolk, Va.

October 31**1941**

German submarine U-562 sinks USS Reuben James (DD 245) as she escorted Convoy HX 156, killing 115 of her crew. Reuben James is the first U.S. ship lost to enemy action in World War II.



This Ain't No Shit....Sub Stories and History

Flying Submarine Documentary Is A Story Of Defied Assumptions

By Donald Papp June 25, 2023



Donald Reid had a passion for applying himself to challenging problems, and in many ways his life's work was that of developing a prototype submersible aircraft — or flying submarine — for which his son Bruce was a test pilot. [Jesse Moody] brought to our attention a fantastic documentary he created (with a short teaser trailer here) in which he interviews Bruce, and in the process teaches us all about a story that spanned decades and formed an important part of aviation history. Bruce experienced his share of hair-raising moments while testing the craft, but still has all of his fingers and limbs. Still, in his own words, “you wouldn't be doing that kind of testing today!”

In many ways, the story revolves around defying assumptions. Without context, a “flying

submarine” project might sound like a lone kook's obsession, but Donald Reid was nothing of the sort. He was a brilliant engineer who was able solve problems by applying his skill and intellect with a laser-like focus. And it turns out that getting a submerged vehicle to successfully transition from waterbound craft to airborne is a source of numerous and novel problems that were not trivial to solve. In fact, these

problems *needed* to be solved in order to develop the Tomahawk cruise missile, which is launched by submarine. And that brings us to the lawsuit that bookended it all.

Donald Reid had tried unsuccessfully to get the government interested in his work during the late 50s and 60s. He shared his data, but never got a call back despite clear evidence of work being done in the area. He felt that the later Tomahawk cruise missile — basically a flying mini-submarine — was a direct infringement of his patent. He did, after all, do the hard work of solving the many problems inherent in getting something to transition from underwater to airborne, and the Tomahawk was doing exactly that.



Donald Reid with an early small scale prototype, this one with a small pulsejet engine attached.

In the lawsuit, Donald represented himself legally. Again the situation defies assumption; without context one might imagine he was somewhere on the sovereign citizen spectrum, filing grievances in between conspiracy theories. In fact, he did so out of necessity — educating himself on law in the process — because no professional lawyer wanted the job of suing the US Government. He took the case all the way to the US Supreme Court as an individual, without the benefit of professional attorneys, which is a rare thing indeed.

The Supreme Court ultimately ruled against him, but it was on such a point that if he had had proper counsel, he very likely would have prevailed. The way patents work in the US can be troublesome for inventors. If an implementation deviates from a written patent in even one way, there is no infringement. For example, if one's patent states that mechanical energy is stored in a spring and a competitor uses an elastic band instead, there is no infringement. For this reason, patents protect best when they describe an innovation as broadly (and briefly) as possible. In Donald Reid's case, the government's position was that there was no infringement because Reid's work used supplemental buoyancy but the Tomahawk did not. But the patent as written covers *selective* (or optional) buoyancy, a point which Donald's son Bruce feels could have been addressed had his father had proper representation. But one gets only a single shot when arguing before the Supreme Court, and that was that.

Before the patent lawsuit capped things off, the actual nuts & bolts development of the project had ended after some twelve years of

R&D. It was always about proving the concept, and showing that it was possible for a vehicle to transition from submerged to airborne. Donald Reid always felt his work on the Reid RFS-1 was a success because he demonstrated it could be done, however limited the prototypes were in their capabilities. It's a legit part of aviation history, and after years of neglect, one of the actual models is awaiting restoration.

In perhaps one last defiance of expectations, the story of the flying submarine isn't just one of rumor and hazy recollection. Bruce was actually there, and a surprisingly good amount of photos and even video exist of the different models and their testing. You can see it all and learn the whole story in the documentary, linked below.

<https://youtu.be/ZE5DzUpQcyM>



SUBMARINES IN THE NEWS

U.S. revives Cold War submarine spy program to counter China

A REUTERS SPECIAL REPORT

The U.S. Navy is carrying out the biggest overhaul of its top-secret undersea surveillance network since the 1950s as China's naval power surges and new technologies are fast reshaping maritime warfare.

Beijing has similar plans of its own.

By JOE BROCK

Filed Sept. 21, 2023, 11 a.m. GMT

On a windswept island 50 miles north of Seattle sits a U.S. Navy monitoring station. For years, it was kept busy tracking whale movements and measuring rising sea temperatures. Last October, the Navy gave the unit a new name that better reflects its current mission: Theater Undersea Surveillance Command.

The renaming of the spy station at the Whidbey Island facility is a nod to a much larger U.S. military project, according to three people with direct knowledge of the plans: conducting the biggest reconstruction of America's anti-submarine spy program since the end of the Cold War.

