



---

*Newsletter of the South Lake Subvets  
blevinst@gmail.com*

---



# BLOW NEGATIVE

---

VETERANS FREE PRESS

DECEMBER 2024

---

**HAPPY HOLIDAYS**



**MERRY CHRISTMAS**

Christmas Dinner December 17, 1800 hrs., Valor Lakes.



*Cornelis Drebbel*  
1572-1633

## WHO INVENTED THE SUBMARINE?

While working for the English Royal Navy, Cornelis Drebbel built the first navigable submarine in 1620. He manufactured a steerable submarine with a leather-covered wooden frame. Between 1620 and 1624, Drebbel successfully built and tested two more submarines, each bigger than the last. The final (third) model had six oars and could carry 16 passengers. This model was demonstrated to King James in person and to several thousand Londoners. The submarine stayed submerged for three hours and could travel from Westminster to Greenwich and back, cruising at a depth between 12 and 15 feet (4 to 5 meters). Drebbel even took King James in this submarine on a test dive beneath the Thames, making King James I the first monarch to travel underwater. This submarine was tested many times in the Thames but couldn't attract enough enthusiasm from the Admiralty and was never used in combat.

The first serious discussion of a "submarine" (a craft designed to be navigated underwater) appeared in 1578 from the pen of William Bourne, a British mathematician and writer on naval subjects. Bourne proposed a completely

enclosed boat that could be submerged and rowed underwater. It consisted of a wooden frame covered with waterproof leather; it was to be submerged by reducing its volume by contracting the sides using hand vises. Bourne did not construct his boat, and Cornelis Drebbel (or Cornelius van Drebbel), a Dutch inventor, is usually credited with building the first submarine.

During repeated trials in the Thames River in England between 1620 and 1624, he successfully maneuvered his craft from 12 to 15 feet (four to five meters) beneath the surface. Van Drebbel's submarine was powered by oarsmen, the oars protruding through flexible leather seals. Snorkel air tubes were held above the surface by floats, thus permitting a submergence time of several hours.

Van Drebbel followed his first boat with two others. The later models were larger, but they relied upon the same principles. It is reported that after repeated tests, King James I of England rode in one of his later models to demonstrate its safety. However, even royal favors failed to arouse the interest of the British Navy. It was an age when the possibility of submarine warfare was still far in the future.

Drebbel's submarine resembled that proposed by Bourne in that its outer hull consisted of greased leather over a wooden frame; oars extended through the sides and sealed with tight-fitting leather flaps provided a means of propulsion both on the surface and underwater.

It is also said that Van Drebbel developed a chemical that purified the air and allowed the crew to stay submerged for extended periods.

## CHRISTMAS GIVING

The Neighborhood Center of South Lake (TNC) in Groveland has been recognized by Second Harvest Food Bank of Central Florida with the 2024 'In It Together' award! This honor highlights the organization's commitment to supporting the community through its collaboration with and mentoring similar organizations across Lake County with the common goal of feeding the hungry. Having distributed more than 1.3 million meals to Neighbors in Need between July 1, 2023, and June 30, 2024, TNC has also been designated as the

largest and only "Nutritious Panty" in Lake County.

A South Lake Florid SubVets cadre has donated volunteer hours and tons of food to the pantry at TNC. This is only one of the many events SLF SubVets have continued to serve. Contact the TNC ([www.tncsl.org](http://www.tncsl.org)) to volunteer a few hours per month or to find out what foodstuffs are needed.

# Thank you, Shipmates.



## BUILT-IN LAKE MICHIGAN

**Manitowoc Shipbuilding Company**, located in Manitowoc, Wisconsin, was a major shipbuilder for the Great Lakes. It was founded in 1902, purchasing the "Burger & Burger Shipyard,"<sup>1</sup> a predecessor to The Burger Boat Company, and made mainly steel ferries and ore haulers. During World War II, it built submarines, tank landing craft (LCTs), and self-propelled fuel barges called "YOs".<sup>[1]</sup> Employment peaked during the military years at 7000. The shipyard closed in 1968 when Manitowoc Company bought Bay Shipbuilding Company and moved their shipbuilding operation to Sturgeon Bay.

