

The Deep Dive News

2025 1st Quarter



Our USSVI 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.

In addition, to perpetuate the memory of our shipmates, we shall provide a way for all submariners to gather for the mutual benefit and enjoyment. Our common heritage as submariners shall be strengthened by camaraderie.

TO OUR DDN READERS

The Board has voted to publish a Quarterly DDN
and monthly newsletters if warranted.

Table of Contents

| | |
|---|----|
| Commander's Corner | 3 |
| Chaplains Corner | 4 |
| Contact List USSVI District and MSP Board | 5 |
| Happy Birthday Bubbleheads..... | 6 |
| Helping Others | 8 |
| Mail Buoy | 9 |
| Eternal Patrol | 9 |
| MSP Base Meeting Minutes..... | 10 |
| Base Finances | 10 |
| Base Booster Club | 10 |
| Base Dues Increase..... | 12 |
| 2025 Base Events | 12 |
| Election of Base Board Member | 13 |
| Holland Club Breakfast – | 13 |
| June 7 th Paddle Boat on the St. Croix | 14 |
| Wisconsin Air Show, June 29-30 th | 14 |
| The Base Annual Picnic..... | 15 |
| Base Christmas Party | 15 |
| Murder Mystery | 15 |
| Submarine Related Articles of Interest | 16 |
| Risk is an Inspiration in Submarine Service | 16 |
| Loss of the Scorpion – Another Version..... | 18 |
| Hydrogen Engines are Coming | 22 |

Note: Go directly to the – press Ctrl then click on the subject or page number.

Access (back to 2019) to MSP DDN's - Click on the following link:

<https://minneapolisubvets.com/news-header/newsletter/>

Commander's Corner

Thank you for the opportunity to serve as your MSP Base Commander's you for 2024-2025 season. I will not be running for the coming season so my position will come to an end with the results of the April 5th Annual Elections Meeting. It has been a pleasure working with the Executive Board and providing our members with activities.

Many thanks to the E-board members that make the job as a Bae Commander much easier. My decision not to run for another year is based on my health and the necessity to reduce my volunteer assignments. Aging seems to tell us when to slow down. My *slow-down* message was delivered via a health-related event in July of 2024 requiring an overnight hospital stay. Beside Base Commander, I am the managing editor for our MPS DDN, and I support our MSP Base website. I am also a member of the Memorial Rifle Squad at Fort Snelling National Cemetery supporting their MRS Website and providing honors for our departed veterans on Wednesday.

Please consider offering your assistance to our great organization. The Executive Board needs your help with the management of our Base. This year we will have two new members join our E-board that participated in our Mentorship Program. They have attended our E-board meetings and worked side-by-side with the person they will replace on April 5th. Learning the job well before they take on the responsibility means an easy transition for both the incoming and outgoing person. Our secretary Dave Harms is leaving the position due to his health. The position is OPEN and will require someone to be nominated. We also need someone that can take the DDN editor position, anyone with minimal MS Word skills. I will continue to support the MSP Website.

I hope to see you at our April 5th, 2025, Election Meeting. Plan on attending this meeting to vote for our new board members running for the 2025-26 MSP board. If you would like to be considered for a board position, you can be nominated at the April 5th meeting. If you plan to run for a position, be ready to present your qualifications to fill the position.

Ken Tibesar - 651-263-0522, KenTibesar@msn.com

Chaplains Corner

Greetings Shipmates.

Please begin with a word of prayer.

Dear Lord, we come to you today as a thankful people for all your many blessings. May what will be accomplished in the times ahead be helpful to each of us, to our organization, and also to our country. Help us to be mindful of those in our group who are unable to be with us. Bless us each individually and collectively as we endeavor to do your will. And Lord as we journey on, we pray for the homeless, the hungry, the oppressed and ignored veterans. Wrap them in your arms of comfort and Love. Amen

Throughout the world, the season of Lent has begun. First there is "Fat Tuesday" with all of the celebrations of that day and then there is the Friday fish fries. The VFW in Roseville is a good one as well as the Legion in St Paul Park. Then the Lenten journey begins in seriousness. The theme of the first Lent service that we attended was "put the verbs first". What the theme is saying is act. Now is the time to do something, support a cause, volunteer, donate, wherever your heart sends you. One small thing that most don't remember is to show up at Fort Snelling for National Submarine Day on April 11th at 1030. There will be a ceremony in honor of the birth of the United States Submarine Force. Maybe a little lunch afterward. As we continue through the Lenten Season, think about what Lent means to you and how Christ paid with his life for our sins.

Excerpts from: "The Cost of Discipleship" by Dietrich Bonhoeffer

Costly grace is the gospel which must be sought again and again, the gift has to be asked for, the door at which one has to knock. It is costly, because it calls to discipleship; it is grace because it calls us to follow our faith. It is costly because it costs people their lives; it is costly because it condemns sin.

Joel Bergstrom

Contact List USSVI District and MSP Board

| NAME | Title | email | Phone |
|-------------------|-------------------------|--|----------------|
| Tom Williams III | Cntrl Regional Director | texsubvet@yahoo.com | (512) 632-9439 |
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| Joel Bergstrom | COB | bergieja@usfamily.net | (651) 631-0091 |
| William Benzick | Recruiting Officer | kcizneb@gmail.com | (651) 503-6495 |
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| Ken Tibesar | MSP Website | www.MSPUssvi.com | 651-263-0522 |
| Ken Tibesar | DDN editor | kentibesar@msn.com | 651-263-0522 |

Happy Birthday Bubbleheads

January

Gerald E Baker

William Benzick

Jack Fay

Robert Lolley

George St.
Martin

Robert Wegner

Merle Wenthold

February

Russell Frank

Douglas Kirks

Larry Lutgens

Bryan Schultz

March

Bryan Bluske

Greg Cotton

John Johnson

Steve Marquis

Patrick Rowan

Donald Scott

Ken Tibesar



The "Tolling the Boats" ceremony was originally established by the U.S. Submarine Veterans of World War II. It is a unique and time-honored memorial service and is in keeping with the finest traditions of the Navy. The tolling of the ship's bell reminds us of the debt of gratitude we owe to both our departed shipmates and to those in active service. We shall never forget the ultimate sacrifice they made so we all, and especially our families and loved ones, enjoy the fruits of freedom.