The revival of the multibillion-dollar effort, known as the Integrated Undersea Surveillance System (IUSS), comes as China has ramped up military exercises around Taiwan, heightening concerns about a potential conflict over the democratically ruled territory, which Beijing wants brought under its control.

The IUSS revamp project has not previously been reported. It involves modernizing America's existing network of underwater acoustic spy cables and retrofitting a fleet of

surveillance ships with cutting-edge sensors and subsea microphones, moves aimed at boosting the military's ability to spy on its foes. The United States has agreed to sell Australia similar technology to help bolster allied defenses in the Pacific region.

The most innovative change in the Navy's ocean reconnaissance system is an investment in new technologies to miniaturize and globalize traditional maritime surveillance tools. The original network of fixed spy cables, which lie in secret locations on the ocean floor, was designed to spy on Soviet submarines seven decades ago, the three people said.

The Navy's plan includes deploying a fleet of unmanned sea drones to listen for enemy craft; placing portable "underwater satellite" sensors on the seafloor to scan for submarines; using satellites to locate ships by tracking their radio frequencies; and utilizing artificial intelligence software to analyze maritime spy data in a fraction of the time human analysts would usually take.



The Chinese navy's nuclear-powered submarine Long March 11 takes part in a naval parade off the eastern port city of Qingdao on April 23, 2019. The Pentagon says China is building advanced nuclear-powered subs that

are quieter and harder to detect than previous models. REUTERS/Jason Lee

The existence of the IUSS was only made public in 1991 at the end of the Cold War, and the details of its operations remain top secret, the three people said. The three spoke about the classified program on condition of anonymity.

Reuters was able to piece together details of the unit's plans through interviews with more than a dozen people involved in the effort, including two current Navy staffers working on maritime surveillance, advisors to the Navy and defense contractors involved in the projects.

The news agency also reviewed hundreds of Navy contracts. That examination identified at least 30 deals linked to the surveillance program signed over the last three years with defense giants as well as a string of startups working on unmanned sea drones and AI processing. A Reuters review of ship-tracking data and satellite imagery also revealed new details about the Navy's secretive underwater cable laying.

The IUSS is led by Captain Stephany Moore, a veteran Navy intelligence officer. The program operates under the command of the Submarine Force U.S. Pacific Fleet, headed by Rear Admiral Richard Seif.



Richard Seif, now a rear admiral and commander of Submarine Force U.S. Pacific Fleet, speaks at a 2017 event in Hawaii. The force is leading a U.S. effort to modernize America's network of underwater acoustic spy cables as tensions with China rise in the Pacific Theater. U.S. Navy/Handout via REUTERS

Moore and Seif declined interview requests. In response to questions from Reuters, a spokesperson for the Submarine Force U.S. Pacific Fleet said the Navy could not discuss specifics related to its undersea surveillance system for "operational security reasons."

"The systems have and will experience growth and recapitalization as subsea technologies are developed and as defense priorities are updated," the spokesperson said in a statement.

Tim Hawkins, a spokesperson for the U.S. 5th Fleet, which is based in the Middle East and has led U.S. sea drone trials, told Reuters the Navy is improving surveillance from "space to seabed" with the aim of painting the clearest-ever picture of global activity at sea.

China, meanwhile, is working on its own maritime spy program, known as the Great Underwater Wall, two U.S. Navy sources told Reuters.

That system, already under construction, consists of cables fitted with sonar listening sensors laid along the seafloor in the South China Sea, a tense arena due to territorial disputes between Beijing and its neighbors. China is also building a fleet of underwater and surface sea drones to scour for enemy submarines, the two people said.

The Chinese push extends far into the Pacific. The state-run China Academy of Sciences said in 2018 it was operating two underwater sensors: one in Challenger Deep in the Mariana Trench, the deepest known point on earth; the other near Yap, an island in the Federated States of Micronesia. Though China says these sensors are used for scientific purposes, they could detect submarine movements near the U.S. naval base on Guam, a Pacific island territory, the Navy sources said.

China's Ministry of Defense did not respond to requests for comment about any aspect of this story. China's Foreign Ministry declined to comment.

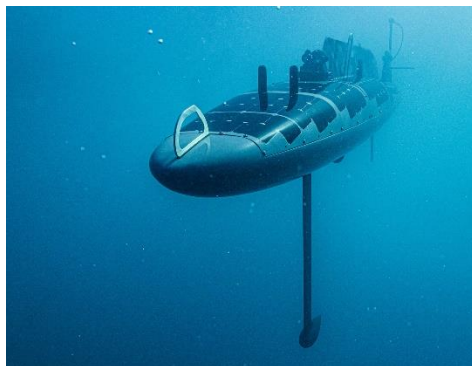
The Indo-Pacific has become the main arena for military competition between the United States and China. Beijing's increased aggression towards U.S. ally Taiwan, its territorial disputes with neighbors, and its opposition to the long-standing American naval presence in the region, which China views as provocative, have increased

friction between the two superpowers.