### Submarine building program

Shipyard President Charles C. West contacted the Bureau of Construction and Repair in 1939 to propose building destroyers at Manitowoc and transporting them through the Chicago River, Chicago Sanitary and Ship Canal, Illinois River, and Mississippi River in a floating drydock towed by the tugboat Minnesota. After evaluating the plan and surveying the shipyard, the Navy suggested building submarines instead. A contract for ten submarines was awarded on 9 September 1940. The Navy paid for lift machinery on Chicago's Western Avenue railroad bridge to clear a submarine. The 15-foot-draft submarines entered the floating drydock on the Illinois River to get through the 9-foot-deep Chain of Rocks Channel near the confluence of the Mississippi and Missouri Rivers. Submarines left the drydock at New Orleans and reinstalled periscope shears, periscopes, and radar

masts, which had been removed to clear bridges over the river.

Manitowoc had never built a submarine, but the first was completed 228 days before the contract delivery date. Contracts were awarded for additional submarines, and the last submarine was completed by the date scheduled for the 10th submarine of the original contract. The total production of 28 submarines was completed at \$5,190,681 less than the contract price.



SS-361 through SS-364 were initially ordered as Balao-class and were assigned hull numbers that fall in the middle of the range of numbers for the Balao class (SS-285 through SS-416 & SS-425–426).<sup>[4]</sup> Thus, in some references, they are listed in that class. However, Manitowoc completed them as Gatos due to an unavoidable delay in Electric Boat's development of Balao-class drawings. Manitowoc was a follow yard to Electric Boat and was dependent on them for designs and drawings.

### 14 of 77 Gato-class:

- 1942 – USS Peto – sank 7 ships in 10 World War II Pacific patrols
- 1942 – USS Pogy – sank 16 ships in 10 World War II Pacific patrols
- 1942 – USS Pompon – sank 3 ships in 9 World War II Pacific patrols
- 1942 – USS Puffer – sank 8 ships in 9 World War II Pacific patrols
- 1942 – USS Rasher – sank 18 ships in 8 World War II Pacific patrols,
- 1943 – USS Raton – sank 9 ships in 8 World War II Pacific patrols
- 1943 – USS Ray – sank 14 ships in 8 World War II Pacific patrols.
- 1943 – USS Redfin – sank 5 ships in 7 World War II Pacific patrols
- 1943 – USS Robalo – 3 World War II Pacific patrols
- 1943 – USS Rock – sank 1 ship in 6 World War II Pacific patrols
- 1943 – USS Golet – 2 World War II Pacific patrols
- 1943 – USS Guavina – sank 5 ships in 6 World War II Pacific patrols
- 1943 – USS Guitarro – sank 6 ships in 5 World War II Pacific patrols

---

<sup>1</sup> Burger Boat Company is currently building yachts.  
[www.burgerboat.com](http://www.burgerboat.com)

- 1943 – USS Hammerhead – sank 11 ships in 7 World War II Pacific patrols

#### **14 of 120 Balao-class:**

- 1943 – USS Hardhead – sank 7 ships in 6 World War II Pacific patrols
- 1944 – USS Hawkbill – sank 6 ships in 5 World War II Pacific patrols
- 1944 – USS Icefish – sank 2 ships in 5 World War II Pacific patrols
- 1944 – USS Jallao – sank 2 ships in 4 World War II Pacific patrols
- 1944 – USS Kete – sank 3 ships in 2 World War II Pacific patrols
- 1944 – USS Kraken – 4 World War II Pacific patrols
- 1944 – USS Lagarto – sank 3 ships in 2 World War II Pacific patrols
- 1944 – USS Lamprey – 3 World War II Pacific patrols
- 1944 – USS Lizardfish – 2 World War II Pacific patrols
- 1944 – USS Loggerhead – 2 World War II Pacific patrols<sup>l</sup>
- 1944 – USS Macabi – 1 World War II Pacific patrol
- 1944 – USS Mapiro
- 1944 – USS Menhaden
- 1945 – USS Mero

#### **Landing Craft Tank LCT**

Manitowoc Shipbuilding built 36 Landing Craft Tank. The model ID was from LCT(5) 1 to LCT(5) 36; LCT was not given ship names. Many were used for the Invasion of Normandy from 6 to 25 June 1944. Of the 36 LCTs built by Manitowoc, 9 sank in action. Landing Craft Tank has a: displacement of 285 tons, length of 114' 2", beam of 32' 8", draft of 3' 6", top speed of 10 kts., a range of 700 nautical miles, held 1 officer and 10 enlisted men, a cargo capacity of 150 short tons, armament of two single 20mm AA guns, and two .50 cal. machine guns. Propulsion was from three Grey Marine 6-71 Diesel engines, driving three propellers with 675 shp. Power was from one 20 kW Diesel engine.