Tolling of the Boats for January

1 USS Argonaut (SS-166)

Lost on Jan 10, 1943 with the loss of 102 officers and men off Rabaul, on her 3rd war patrol. While attacking a convoy, she torpedoed a Jap destroyer who along with 2 other destroyers depth charged her. As she tried to surface, the destroyers sunk her by gun fire.

2 USS Swordfish (SS-193)

Lost on Jan 12, 1945 with the loss of 89 officers and men somewhere near Okinawa, on her 13th war patrol. Probably was lost to a mine.

3 USS S-36 (SS-141)

Lost on Jan 20, 1942 with no loss of life, on her 2nd war patrol. She ran hard aground on a reef and radioed for help. The entire crew was rescued by a Dutch ship after they scuttled her.

4 USS S-26 (SS-131)

Lost on Jan 24, 1942 with the loss of 46 officers and men in the Gulf of Panama, on her 2nd war patrol. She was rammed by the USS PC-460 and sunk within seconds. The CO, XO and one lookout on the bridge, were the only survivors.

Tolling of the Boats for February

5 USS Scorpion (SS-278)

Lost on Feb 1, 1943 with the loss of 77 officers and men in the East China Sea, on her 4th war patrol. It is assumed she was sunk by a mine.

6 USS Barbel (SS-316)

Lost on Feb 4, 1945 with the loss of 81 officers and men on her 4th war patrol. Based on Japanese records, she was bombed near the southern entrance to the Palawan Passage. The day before, she reported she survived 3 depth charge attacks.

7 USS Shark I (SS-174)

Lost on Feb 11, 1942 with the loss of 59 officers and men on her 1st war patrol. Shark was the 1st US submarine sunk by enemy surface craft in the Pacific. She was most likely sunk by depth charges.

8 USS Amberjack (SS-219)

Lost on Feb 16, 1943 with the loss of 72 officers and men on her 3rd war patrol. Off Rabaul, she was attacked by a Japanese patrol plane, attacked by a torpedo boat and then depth charged by a subchaser. One additional man was killed earlier on the last patrol.

9 USS Grayback (SS-208)

Lost on Feb 26, 1944 with the loss of 80 officers and men on her 10th war patrol. She appears to have been caught on the surface in the East China Sea by a Japanese carrier plane whose bombs made a direct hit. During this patrol she sank 4 ships totaling 21,594 tons and was tied for 11th in the number of ships sunk.

10 USS Trout (SS-202)

Lost on Feb 29, 1944 with the loss of 81 officers and men on her 11th war patrol. She was sunk by escorts in the middle of the Philippines Basin after sinking a passenger-cargoman and damaging

another in a convoy. She carried out several notable special missions, including carrying over two tons of gold bullion out of Corregidor in February 1942.

Tolling of the Boats for March

11 USS Perch (SS-176)

Lost on March 3, 1942 near Java with no immediate loss of life, while on her 1st war patrol. She survived 2 severe depth chargings in less than 200' of water by 3 Japanese destroyers. The crew abandoned ship and scuttled her. Of the 59 officers and men taken prisoner, 53 survived the war and six died as POWs.

12 USS Grampus (SS-207)

Lost on March 5, 1943 with the loss of 71 officers and men, on her 6th war patrol. She was lost in Vella Gulf, sunk after engaging 2 Japanese Destroyers.

13 USS H-1 (SS-28)

Lost on March 12, 1920 with the loss of 4 men as they tried to swim to shore after grounding on a shoal off Santa Margarita Island, off the coast of Baja California, Mexico. Vestal (AR-4), pulled H-1 off the rocks in the morning of 24 March, only to have her sink 45 minutes later in some 50 feet of water. She was originally named the USS Seawolf before becoming H-1.

14 USS Triton (SS-201)

Lost on March 15, 1943 with the loss of 74 men. She was sunk north of the Admiralty Islands during a fight with 3 Japanese Destroyers. Triton was the 1st boat to engage the enemy in December 1941 off Wake Island, sinking 9 ships, 1 submarine and a destroyer.

15 USS Kete (SS-369)

Lost on March 20, 1945 with the loss of 87 officers and men at the end of her 2nd war patrol. Probably sunk near Okinawa, by a Japanese submarine that itself was subsequently lost.

16 USS F-4 (SS-23)

Lost on March 25, 1915 with the loss of 21 men. She foundered 1.5 miles off of Honolulu when acid corrosion of the lead lining of the battery tank let seawater into the battery compartment, causing loss of control. She was raised in August 1915.

17 USS Tullibee (SS-284)

Lost on March 26, 1944 with the loss of 79 officers and men, on her 4th war patrol. It's believed she was a victim of a circular run by one of her own torpedoes. The lookout was the only survivor and he survived the war as a Japanese prisoner.

18 USS Trigger (SS-237)

Lost on March 26, 1945 with the loss of 89 officers and men, on her 12th war patrol. She was lost during a combined attack by Japanese antisubmarine vessels and aircraft. Trigger ranked 7th in total tonnage sunk and tied for 8th in number of ships sunk.

Helping Others



USSVI and our MSP Base, have programs designed to help others. If there is someone you know that needs assistance or there is an organization you would like to pay tribute to, please contact:

Tim Martinson, Base Vice, 860-734-6957
(Phone & Text), martinsoniti@gmail.com

Armed Forces Service Center

The Armed Forces Service Center has 53

years of service for traveling military at the Minneapolis Airport. It is similar to a USO with the same mission: however, we are an independent organization started by a mom who lost her son in Vietnam.