The U.S. Navy's surveillance push is driven by three main factors, according to the three people with direct knowledge of the plans. First is the meteoric rise of China as a sea power and the potential for its vessels to attack Taiwan or sabotage critical undersea infrastructure, including oil pipelines and fiber-optic internet cables.

Second is Ukraine's success in employing new maritime warfare tactics in its counteroffensive against invading Russian forces; Ukraine has used relatively cheap unmanned sea vehicles to strike enemy ships and bridges. This development has exposed the vulnerability of large surface vessels to drone attacks, and the need for the U.S. Navy to master this technology for its own offensive operations, as well as learn ways to defend against it. That, in turn, could heighten the importance of submarine warfare in any conflict with China, the three people said.

Finally, rapid technological change, including more sensitive underwater sensors, artificial intelligence and sea drones, is fueling a surveillance arms race between Beijing and Washington.



The U.S. Navy owns a handful of Triton solar-powered drones that can operate on and below the ocean's surface. Autonomous vessels promise to upend naval warfare. The drone's manufacturer, Mississippi-based Ocean Aero, is courting military orders. Ocean Aero/Handout via REUTERS.



San Francisco-based Saildrone, a maker of unmanned sailboats, was founded to collect data on marine life and measure impacts of climate change in remote places like the Arctic. Now military customers, including the U.S. Navy, have come calling. Saildrone/Handout via REUTERS.

U.S. upgrades are long overdue and moving too slowly because the Pentagon remains focused on building huge warships and submarines, Brent Sadler, a former U.S. Navy submarine officer, told Reuters.

"We have to invest faster in next-generation capabilities. We're losing the lead, and the Chinese are rapidly catching up," said Sadler, now a naval warfare fellow at The Heritage Foundation, a Washington-based think tank.

The U.S. Navy and Department of Defense did not respond to

requests for comment about the pace at which the Navy is adopting new technologies.

Sense of urgency

America's underwater espionage program was launched in the 1950s with a submarine detection system known as the Sound Surveillance System. That consisted of so-called hydrophone cables – a type of subsea microphone – laid on the seabed. The name changed to the IUSS in 1985. That's when the fixed cables were supplemented with technology known as the Surveillance Towed Array Sensor System (SURTASS), long vertical sonar arrays dragged below Navy ships to listen for enemy submarines lingering in the depths.

At its peak in the 1980s, the IUSS comprised thousands of Navy sailors and analyzed data from ships and undersea cables at 31 different processing facilities. Tracking Soviet vessels was central to the original mission, according to declassified Navy documents.

With the breakup of the Soviet Union in the 1990s, the IUSS was scaled back. Increasingly its analysts were tasked with monitoring marine life and offshore earthquakes.

Today, just two surveillance sites remain: the facility located within the Naval Air Station Whidbey Island in Washington State, and another at the Dam

Neck naval station in Virginia Beach, Virginia.



The 2022 renaming of a U.S. Navy listening post on Whidbey Island near Seattle signals a larger Pentagon effort to upgrade America's undersea surveillance capabilities as China's naval power grows. U.S. Navy/Handout via REUTERS

Once dubbed Naval Ocean Processing Facilities, they were rechristened Theater Undersea Surveillance Commands last year. The new name is “more fitting of the expansive coverage of our mission,” Jon Nelson, commanding officer at the Whidbey Island unit, said at a name-changing ceremony in October 2022.

China's rise as a naval rival, and Ukraine's effective harassment of Russia's Black Sea fleet with drones, have renewed the U.S. military's focus on ocean surveillance in a fast-changing maritime environment, according to Phillip Sawyer, a retired U.S. Navy vice admiral and former head of the submarine forces in the Pacific.

“It has given us a sense of urgency that perhaps was lacking in the '90s and the early 2000s,” said Sawyer, now the Undersea Warfare Chair at the Naval Postgraduate School in Monterey, California.

Adding to that urgency: the need to protect subsea internet cables crisscrossing the ocean floor, a global network that carries 99% of transcontinental internet traffic. These cables are the heart of an intensifying competition between the United States and China to control advanced technologies, Reuters reported in March.

In February, two undersea internet cables were cut that connected Taiwan with the Matsu Islands, a cluster of isles governed by Taiwan that sit close to the Chinese mainland. It took weeks to restore internet service fully to some 14,000 island residents. Taiwanese authorities said at the time they suspected two Chinese vessels were to blame, but provided no direct evidence and stopped short of calling it a deliberate act.