#### **World War 1**

For World War 1 and post-war support, Manitowoc Shipbuilding built cargo ships from 1917 to 1920. The ships were contracted under the United States Shipping Board and designated Design 1044.<sup>[28]</sup> The ships were 2,124 to 2,711 DWT. Most of these ships were named after lakes. The SS Coquina, renamed SS Cynthia Olson, was sunk by Japanese submarine I-26 on December 7, 1941. Other notable ships were the USS Tide (SP-953), SS Alabama, USS Surveyor (1917), USS Stratford (AP-41), SS Indigirka, and SS City of Milwaukee. Post World War 1, Manitowoc built scows, tugboats, barges, a ferry, three patrol boats for the U.S. Coast Guard, and the Presidential yacht USS Potomac (AG-25) (1934).

#### **Post World War 2**

After World War 2, Manitowoc continued to build ships, barges, and dredges, from 150 to 649 DWT, until the shipyard closed in 1972. In 1947, Manitowoc built a 900-ton floating drydock for Buffalo, New York. Notable post-war ships: MV Saginaw (1953) and SS Edward L. Ryerson (1960).

Note: all materials for this article were copied from Wikipedia. No claim to copyright.

## **Is it the fishing season?**

November 11, 2024

# Norwegian fishermen snagged U.S. nuclear-powered submarine<sup>2</sup>

The young men were sailing for halibut but got a cruise missile attack submarine instead.<sup>3</sup>



*Landing Craft Tank LCT(5)-25 built by Manitowoc, abandoned at Normandy with a destroyed half-track in June 1944*

<sup>2</sup> Article edited for English clarity.

<sup>3</sup> Submarine was released as the fishermen did not have the proper permit.

“We had just emptied the nets and put them out again and was on our way back to shore at Sommarøya when the Coast Guard called us on channel 16 on the VHF radio,” says Harald Engen (22) to NRK Troms. Engen is captain of the *Øygutt*, the 10-meter small fishing vessel.

The Norwegian Coast Guard informed the fishing vessel that a submarine had sailed into the net and dragged it two nautical miles north, where it was cut off.

The net is lost deep down, but the fishermen in their early 20s now have a good story to tell at the local pub.

“I know about other vessels that have sailed over fishing nets, but no one out here has ever heard about a submarine doing so,” says Engen.

The incident occurred outside Malangen, west of Tromsø on the coast of the Norwegian Sea.



The submarine was the *USS Virginia*, a nuclear-powered 115-meter-long submarine. In recent years, such submarines have frequently surfaced in the sheltered fjords outside Tromsø. Norway’s Coast Guard is assisting in bringing onboard supplies or new crew members.

The US Navy confirms via the Embassy in Oslo to NRK the

<https://www.adn.com/nation-world/2024/11/18/norwegian-fishermen-accidentally-catch-us-nuclear-submarine-in-net/>

### *A sobering analysis*

## Flexible Response and Integrated Deterrence at Sea in the 21st Century: Implications for the U.S. Navy.

Excerpts from the complete article.<sup>4</sup>

During World War II and the Cold War, the Navy sought to control the oceans to conduct strike operations ashore and, in combination, to move land forces to and from the war while keeping those forces re-supplied. The Navy postured itself to fight across the three distinct maritime domains: surface, subsurface, and in the air. The aircraft carrier served as the



incident with the tiny Norwegian fishing boat.

Part of the gear from the net ended up in the submarine's propeller, likely when she was still sailing at the surface.

### **Amid tensions with Russia**

The new security situation in Europe, including in the north, requires closer naval cooperation between NATO members.

It is a priority to track the Russian Northern Fleet’s submarines as they sail out from the Kola Peninsula to the North Atlantic.

The new Northern Fleet submarines are quieter than the older Soviet-designed vessels. They also frequently sail from the Barents Sea to the west of North Cape into the deeper Norwegian Sea, which worries NATO.

Typically, an American submarine on a mission in the Norwegian Sea would not want to sail south to Haakonsværn near Bergen or to a naval base in the United Kingdom to put a crew member on shore or pick up some new devices or supplies. Surfacing near where the cat-and-mouse hunt with the Russians takes place saves time.