We are always looking for volunteers to work a 4-hour shift of their choice at least once a month. Members are encouraged to volunteer at the center.

If you are interested in becoming a volunteer, go to our website, and complete the volunteer sign-up at the website; navigate the menu selection to 'volunteer'.

Mail Buoy

If you want to share your news with the Base Members, send us an email to be in the next DDN. There was no email from you for this DDN. As your leadership team, it is difficult to know how we are doing as your Base Leaders without your input on suggestions for changes.

If there is anything on your mind you would like to share, send your, stories, suggestion, requests, etc. to Tim Martinson, Base Vice, 860-734-6957 (call or send a or text msg), martinsoni@gmail.com



Eternal Patrol

It is difficult to discover the passing of any of our members, especially when there are common names such as Johnson or Schultz. If you become aware of any of our members passing, please make our MSP Base aware of the event.



Steven Jon Schwarze

Here is a fellow Submariner discovered by Ken Tupper that was not a member of USSVI. He will be interred at Camp Ripley on March 31st. It was only from his picture that it provided information about his past Veteran Submariner status. There is no mention of his submarine duty in his obituary. The following is from Steven's obituary: Please *join us to*

celebrate the lives of Steven and Donna Schwarze on Monday, March 31st at Gearhart, 552 East River Rd, Anoka, MN. Visitation at 9:30 am, service at 10 am. His full obituary can be found at the following internet address:

<https://obituaries.startribune.com/obituary/steven-schwarze-1092757549>

MSP Base Meeting Minutes



Meeting Minutes

Date: 8, March, 2025 1p to 3p

Location: Ken Tibesar's home, Hastings Mn. 55033

Attendees: Ken Tibesar, John Barnes, Joel Bergstrom, George St Martin, Ken Beadell, Greg Nadeau, Tim Martinson, Dave Harms

MSP Bylaws Update – Ken Beadell has been working on By Law updates. His approach was to simplify and clarify for understanding. Focus was on the associate and honorary members. George made a motion was made to allow anyone to join as an associate if they have a Base sponsor. The motion was 2nd by Greg and passed unanimously.

Board Members – There will be 7 voting members and additional members. The recommendation was to keep the voting members at 7.

Meeting via Zoom – Tim will research methods to conduct meetings via an electronic method and report to the board by the next meeting.

DDN Articles – Ken asked that each board member submit an article for the 1st Quarter DDN due at the end of March 2025.

Finances – The Base bank has been changed to the City County Credit Union. The balance of the Base account is \$5,582. When there are meals or other fees required to attend events, members that say they are attending and do not show, leave the Base to cover the missing member's fees. Future events will require up-front payments.

Membership Participation – There will be a phone calling effort to Base members in an effort to increase participation in Base Events and Support activities.

2025 Coming Events – For a complete schedule of our Base Events, refer to our website at: www.MSPUSSVI.COM

2025 Election Candidates

Board Members: new - Ken Beadell (Commander), Greg Nadeau (Treasure), Robert Sellars (MAA), and Dave Lovold (Chaplin) **Returning** - Tim Martinson (Vice), Joel Bergstrom (COB), Ken Tibesar (Past Commander)

Appointed Positions: Bill Benzick (recruiter). Ken Tibesar (Website)

Open Positions: Secretary, DDN Editor

Base Finances

Base Booster Club



MSP Base Booster and Super Booster Club

To raise funds for our Base, the E-board passed the implementation of a Booster and Super Booster Club. If a Base member donates to MSP, their name will be listed in the DDN with the month/year of the donation. Since USSVI is a 501c13 organization, donating is tax deductible. You will need a receipt from our Base Treasure for you tax records. Thanks to all members for your financial support!!

A donation of less than \$50 will be considered a Booster donor and a donation of \$50+ is considered a Super Booster. The names of the Booster and Super Booster donors will be listed in the DDN for 1 year (booster) and 2 years (Super Booster). Super Booster will have the boats they served on also listed.

There following are Super Booster within the past 2 years.

Super Booster Donors

| Donor | Donation | Boat(s) | Date |
|--------------------|---|---|----------|
| Bill Benzick | Purchased a spare tire and spare tire mounting bracket. | USS TUNNY SSG 282 USS LIZARDFISH SS 373 USS MEDREGAL SS 480 | |
| John Sellek | Donated the meat for the October 2024 picnic | SSNB-628 USS Tecumseh SSBN-657 USS Francis Scott Key | Aug 2024 |
| Dale & Deb Steinke | Picnic food donation | SSBN- 598 USS George Washington | Aug 2024 |
| Bill Benzick | Paid for Holland Breakfast food | SS-373 Lizardfish, SS-282 Tunny, SS480 Medregal | May 2024 |
| Mike Maliniak | Cash donation | SSN-685 Glenard Lipscomb, SSN-702 Phoenix, SSN-693 Cincinnati, SSN-708 Mpls/Stp | Dec 2023 |
| Dale Steinke | Picnic food donation | SSBN- 598 USS George Washington | Aug 2023 |
| Dale Steinke | 50/50 proceeds donated to MSP | SSBN- 598 USS George Washington | Oct 2023 |
| Mike Maliniak | Cash donation | SSN-685 Glenard Lipscomb, SSN-702 Phoenix, SSN-693 Cincinnati, SSN-708 Mpls/Stp | Dec 2022 |
| Dave Ratte | Cash donation | SSBN-634 Stonewall Jackson, SSBN-728 Florida, SSN-753 Albany, SSN-686 L Mendel Rivers | Dec 2022 |
| Bill Benzick | 50/50 proceeds donated to MSP | SS-373 Lizardfish, SS-282 Tunny, SS480 Medregal | Dec 2022 |
| Dale Steinke | Float trailer donated to Base | SSBN- 598 USS George Washington | Aug 2022 |

In each of our future Deep Dive News publications, we will be featuring one of our members who are Base Booster and Super Boosters. This addition of the DDN features

THANK YOU everyone for your generous donations!