China did not comment on the incident at the time. China's defense and foreign ministries did not respond to fresh requests for comment about it.



Washington is betting that unmanned surveillance vessels can reduce the likelihood of potentially explosive confrontations such as this run-in with China on March 8, 2009. A U.S. surveillance ship, the USNS Impeccable, was harassed by five Chinese vessels as it conducted routine operations in international waters in the South China Sea, according to the Pentagon. This photo, shot from the USNS Impeccable, shows two Chinese trawlers

blocking its way. U.S. Navy/Handout via Reuters

In May, the Quad – an alliance between Australia, Japan, India and the United States – said the four countries would partner to protect and build undersea high-speed fiber-optic cables in the Indo-Pacific.

Both the Chinese and U.S. navies regularly carry out military exercises around American ally Taiwan as military analysts study how any potential conflict over the island could play out.

Although U.S. warships and submarines are widely considered technically superior, China has the largest navy in the world, comprising around 340 ships and submarines, according to the Pentagon's 2022 report on China's military. China is building more advanced nuclear-powered submarines that are quieter and harder to detect, the report said.

Ships going dark

The jewel of the U.S. subsea surveillance operations remains the global network of listening cables first laid during the Cold War, still the best subsea spying infrastructure in the world, according to two Navy sources with direct knowledge of the system.

Those cables were instrumental in solving the mystery surrounding the privately-owned Titan submersible that imploded in June, killing five people on a

voyage to view the century-old wreckage of the Titanic, the sources said.

The U.S. Navy said in a statement that it had assisted in the search for the Titan after an analysis of acoustic data detected “an anomaly consistent with an implosion.” The Navy did not respond to questions from Reuters about how it had obtained the acoustic data.

Over the last three years, some of this cable network has been expanded and replaced with advanced cables fitted with state-of-the-art hydrophones and sensors to more accurately pinpoint the location of enemy vessels, the two people said.

The U.S. Navy’s Undersea Surveillance System

The United States is expanding and upgrading its anti-submarine surveillance capabilities as tensions rise with China. The listening network, shown here in a 2017 U.S. Navy document, began with the Sound Surveillance System (SOSUS): long cables fitted with underwater microphones laid on the ocean floor in the 1950s to listen for Soviet submarines. SOSUS has since been supplemented with additional listening cables, known as the Fixed Distributed System (FDS). Data collected by underwater sensors placed in secret locations is routed to onshore processing centers, where it is analyzed to pinpoint enemy vessels.

Much of this work has been carried out by the 40-year-old USNS Zeus, the first and only operational cable ship specifically built for the U.S. Navy, the people said. Assisting are the CS Dependable and CS Decisive, two cable ships owned by the private U.S. firm SubCom, they said. SubCom has become a key player in the tech war with China, Reuters reported in July.

To keep the locations of U.S. underwater spy cables secret, these three ships have been masking their locations, known in the shipping industry as “going dark,” according to the two Navy sources and a Reuters analysis of ship tracking data.

Commercial ships are required under international law to keep their identification transponders switched on to prevent collisions and help authorities fight maritime crimes. But nations can secure exemptions for some private vessels, particularly those working on national security projects, according to London-based maritime lawyer Stephen Askins.

Between Jan. 1, 2022, and August 22 of this year, the CS Dependable and the CS Decisive were not transmitting identification signals for 60% and 57% of the days they spent at sea, respectively, according to data on LSEG’s Eikon terminal.

SubCom and the U.S. Department of Defense did not

respond to requests for comment about any exemption for SubCom vessels.

The second element of the original U.S. subsea spy program is a fleet of five large catamaran-style ships equipped with the SURTASS system, the cables fitted with sonar listening gear and dragged through the ocean.



The ocean surveillance ship USNS Able is shown in Yokosuka, Japan, in 2016. Some military analysts say the U.S. Navy is not moving fast enough to deploy next-generation spy technologies such as sea drones, AI and mobile listening sensors. U.S. Navy/Handout via REUTERS

In February 2020, the Navy awarded Lockheed Martin a \$287 million contract to produce new advanced towed sonar arrays for these ships. The first of these new cables was delivered last year, according to two Navy sources.

Lockheed Martin did not respond to a request for comment.

Now the Navy is building new miniaturized, mobile versions that can be deployed undetected, the sources said. These modules, known as Expeditionary SURTASS, or SURTASS-E, can be placed in cargo containers loaded onto any flat-decked vessel,

allowing commercial ships to carry out surveillance for the Navy, two sources with knowledge of the project said.

Over the last three years, the Navy has been testing the system from an offshore supply vessel in the Atlantic, and it has since been used in active operations in secret locations, the sources said.