<sup>4</sup> Russell, James A., “Flexible Response and Integrated Deterrence at Sea in the 21st Century: Implications for the U.S. Navy,” *Military Strategy Magazine*, Volume 8, Issue 1, Summer 2022, pages 20-26.

central platform for power projection, with its airplanes used for strike operations on land and at sea. Cold War-era battles at sea were envisaged as a variation of the Navy’s experiences in the Pacific during World War II. Today, however, aircraft carriers and their support fleets have lost their unrestricted maneuver space on enemy shores. They are out-ranged by various accurate, shore-based missile systems as embodied in China’s DF series of anti-ship missiles. It is unlikely that a 21st-century naval war in the Indo-Pacific will involve re-enacting the Leyte Gulf – the largest naval battle of World War II.

The Navy faces significant challenges in adjusting to integrated deterrence. Today, the Navy is the least joint of all the US military services, yet the requirements of integrated deterrence require a greater degree of “jointness” than ever before. Moreover, integrated deterrence also calls for changes in how the service

organizes, equips, and trains itself to support a multi-domain war. Yet here again, the lessons from the era of Flexible Response could prove instructive. The 1960s saw the Navy introduce new weapons families aboard ships and submarines and integrated itself into national-level command plans for nuclear operations. The Navy took these dramatic steps in the 1960s and could do so again today. In an earlier era, the Navy embraced the requirements of Flexible Response – equipping and training the Fleet with new weapons for a wide range of wartime scenarios. We are just at the beginning of fleshing out concepts like integrated deterrence and determining what it may mean for force structure and operations. The suggestion in this essay is that it calls for nothing less than an intellectual revolution to conceptualize integrated deterrence and, in tandem, operationalize the ideas with plans, policies, and programs. That revolution must start – the sooner, the better.

### Please keep them in mind this holiday season.

The holidays are often a time for family renewals over dinner and gifts. However, some are not fortunate enough to be able to participate actively in these joyous activities.

**Rollin Patrick** has undergone open heart surgery, and as this is being written, he is in ICU and stable. Diane said he may be able to go home this Saturday, but a long recovery will follow.

**Colin Myers’** father has had open heart surgery. He is also in a long convalescence period.

These shipmates will appreciate your prayers and cards.

### LET’S BE READY FOR THR PARADES

December 4 at 1000 we will frock our float with holiday decorations. Carlos will send a follow-up message letting everyone know where the float will be for this activity. The float will appear in three parades in the next sixty days:

1. **December 7 in the Clermont Christmas parade.**
2. **December 14 in the Minneola Christmas Parade.**
3. **January 20, 2025< in the Martin Luther Day parade.**

Our float is the image most people will remember when recalling our organization. Let’s make a great impression.

<p><b>Chapter Officers</b>  Commander: Carlos Martinez  Vice-Commander: Fred Water  Secretary: Tim Blevins  Treasurer: Ken Brown  Chaplain: Paul Hornberger  COB: Randy Huckabee  Storekeeper: Bill Bish</p>	<p><b>Scholarship Foundation:</b>  President: Sam Goodwin  EVP: Tim Blevins  Secretary: Bill Bish  Treasurer: Bob Stout</p>
--	---

## USSVI CREED

The purpose/creed of USSVI is to perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country so that their dedication, deeds, and supreme sacrifice may be a constant source of motivation toward more outstanding accomplishments, and to pledge loyalty and patriotism to the United States of America and its Constitution.

In addition to perpetuating the memory of departed shipmates, USSVI provides a way for all submariners to gather for their mutual benefit and enjoyment. Our shared heritage as Submariners shall be strengthened by camaraderie. The USSVI supports a strong U.S. Submarine Force.

The organization will engage in various projects and deeds that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today.

## SCHOLARSHIPS -Get Those Applications Completed

### USSVI SCHOLARSHIP

Scholarship applications for the 2025-26 academic year open on 1 November. The procedure is easy and available on our website, [www.ussvcf.org](http://www.ussvcf.org). Applicants should know that using AI software or plagiarism to complete the application's essay will result in a "zero" for that portion of the final score (about 30 percent). Additionally, the applicant's birthday will be taken away.

**SOUTH LAKE FLORIDA SUBVET PAUL CURTIS SCHOLARSHIP FOUNDATION** application is posted on our website [www.southlakesubvets.org](http://www.southlakesubvets.org). The same restriction that USSVI applies to the essay also applies to this application: no AI or plagiarized essays. However, SubVets will not take away birthdays.