Base Dues Increase



Our MSP E-board decided to increase Base dues. Base operating costs have increased resulting in a **vote to increase the Base dues starting in 2025.**

There is now available a Base Lifetime membership fee. As with the USSVI Lifetime membership, our Base Lifetime fee is based on the Submariners current age. There was a concern discussed that the steady income from annual base dues may cause future funding shortages. Our Base budget will have to be carefully managed to avoid the impact of the loss of income in the future.

Base dues will be increased from \$15 to \$20 per year starting in 2025.

1. Over 75 pays no base dues. These members must continue to pay USSVI dues.
2. We will initiate the use of a Base Lifetime membership. The below chart defines the costs for each age group. Prices were calculated based on the increased percentages per age group used by USSVI.

| Age | /Year | 75+ | 66-75 | 56--65 | 46-55 | <46 |
|-----------------|---------|-------|-------|--------|-------|-------|
| USSVI Life dues | \$30-35 | \$120 | \$240 | \$360 | \$500 | \$600 |
| MSP Base dues | \$20 | \$0 | \$137 | \$206 | \$286 | \$343 |

2025 Base Events

For a full view of Coming Events, see our website www.MSPUSSVI.com.

Every even month (Feb, Apr, June, etc.) we have a Base Activity Event which is normally the first Saturday at the Richfield VFW. We hold E-Board (Executive Board) meetings on the odd months.

The best and easiest way to find out about all the MSP Base Events is to go to our website to view a single source of our yearly events. Create a bookmark on your smartphone and be able to reference the online MSP Base Calendar of Events at any time. There are also instructions on how to make reservations by filling out a form and sending in your check.

The following will provide you with more details about coming events.

Election of Base Board Member

| | | | | |
|------------------------------------|--|--|--|--|
| Board Members Elections | Sat April 5th 10A to 1P Noon Lunch | VFW Post 5555 6715 Lk Shore Dr. S. Richfield, Mn 55423 612-869-5555 | Lunch Menu: BBQ Buffet – BBQ Pork Ribs, Chicken Wings, Macaroni & Chz, Potato Salad, Baked Beans, Cold Slaw. \$ Includes buffet, taxes, gratuity. | Staying for Lunch? Meal Reservation Required Mail form & \$25 check to George By April 1st. |
|------------------------------------|--|--|--|--|

The details above are from the MSP Website. Go to www.MSPUSSVI.com for more details and for instructions on how to make a reservation for the lunch.

The following is the status of our the Board position and their status.

| Position | Type | Nominee 1 | Notes | Mentor |
|--------------------|-----------|----------------|-----------|------------------|
| Commander | Voted | Ken Beadell | note #1 | Program member |
| Vice Commander | Voted | Tim Martinson | Returning | n/a |
| Treasurer | Voted | Greg Nadeau | note #1 | Program member |
| Secretary | Voted | Open | note #2 | Dave Harms |
| Master at Arms | Voted | Robert Sellers | note #2 | George St.Martin |
| Chief of the Boat | Voted | Joel Bergstrom | Returning | n/a |
| Past Commander | Voted | Ken Tibesar | Returning | n/a |
| Chaplain | Appointed | Dave Lovold | note #2 | Joel Bergstrom |
| Recruiting Officer | Appointed | Bill Benzick | Returning | n/a |
| MSP Website | Appointed | Ken Tibesar | Returning | n/a |
| DDN Editor | Appointed | Open | note #2 | Ken Tibesar |

The are the positions that will be voted on at our April 5th event.

Notes:

1. **Mentorship Program** - We initiated a mentor program in 2024 to prepare anyone interested in one of the E-Board (Executive Board) positions. We had 2 people, Ken and Greg, that took part in Base and E-Board activities to learn the position. This allows new members to become familiar with the position duties before taking the position.
2. **Open Positions** - These open positions to be filled by new people will have the listed Mentor to help them learn the responsibilities of the position and be available for answering questions.
3. **Voted vs Appointed** – The positions that you will vote on are listed in the column “Type”. The appointed positions are those people appointed by the Base Commander to fill the position.
4. **PLEASE CONSIDER – At the election, you can be nominated to run for any of the elected positions. Be prepared by having a short resume to speak to the voting crown about your qualifications for any of the positions you desire.**

Holland Club Breakfast –

| | | | | |
|-----------------------------------|-------------------------|--|--|---|
| Holland Club Breakfast | Sat May 3rd 9A to 1P | VFW post 1350 24837 7th Ave East N. St. Paul, Mn 55109 651-777-2875 | Submarine Style Breakfast for Induction of MSP members into the Holland Club for those with DOLPHINS for 50+ years. Information: Tim Martinson 860-734-6957 | No Reservation Required. Send an Email to Tim for food planning. MartinsonTi@gmail.com |
|-----------------------------------|-------------------------|--|--|---|

This annual event is to honor our members who qualify to join the Holland Club. Those that qualify will be given a special set of documents worthy of being framed and patches for your vest. The breakfast is FREE, and the program is short, and the breakfast is submarine style.

Our cook is a former submarine cook so breakfast may have some features that will remind you of your past while below the waves. There will also be an induction into the Base Commodores Club. That prestigious position is for **those with dolphins that are 75+.**

If you, your spouse and guests are planning on coming to the breakfast, let Tim Martinson (our VP) know to allow them to prepare enough food for everyone.