In May, the U.S. State Department said in a statement that it had approved the sale of a \$207 million SURTASS-E system to the government of Australia.

An Australian Defense spokesperson told Reuters it was investing in new undersea surveillance capabilities to protect critical infrastructure and monitor evolving subsea threats.

Japan also operates a fleet of three ocean surveillance ships, fitted with U.S. SURTASS cables, the two U.S. Navy sources said.

Japan's navy, known as the Maritime Self-Defense Force, said in a statement that it was coordinating with its allies to counter China's increased naval threat; it declined to comment specifically on surveillance operations.

Sea drones with sharp ears

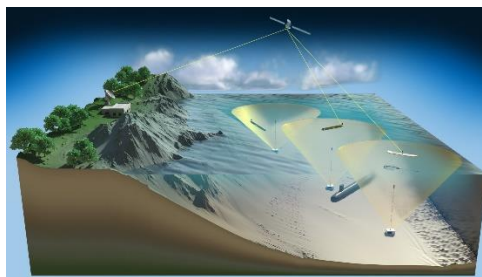
The Navy is experimenting with new ways to listen for subs in areas where its warships are closely monitored by China, including the Taiwan Strait and

South China Sea, two sources with knowledge of those efforts said.

This means using stealthier methods such as sending out small, unmanned sea drones fitted with infrared cameras and underwater microphones, and dropping portable listening devices from commercial ships, the people said.

One of the first successful attempts to make an autonomous subsea surveillance unit was the Transformational Reliable Acoustic Path System (TRAPS), developed by Leidos, a Virginia-based Fortune 500 defense firm, the people said. The Navy awarded Leidos a \$73 million contract to develop the system in 2019.

TRAPS consists of a processing box attached to deep ocean sensors. It is designed to sit on the seafloor and listen for submarines overhead, like an underwater satellite.



The U.S. Navy has purchased a submarine detection system known as TRAPS. Made by Virginia-based Leidos, these mobile units can be surreptitiously dropped to strategic locations on the ocean floor, where they listen for enemy subs moving above. Data from these units is relayed to military facilities via surface vessels and satellites. Leidos/Handout via REUTERS.

These underwater spy units could be surreptitiously

dropped off the side of a fishing vessel or tugboat in enemy territory, Chuck Fralick, Leidos' chief technology officer and a retired Navy officer, told Reuters.

"You can get listening or surveillance capability pretty much anywhere in the world you want," Fralick said.

The Navy has also been experimenting with small sea drones, including uncrewed sailboats and autonomous miniature submarines that cost \$800,000 to \$3 million to build – relatively small change in the world of defense systems.

These craft don't yet carry weapons. But they can be fitted with high-definition cameras, underwater microphones, satellite uplinks and other spy gear, giving the Navy a low-cost means to expand its surveillance dramatically, Navy spokesman Hawkins said.

In the future, these vessels could be used to fire submarine-sinking torpedoes, drop underwater mines or set off decoy devices that make loud noises beneath the surface to confuse the enemy, two Navy sources said.

The Navy did not respond to questions about arming sea drones.

Saildrone Voyager

The U.S. Navy has begun purchasing a fleet of small, uncrewed vessels that can carry out maritime

reconnaissance work, both on and below the surface.

Saildrone, a San Francisco-based firm, says it has already supplied the Navy with 22 of its solar-powered autonomous boats, including the Voyager model.

Saildrone, a San Francisco-based firm founded in 2012 by British engineer Richard Jenkins, for years has been collecting data from its unmanned sailboats to track marine life movements and measure impacts of climate change.

Now military customers are calling. In the past two years, Saildrone says it has supplied the U.S. Navy with 22 of its solar-powered boats, including the 33-foot Voyager, which can be equipped with a smart camera and a variety of sensors. The Navy confirmed that it has purchased Saildrones.

Though the Navy has yet to place large orders, Saildrone and other drone startups say they are each ready to supply hundreds of vessels a year.

Navy spokesperson Hawkins declined to say how many more uncrewed vessels the military might procure. But he said the sea drone industry was “on the cusp of a technological revolution.”





From The Federal Trade Commission

What to know about debts and deceased relatives

After a relative dies, the last thing a grieving family member wants is a call from a debt collector asking them to pay a loved one's debt. Here's what to know about the rules and your rights when a collector contacts you about a deceased relative's debts.

Who is responsible for a deceased person's debts?