June 7th Paddle Boat on the St. Croix

| | | | | |
|---|---|---|---|--|
| Riverboat Cruise A 2 hour cruise on the St. Croix River | Sat June 7th 10:30 arrive 11:30a Sail 1:30p return | 525 S. Main Street Stillwater, Mn. 612-430-1234 | Arrive at 10:30-10:45 before 11:30a Sail Time Enjoy indoor or outdoor access. Cash bar is available. Deli style lunch is included. Rain or Shine details click on Stillwater River Boats | Reservation Required, Cruise, Meal, tax, gratuity inc. Mail \$45/person check to George By April 5th |
|---|---|---|---|--|

The Base has used this event in past years and it is always a pleasurable way to have lunch. You **have to make reservations by April 5th, the day of the Elections.** You can bring a reservation form (on website) and your check to pay for the event. Please go to our website for additional information on the time you must arrive, the time the boat departs, location, etc. Refer to www.MSPUSSVI.COM for details and the reservation form.



Wisconsin Air Show, June 29-30th

| | | | | |
|---------------------------------------|--|---|---|--|
| 2 Day Air Show Static Event | June 29-30 Open 8:30a show 12-4p | Chippewa Valley Airport 3800 Starr Ave Eau Claire, WI 54703 | A fantastic Air Show with numerous displays with air show featuring the Blue Angels . STAYING OVERNIGHT? suggested stays! click on American Inn or Hampton Inn Make Reservations Early – they fill up! For details click on Eau Claire Air Show | We need volunteers to support this static event. FREE tickets Contact George via email. |
|---------------------------------------|--|---|---|--|

This is an event we have been to in the past. It is a first-class air show with lots of ground displays with experts to tell you about their aircraft or aircraft related exhibit. The air show features the Navy Blue Angels that put on a great show. If someone asks you what a submarine is doing at an airshow, the answer is, “Your airplanes have visited us in the oceans for many years. It is time that we visit you for a change.”

This is a static event that needs submariners to support during the 2 day show. Tickets to the event will be covered so if you would like to help, please let someone know that you will be attending and willing to help support the submarine display.

The Base Annual Picnic

| | | | | |
|-------------------|----------------------|--|---|--------------------------|
| MSP Annual Picnic | 10a-2P August 2nd | Mn Veterans Rest Camp 11300 180th St. N. Marine on St. Croix | Our annual picnic at the Veterans Camp. Just bring something to pass. Grilled food provided at NO CHARGE. | No Reservations Required |
|-------------------|----------------------|--|---|--------------------------|

This is an annual event for us at the Veterans Rest Camp. The food is FREE which is covered by member donations and club funds.

Base Christmas Party

We will be returning to the Lost Spur Golf Course and Event Center in Eagan for our 2025 Christmas Party. It is a great venue, an upscale facility with plenty of parking, and the food is very good. The only problem with the 2024 event was the weather. There was freezing rain with poor road conditions forcing many who had signed up to cancel. Hopefully the weather can cooperate with us this year.

At this time, details need to be added to the website. George St. Martin, our Base 2024 Master-At-Arms and Ken visited Lost Spur for dates available, costs and food choices.

Murder Mystery

We can find groups that put on the event. The problem is the cost per person with the dinner and actors performing the Murder Mystery. The costs would be \$60 to \$70 per person. Our goal was to keep the cost per person under \$50. At this time, we have decided against Murder-Mystery. **If you know of a group we could use, let us know.**



The air in the dimly lit speakeasy crackled with illicit energy. Tonight wasn't just another clandestine gathering; it was a "Murder Most Fowl," a themed dinner party where every guest was a suspect. Elbows in flapper dresses jostled with fedora-clad figures. The aroma of simmering moonshine and nervous anticipation hung heavy.

Submarine Related Articles of Interest

Risk is an Inspiration in Submarine Service

On April 10, 1963, the USS Thresher was lost east of Cape Cod while conducting sea trials. The widely accepted cause was the failure of an engine room braised piping joint causing



water to spray on an electrical panel causing loss of power and a reactor scram. Attempts were made to start the reactor using the full set of steps taking excessive time. The attempt to blow emergency failed due to a frozen blow pipe preventing air from blowing the forward ballast tanks. With a heavy engine room and no propulsion, they begin to sink, exceeded her collapse depth and totally flooded. She came to rest on the ocean floor at 8,400 feet. There were questions about the suspected cause based on a message from the Thresher when close to her test depth they reported a minor problem. At 1,000 feet, pressure is at 445 pounds/square inch, a break of a ½ inch pipe is not a minor problem. The last message was not clear but ended with “test depth” and the theory was that the preceding word was “exceeding”. Overall, the theory of the broken pipe has been accepted as the failure cause. The Thresher loss was the worst disaster in terms of personnel loss.

Shortly after the loss of the THRESHER, **Dr. Joyce Brothers** wrote this on submariners.

The tragic loss of the submarine Thresher and 129 men had a special kind of impact on the nation.....a special kind of sadness, mixed with universal admiration for the men who chose this kind of work.

One could not mention the Thresher without observing, in the same breath how utterly final and alone the end is when a ship dies at the bottom of the sea and what a remarkable specimen of man it must be who accepts such a risk. Most of us might be moved to conclude, too, that a tragedy of this kind would have a damaging effect on the moral of the other men in the submarine service and tend to discourage future enlistments. Actually, there is no evidence that this is so.

What is it, then, that lures men to careers in which they spend so much of their time in cramped quarters, under great psychological stress, with danger lurking all about them?

Bond Among Them - Togetherness is an overworked term, but in no other branch of our military service is it given such full meaning as in the so-called “silent service.” In an undersea craft, each man is totally dependent upon the skill of every other man in the crew, not only for

top performance but for actual survival. Each knows that his very life depends on the others and because this is so, there is a bond among them that both challenges and comforts them.

All of this gives the submariner a special feeling of pride, because he is indeed a member of an elite corps.

The risks, then, are an inspiration, rather than a deterrent.

The challenge of masculinity is another factor, which attracts men to serve on submarines. It certainly is a test of man's prowess and power to know he can qualify for this highly selective service. However, it should be emphasized that this desire to prove masculinity is not pathological, as it might be in certain daredevil pursuits, such as driving a motorcycle through a flaming hoop.

Emotionally Healthy - There is nothing dare-developish about the motivations of the man who decides to dedicate his life to the submarine service. He does, indeed, take pride in demonstrating that he is quite a man, but he does not do so to practice a form of foolhardy brinkmanship, to see how close he can get to failure and still snatch victory from the jaws of defeat. On the contrary, the aim in the submarine service is to battle the danger, to minimize the risk, to take every measure to make certain that safety rather than danger is maintained at all times.

Are the men in submarines braver than those in other pursuits where the possibility of sudden tragedy is not constant?

The glib answer would be that they are. It is much more accurate, from a psychological point of view, to say they are not necessarily braver, but that they have a little more insight into themselves and their capabilities. They know themselves a little better than the next man. This has to be so with men who have a healthy reason to volunteer for a risk. They are generally a cut healthier emotionally than others of similar age and background because of their willingness to push themselves a little bit farther and not settle for an easier kind of existence.



We all have tremendous capabilities but are rarely straining at the upper level of what we can do; these men are. The country can be proud and grateful that so many of its sound, young, eager men care enough about their own status in life—and the welfare of their country—to pool their skills and match them collectively against the power of the sea.

*Submitted by Ken Tibesar in memory of **Samual Joseph Dabbruzzi**. Second Class Dabbruzzi was on the USS Thresher when it experienced flooding on the fateful day of April 10, 1963. At the time of his loss Sam was married with three children and lived in Hudson, Wi. His wife currently lives in Hastings, Mn., has remarried, and owner of the Emeral Greens Golf Course in Hastings. I had the pleasure of meeting Sam in late 2024.*

| | |
|---------------|--|
| Rank/Rate | Electronics Technician, Second Class USS Thresher, SSN 593 |
| Birth Date | August 27, 1936 |
| From | Hudson, Wisconsin |
| Location | Approximately 300 miles off the coast of New England |
| Circumstances | Most likely cause was a failure of a pipe weld, causing flooding |

Loss of the Scorpion – Another Version

During our recent USS Thomas Edison reunion in September of 2024, I learned about a shipmate who had published a book about the cause of USS Scorpion loss. James J. Simpson wrote *Incontrovertible Proof* which is available on Amazon. A shipmate from Edison recently visited and the subject of James Simpson's book was discussed. I thought this would be a good article for the DDN, but I had no idea on how long it would take to put together a wide range of theories on the subject of "What caused the loss of the Scorpion".

Using a recent release of Scorpion documents declassified after 25 years, new information shed light on the events prior to the disaster. Jim supports one of the accepted theories that the Mk-37 torpedo was the source of the cascading events that lead to the demise of the Scorpion. Reviews of the book on Amazon are totally opposites, a 5 star and a 1 star. Mr. Simpson theory states that a low order explosion of a Mk-37 torpedo started the chain of events causing the loss of the Scorpion. The low order explosion of a Mk-37 torpedo resulted in a **Navy Captain giving Jim's book 1 star. The Navy Captain provides a harsh rating based on what seems to be a single disagreement on the initial cause.**

The *U.S.S. Scorpion* (SSN 589) vanished into the Atlantic with 99 crew members, having previously departed the Navy base in Norfolk, VA on February 15, 1968, for a three-month deployment. The submarine was presumed lost since it failed to arrive in port on Memorial Day from its' deployment to the Mediterranean Sea. On October 30, 1968, after a six-month search for the Scorpion, the United States Navy announced that the wreckage of the submarine was found 400 miles southeast of the Azores Islands.

Unfortunately, the wreckage did not lead to answers to the cause of the loss. The investigative panel concluded that, "The certain cause of the loss of *Scorpion* cannot be ascertained by any available evidence." The Navy knew the time of the destruction of the submarine since the SOSUS underwater surveillance system had heard it explode underwater. The *Scorpion's* remains would later be found by deep-diving submersibles under two miles of water. A very large debris field measuring 3,000 by 1,800 feet, supported the conclusion that a significant explosion had occurred. Was that an internal or external explosion. Mr. Simpson's theory is that it was an internal explosion from a Mk-37 torpedo.

The Mk-37 Torpedo - There will likely never be a conclusive explanation for the loss of USS *Scorpion*. While disconcerting, the U.S. Navy has not lost a submarine since the Thresher accrediting the SUBSAFE Program. Without conclusions and due to the suspicious, unsolved circumstances of the sinking (a large debris field indicating an explosion), the conspiracy theories were born. The Scorpion's loss included **multiple theories including a torpedo malfunction, trash disposal unit malfunction, and Soviet attack.**

One theory advanced by a technical advisory group convened by the Navy to examine the physical evidence is that the *Scorpion* had fallen victim to a "hot run" torpedo, a torpedo that accidentally becomes active in the tube. Unlike other gas-ejected torpedoes, the Mk-37 swam out of the tube, a quieter egress that prevented submarine detection and any acoustic signal detected by SOSUS. This theory is bolstered by reports that the submarine was headed in the opposite direction at the time of destruction as was anticipated. A common solution for a hot-run torpedo was to turn 180 degrees to activate its anti-friendly-fire failsafe, which prevented it from turning on the firer.

Incontrovertible Proof – This a book authored by a shipmate from the Thomas Edison, James Simpson – The following is a summary of the events of Jim’s theory on what happened on the Scorpion leading to its loss.