As a rule, a person's debts do not go away when they die. Those debts are owed by and paid from the deceased person's estate. By law, family members usually don't have to pay the debts of a deceased relative from their own money. If there isn't enough money in the estate to cover the debt, it usually goes unpaid. But there are exceptions

to this rule. You may be personally responsible for the debt

- ▶ if you cosigned the obligation, like a car loan
- ▶ are the deceased person's spouse and live in a community property state, such as California
- ▶ are the deceased person's spouse and live in a state that requires you to pay certain kinds of debt, like some healthcare expenses
- ▶ were legally responsible for resolving the estate and didn't follow certain state probate laws

If you have questions about whether you're legally required to pay a deceased person's debts from your own money, talk to a lawyer. Depending on your income, you may qualify for free legal services from a legal aid organization.

Who pays debts out of the deceased person's assets?

The executor — the person named in a will to carry out what it says after the person's death — is responsible for settling the deceased person's debts.

If there's no will, the court may appoint an administrator, personal representative, or universal successor and give them the power to settle the affairs of the estate. In some states, that power may be granted to someone else who was not appointed by the court. For example, state law may establish another process for someone to become

the representative of the estate even if they haven't been formally appointed by the court.

Who can a debt collector contact about a deceased person's debt?

The law protects people — including family members — from debt collectors who use abusive, unfair, or deceptive practices to try to collect a debt

Under the Fair Debt Collection Practices Act (FDCPA), collectors can contact and discuss outstanding debts only with the deceased person's

- ▶ spouse
 - ▶ parent(s) — if the deceased was a minor child, which is generally defined as under age 18
 - ▶ legal guardian
 - ▶ lawyer
 - ▶ executor, administrator, or personal representative with the power to pay debts with assets from the deceased person's estate
 - ▶ confirmed successor in interest, which is someone a mortgage servicer has confirmed as a new owner of the deceased person's real estate
- Debt collectors may not discuss the debts of a deceased person with anyone else.

If you're in one of the categories listed above, you have rights. For example, debt collectors

- ▶ can't contact you before 8 a.m. or after 9 p.m. (unless you agree to it)

- ▶ can't contact you at work if you tell them you're not allowed to get calls there
- ▶ can't contact you by email or text message if you request them to stop

A collector also has to give you "validation information" about the debt, either during the collector's first phone call with you or in writing within five days after first contacting you. That information must include the name and mailing address of the debt collector

- ▶ how much money you owe, written out to list interest, fees, payments, and credits
- ▶ the name of the creditor you owe it to
- ▶ what to do if you don't think it's your debt
- ▶ your debt collection rights
- ▶ a tear-off form that can be used to send back to the debt collector to dispute the debt or take other actions.

Can a debt collector contact me to get information about a deceased person's representatives?

Collectors can contact relatives or other people connected to the deceased (who don't have the power to pay debts from the estate) to get the contact information of the deceased person's representatives. This contact information includes the name, address, and telephone number of the deceased person's spouse, executor, administrator, personal representative, or other person who can act on behalf of the deceased person's estate. Collectors can

usually only contact these people one time to get this information, and they can't discuss the details of the debt.

Collectors can reach out again to ask for updated information, or if the relative or other person gave the collector wrong or incomplete information. But collectors still can't discuss the debt.

If you're responsible for paying a deceased relative's debt, the law gives you many of the same rights as the original debtor. This includes stopping a collection company from contacting you. To do this, email or send a letter to the collector. A phone call isn't enough. Tell the collector you don't want them to contact you again. Keep a copy of the email or letter for your files, and if you send a letter, send it by certified mail and pay for a "return receipt" so you're able to document when the collector got the letter.

Once the collection company gets your request, it can only contact you to

- ▶ confirm it will stop contacting you in the future
- ▶ say it plans to take a specific action, like filing a lawsuit

But even if you stop collectors from communicating with you, the debt doesn't go away. The collectors may still try to collect the debt from the estate or anyone else who is responsible for paying it.



Supplemental Claims

If you disagree with our decision on your claim, a Supplemental Claim may be an option for you. Learn when and how to file a Supplemental Claim and what to expect after you file.

Is a Supplemental Claim the right decision review option for me?

A Supplemental Claim may be the right option if you meet the requirements listed here.

You must meet both of these requirements:

- We decided your claim in the past, **and**
- Your claim isn't a contested claim

Learn about contested claims

And you must meet at least one of these requirements:

- You have new and relevant evidence to submit, **or**
- You're requesting a review of your claim based on a change in law (such as the PACT Act)

What we mean by "new and relevant" evidence

- **New evidence** is information you didn't submit to us in the past (or didn't identify for us to gather)
- **Relevant evidence** is information that proves or

disproves something in your claim

Unless your Supplemental Claim is based on a change in law, you'll need to submit supporting evidence that's new and relevant for your application to be complete. You can also identify evidence you'd like us to gather for you.

Note: If you have new and relevant evidence, you can also request a Board Appeal. But this process will take longer.