1. **The Cause** - The Mk-37 torpedo “cooks off” causing a **low yield explosion** equivalent to about 25lb of TNT. With the Torpedo Room doors closed (confirmed by the wreckage discovery), the explosion blows off the TR external hatches as supported by the debris field and the acoustic data recorded at the time. Analysis of the wreckage of the doors shows that the explosion was internal excluding the Russian attach theory.
2. **Emergency Blow** - The forward main ballast blow fails to operate normally. A known problem with the emergency blow and the system was “tagged out” before deployment. This is also verified by proof that the sub sunk in a vertical position digging a large trench in the sea bottom. The Wikipedia report confirms this finding, the Emergency Blow being “tagged out”.
3. **Ahead Full** – The torpedo room floods, the sub pitches down, and the OOD orders AHEAD FULL of full up angle on the fairwater planes. The sub’s depth continues to increase.
4. **Full Reverse** - The OOD orders a REVERSE FULL, a “bail-out maneuver” attempting to back to the surface. The fairwater plans are set to a full dive (in reverse causing a rise) in an attempt to bring the bow up. The wreckage shows the fairwater plans at a 15 degree down angle.
5. **Broken Main Shaft** - The propeller rises out of the water and over speeds tripping the steam turbine. The sub loses propulsion and starts to sink with the shaft still turning. When the blades hit the water, a blade breaks off and the shaft breaks inside of the hull. The reverse high speed of the shaft pulls the shaft out of the hull leaving a gaping hole. The wreckage confirms the shaft was separated from the sub and the length of the separated shaft proves the break was inside of the hull. There is a story of a shaft breaking on the USS Scamp (SSN-588), but that breakage was outside of the pressure hull.
6. **Crush Depth** - The first recorded acoustic event is agreed by the majority of theories. This happens when the sub reaches a crush depth at 1530 feet. With the engine room hole from the missing shaft, the sea pressure increases, and the engine room water-tight wall breaks away into the AMR. The sea pressure continues the forward telescoping breaking into the Reactor Compartment and then breaks into the Ops. When the diesel fuel tank is compressed by sea pressure, the fuel temperature rises, and the tank explodes.
7. **Hitting the Bottom** - The hull picks up speed toward down hitting the bottom at an estimated 35 kts. This impact caused the hull to break into 4 pieces; TR, Sail, ER/AMR/RC and Propeller/Shaft.

Although Jim Simpson’s theory seems very plausible, let’s compare his theory to a couple other theories. The following two references are used in comparison. The references are:

- a) A revised technical assessment completed in May 2018 was based on analysis of recovered wreckage, the use of acoustic data, and imagery/visual wreckage observations. The author of the revision was the lead acoustic analyst at the US Office of Naval Intelligence for 42 years.
- b) An extensive Wikipedia article that details the loss of Scorpion.

There are some of Jim Simpson’s steps that agree with other reports on the loss of Scorpion. Some of Jim’s steps are never mentioned such as maneuvering after the initial explosion. Then other steps of Jim’s theory are countered. The following is a comparison of two other reports. Please note this is a very rudimentary comparison. I’m not sure you could ever compare all reports with so many differences.

- 1) **The Cause** – Jim uses the “low yield explosion” which may agree with reference b).
 - a) At 18:20 GMT, a main battery created over-pressures that were more than several times the fatal level in spaces forward. SCORPION was at periscope depth when the battery explosion which did not breach the pressure-hull. Collectively, these findings confirm the explosion of the main battery hydrogen which initiated the events and the loss of SCORPION
 - b) The Mark 46 silver–zinc battery used in the Mark 37 torpedo had a tendency to overheat, and in extreme cases could cause a fire that was strong enough to cause a **low-order detonation** of the warhead. Other subs in the fleet had replaced their defective torpedo batteries, but the Navy, in a hurry to get the Scorpion to sea, did not complete the battery maintenance procedure.
- 2) **Emergency Blow** –
 - a) No mention of an emergency blow
 - b) Crucially, her emergency system was not corrected for the same problems that destroyed *Thresher*. While Charleston Naval Shipyard claimed the emergency main ballast tank blow (EMBT) system worked as-is, SUBLANT claimed it did not, and their EMBT was “tagged out” (listed as unusable).
- 3) **Ahead Full** – There is no mention of emergency maneuvers by reference a) or b).
- 4) **Full Reverse** – There is no mention of emergency maneuvers by reference a) or b).
- 5) **Broken Main Shaft** - Jim’s theory is that the shaft broke from an emergency maneuver operation. The shaft was found separated on the ocean floor with the break from inside the pressure hull.
 - a) Photographs of the *Scorpion* wreck show the submarine's detached shaft and propeller, missing a rotor blade. Some experienced U.S. submariners attribute the loss of the submarine to flooding caused by the detached shaft
 - b) To get rid of the overheating defective torpedo, it may have been fired. It then sought out a target and turned back to strike the sub that launched it. *Scorpion* wreck shows the submarine's detached shaft and propeller, missing a rotor blade. Some experienced U.S. submariners attribute the loss of the submarine to flooding caused by the detached shaft. Given that antisubmarine torpedoes were designed to seek the sound of the cavitation of the target submarine's propeller, this could be damage caused by such a weapon.
- 6) **Crush Depth** – The depth agrees between everyone.
 - a) SCORPION sank vertically imploding at 18:42:34 (12 minutes from initial explosion) at 1530-feet with sea pressure at 680 psi. This compressive force “telescoped” after sections of the pressure-hull, into the Auxiliary Machinery Space (AMS) and Reactor Compartment. **SCORPION was broken in two** by massive hydrostatic pressure at the collapse depth.
 - b) The boat was **broken in two** by massive hydrostatic pressure at an estimated depth of 1,530 ft. The engine room had telescoped forward into the auxiliary machine space. The only damage to the torpedo room compartment appeared to be a hatch missing from the forward escape trunk caused by the implosion. The sail was ripped off, as the hull beneath it folded inward. The **propulsion shaft came out of the boat**; the engineering section had collapsed inward in a telescoping fashion. The broken boat fell another 9,000 feet to the ocean floor.
- 7) **Hitting the Bottom** – The hull split in two pieces from hitting the bottom. Other two sources report the split taking place at crush depth.
 - a) The pressure-hull collapsed at a crush depth of 1530 feet. The wreckage then continued to sink vertically at a speed of 10-13 knots.
 - b) The bow of *Scorpion* appears to have skidded upon impact digging a sizable trench.

Conclusion: The theories are in-sync at some points but provide different ideas at other points of the sequence of events. The initial cause that started the sequence to the subs demise

provides the largest number of speculations. The event of the screw and shaft being separated in the wreckage field, is ignored in one of the references and said to be the “hot run” of the Scorpion torpedo. Jim provides details on his theory on why the shaft broke and how it was full out of the hull. Reference a) confirms many aspects of the wreck indicate an internal explosion eliminating the Russian torpedo theory.

The initial event theories are:

- Jim’s theory prediction was a torpedo battery that caused a 25lb low-order destination.
- Reference a) prediction was the sub was at periscope depth; the battery main battery was being charged but had poor ventilation causing hydrogen buildup and cause a detonation.
- Reference b), It was the overheating of the battery results in the 25lb TNT low-order explosion.

Here are some additional theories from multiple sources.

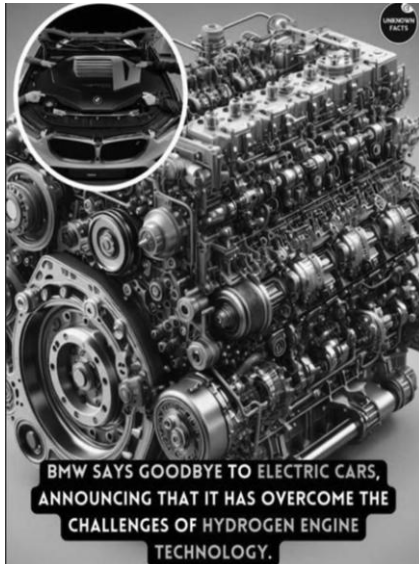
- The periscope and loop (communications) antenna were “up” on the wreckage.
- Scorpion had 109 unfulfilled work orders when it went to sea. There were known leakages.
- There was an emergency work order related to a hull issue. This was most likely related to leaks around hull penetrations.
- A “hot run” torpedo was ejected, when active looking for any noise. The Scorpion, according to acoustic readings from SOSUS, determine the sub to go 180 degrees. This is a maneuver that is supposed to indicate to the torpedo to shut down.
- The TDU (trash disposal unit) was known to have a problem with the latch. After using, the hatch failed leaving a 10” hold and water flooded into the main battery causing the hydrogen.
- There was a letter from the Scorpion crew detailing defects with one non-volunteer.
- Navy’s theory was that the Mk 37 torpedo circled back or exploded internally.
- The Navy was anxious to get the newly equipped submarine with most sophisticated equipment out to sea on a secret mission. It was deployed before SUBSAFE was fully completed.
- The analysis team concluded that wreckage showed there was an internal explosion. The bolts on the torpedo room hatch were not found.
- The loss of the screw and shaft were theorized to occur at crush depth.
- The trench dug into the sea floor was caused by the sharp down angle when hitting the bottom.
- The main battery exploded with significant force as proven by the multiple pieces of the battery embedded in some of the surrounding materials.

Questions/Observations:

- The shaft break and separation from the hull at crush depth does not seem plausible. Jim’s theory seems more likely than crush depth breaking the shaft inside of the pressure hull.
- The fairwater plans were found on the wreckage at a full dive position. Only Jim’s theory explains how this happened.
- Wreckage shows many indications that there was an internal explosion.

So, the mystery of the loss of the Scorpion continues and may never be solved. Compliments to James Simpson for his hours of analysis. Will the theories of the Scorpion loss ever reach a point where they exceed the many speculations of John Kennedy’s death?

Hydrogen Engines are Coming



BMW plans to launch its first series production hydrogen fuel-cell electric vehicle (FCEV) in 2028, a move that signifies a shift towards hydrogen technology as a sustainable alternative to traditional electric vehicles and gasoline cars. They have plans to introduce its first series production, marking a significant step towards mass-producing hydrogen-powered vehicles. BMW has been testing a hydrogen-powered SUV, the iX5 Hydrogen, which demonstrates the potential of hydrogen fuel cell technology. The iX5 Hydrogen concept vehicle can be refueled in approximately 3-4 minutes, similar to a traditional gas station, and offers a range of up to 504 kilometers (313 miles).

BMW is collaborating with Toyota to develop and bring to market a new generation of fuel cell powertrain technology. Hydrogen fuel cell vehicles, like the iX5 Hydrogen, produce only water vapor as an exhaust, offering a zero-emission driving experience. Hydrogen fuel cell vehicles offer a combination of long range, quick refueling times, and zero local emissions, making them a compelling alternative to battery electric vehicles for certain applications.

Does the future provide an opportunity to use this engine in a submarine. Can we have a submarine hydrogen engine replacing the diesel and using the hydrogen we pump overboard when producing oxygen? I know it would not be possible to have liquid Hydrogen because it takes

There are many problems to solve before Hydrogen becomes a dependable fuel. Hydrogen is dangerous (The Hindenburg), it has a high cost, lack of infrastructure, and hydrogen storage poses challenges due to the high-pressure tanks. The advantages are a clean fuel source, improved air quality, it can be used for heating replacing natural gas, and it is an abundant resource.



***United States Submarine Veterans
Minneapolis/St Paul Base***



Pride Runs Deep



U.S. Submarine Force