Should I file a Supplemental Claim if my condition got worse?

No. If you have a disability rating for a condition that's gotten worse, you'll need to file a claim for increased disability compensation.

Find out how to file a claim for disability compensation

How do I prepare before I start my application?

If you have new and relevant evidence

Gather any supporting documents that you think could change our past decision.

We can also help you gather documents from a VA medical center, other federal facility, or your private health care provider. You'll need to provide the name of the facility that treated you and the treatment dates.

Here are 2 examples of documents that you could include when you file your claim:

- **A new medical report:** We denied your claim for a mental health condition in the past. You now have a medical report

stating that your service-connected injury led to your mental health condition. You can submit that report as new and relevant evidence.

- **A buddy statement (also called a Statement in Support of Claim):** We denied your claim for back pain in the past. Your fellow service member witnessed the incident that caused your condition. They write a letter that describes what happened and how the condition has affected you. You can submit their statement as new and relevant evidence.

If you have a presumptive condition now covered because of a change in law

You'll need to submit or identify medical evidence that documents the diagnosis and severity of your claimed condition.

If you have qualifying military service, we automatically assume (or "presume") that your service caused your condition. If you have a presumptive condition, you don't need to prove that your service caused the condition. You only need to meet the service requirements for the presumption.

PRESUMPTIVE CONDITIONS UNDER THE PACT ACT

The PACT Act law adds more than 20 presumptive conditions for burn pits, Agent Orange, and other toxic exposures. The law also adds new presumptive locations for Agent Orange and radiation exposure.

Not sure if we consider your condition presumptive?

Find out what conditions are presumptive under the PACT Act

How do I file a Supplemental Claim?

File online for a disability compensation claim

At this time, you can file online only for disability compensation claims.

File a Supplemental Claim online

File by mail, in person, or with a VSO for any type of claim

You'll need to download and fill out a Decision Review Request: Supplemental Claim (VA Form 20-0995).

Get VA Form 20-0995 to download

If you want us to get records from your private health care provider, you'll also need to fill out VA Form 21-4142.

Get VA Form 21-4142 to download

FILE BY MAIL

Send your forms and any supporting documents to the address that matches the benefit type you're filing for:

- Disability compensation

Department of Veterans Affairs
Claims Intake Center
PO Box 4444
Janesville, WI 53547-4444

- Life insurance

Department of Veterans Affairs
Attention: Insurance Center
PO Box 5209
Janesville, WI 53547

- Pension and survivor benefits

Department of Veterans Affairs
Claims Intake Center
PO Box 5365
Janesville, WI 53547-5192

- All other benefit types

Check the decision letter for your initial claim for instructions on how to submit the form.

FILE IN PERSON

Bring your completed forms and any supporting documents to a VA regional office.

Find a VA regional office near you

Note: You can ask a VA regional office for copies of the forms to fill out. Or call us at 800-827-1000 (TTY: 711) to request forms. We're here Monday through Friday, 8:00 a.m. to 9:00 p.m. ET.

FILE WITH THE HELP OF A VSO

A Veterans Service Organization (VSO) or VA-accredited attorney or agent can help you file a Supplemental Claim.

Get help requesting a decision review

What happens after I file a Supplemental Claim?

You don't need to do anything unless we send you a letter to ask for more information. If we schedule exams for you, be sure not to miss them.

Find out what happens after you request a decision review

Check your VA claim status

How long does a Supplemental Claim take?

137.7 days (less than 5 months)

Average time to complete a Supplemental Claim in September 2023

Note: Our goal for completing a Supplemental Claim is 125 days.

What can I do if I disagree with VA's Supplemental Claim decision?

You have these options:

- You can request a Higher-Level Review of the Supplemental Claim decision.
- You can request a Board Appeal if you want a Veterans Law Judge to review your case.
- You can file another Supplemental Claim if you have more new and relevant evidence to submit.

Other information you may need

- Frequently asked questions about decision reviews
Learn more about the review options and how to request a review.
- What your decision review or appeal status means
Your status tells you where your claim is in the decision review or appeal process.
- Choosing a decision review option
Find out which decision review option is right for you.

- File a new disability claim or claim for increased compensation

If you haven't yet filed a claim for a new condition or if you want to file a claim for increased compensation, you can file using the online 21-526EZ form.

- The PACT Act and your VA benefits

The PACT Act expands VA benefits to Veterans exposed to burn pits, Agent Orange, and other toxic exposures. Learn what this law means for you and your family members.

Last updated: October 12, 2023





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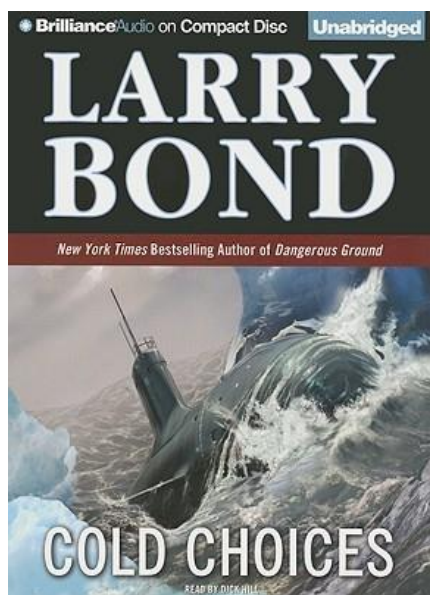
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BOOK HIGHLIGHT: FICTION

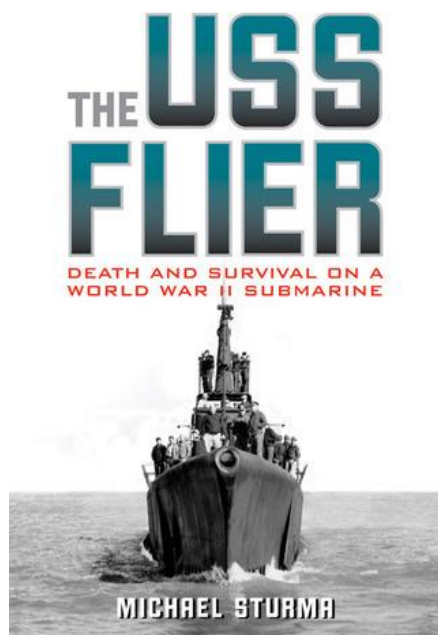


Cold Choices by Larry Bond

Goodreads: 4.11 · 1,478 ratings

Navy pilot turned submarine officer Jerry Mitchell is now the navigator aboard USS Seawolf. On a reconnaissance mission deep in the Barents Sea, Mitchell and his crew prepare to watch the Russian navy as it trains for battle. Although they are outside Russia's territorial waters, the U.S. boat is ambushed by Russia's newest attack submarine, Severodvinsk.

BOOK HIGHLIGHT: NON FICTION



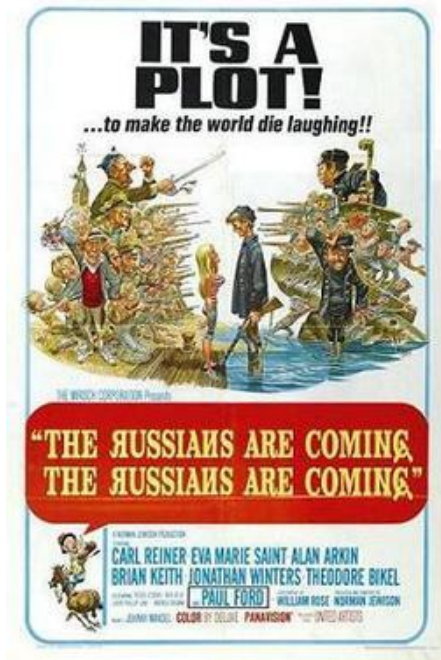
The USS Flier: Death and Survival on a World War II Submarine

By Michael Sturma

Goodreads: 3.79 · 29 ratings

The fate of the USS Flier is one of the most astonishing stories of the Second World War. On August 13, 1944, the submarine struck a mine and sank to the bottom of the Sulu Sea in less than one minute, leaving only fourteen of its crew of eighty-six hands alive. After enduring eighteen hours in the water, eight remaining survivors swam to a remote island controlled by the Japanese. Deep behind enemy lines and without food or drinking water, the crewmen realized that their struggle for survival had just begun.

MOVIE HIGHLIGHT



The Russians Are Coming, the Russians Are Coming

Not Rated | 2 hr 6 min | 1966 | Comedy, War

IMDb: 7.0/10 Reviews: 9.7K

A Soviet Navy submarine called Sprut (Russian: Спрут, lit. 'Octopus') draws too close to the New England coast one September morning when its captain wants to take a good look at North America and runs aground on a sandbar near the fictional Gloucester Island, off the New England coast, with a population of about 200 local residents. Rather than radio for help and risk an embarrassing international incident, the captain sends a nine-man landing party, headed by his zampolit (lit. 'political officer') Lieutenant Yuri Rozanov, to find a motor launch to help free the submarine from the bar.

SUBMARINE ART



A sign at Mare Island Navy Yard welcomes the Wahoo (SS-238) back from the war for an overhaul. Wahoo was in overhaul from 29 May to 21 July 1943. USN photo courtesy of Darryl L. Baker.
