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RUSSIAN PROJECT 1851

The Russian Project 1851: Deep-Sea Operations and Strategic Utility

The Russian Project 1851, also known as the "X-RAY" class, represents a critical element of Russia's strategic deep-sea operational capabilities. As a specialized auxiliary submarine, its role diverges from traditional combat vessels. Instead, Project 1851 is built for deep-sea operations, covert intelligence gathering, and deploying advanced mini-submarines. This essay will explore the design, role, and strategic importance of the Project 1851 submarine, highlighting its significance in modern naval warfare and geopolitical strategy.

Design and Purpose of Project 1851

The Project 1851 submarine, part of Russia's broader family of specialized submersibles, was designed to operate in extreme depths, far beyond the reach of conventional submarines. Unlike traditional attack or ballistic missile submarines, the primary focus of the X-RAY class is deep-sea missions related to underwater research, surveillance, intelligence gathering, and covert military operations.



At the core of Project 1851's utility is its ability to function as a "mother ship" to smaller deep-diving vehicles. These mini-submarines, or bathyscaphes, are deployed for a wide range of tasks, including underwater salvage, reconnaissance, and even the installation of seabed monitoring devices. The ability to deploy specialized vehicles extends the operational reach of the Project 1851 submarine, enabling it to execute various missions that would otherwise be impossible for larger, more conventional submarines.

One of the defining characteristics of the X-RAY class is its capacity for deep-diving operations, typically below 1,000 meters, making it uniquely suited for underwater espionage, seabed warfare, and special operations. The deep-sea environment is a relatively untapped domain for naval operations. Project 1851 plays a key role in Russia's attempts to

exploit this domain for military and intelligence purposes.

Key Missions and Capabilities

The Project 1851 class of submarines has a range of capabilities that allow it to fulfill several critical roles within the Russian Navy, particularly the Northern Fleet. These roles include supporting deep-diving mini-submarines, covert intelligence gathering, seabed operations, and special operations support.

1. **Mini-Sub Support:** One of Project 1851's primary functions is to serve as a base for mini-submarines. These smaller, deep-diving submersibles are deployed from the mother ship to carry out various tasks at extreme depths. The deployment of mini-submersibles enables highly specialized missions, such as recovering valuable objects from the ocean floor, including sunken equipment or sensitive military assets.
2. **Covert Intelligence Gathering:** The X-RAY class is also believed to engage in highly classified intelligence-gathering missions. These missions could involve tapping into undersea communications cables or installing surveillance devices on the ocean floor, providing the Russian military with valuable information on enemy movements, capabilities, and communications. These activities would be particularly useful in strategic regions like the Arctic or the North Atlantic, where Russia has focused much of its naval development.
3. **Seabed Warfare:** As seabed warfare becomes an increasingly important aspect of modern hybrid warfare, the Project 1851 submarines play a critical role in this domain. They can lay undersea mines, install listening devices, and conduct reconnaissance missions in the deep ocean. This capacity allows Russia to assert control over strategically critical underwater routes, ensuring it can monitor or disrupt enemy activities at crucial maritime chokepoints.
4. **Special Operations Support:** Additionally, the Project 1851 submarines likely support Russian special forces, known as Spetsnaz, in underwater infiltration and exfiltration missions. Their ability to operate at great depths and deploy mini-submarines or unmanned underwater vehicles (UUVs) gives them a unique advantage in special operations, allowing for the discreet transportation of personnel and equipment in contested waters.

Good Day to Remember Those US Submariners¹

On Anzac Day (April 25), thoughts turn to those who gave their lives during various wars over the last century. But there is one group that has never been given recognition for what they achieved in World War II, and that is the United States submariners, 3505 of whom lost their lives, including 374 officers.

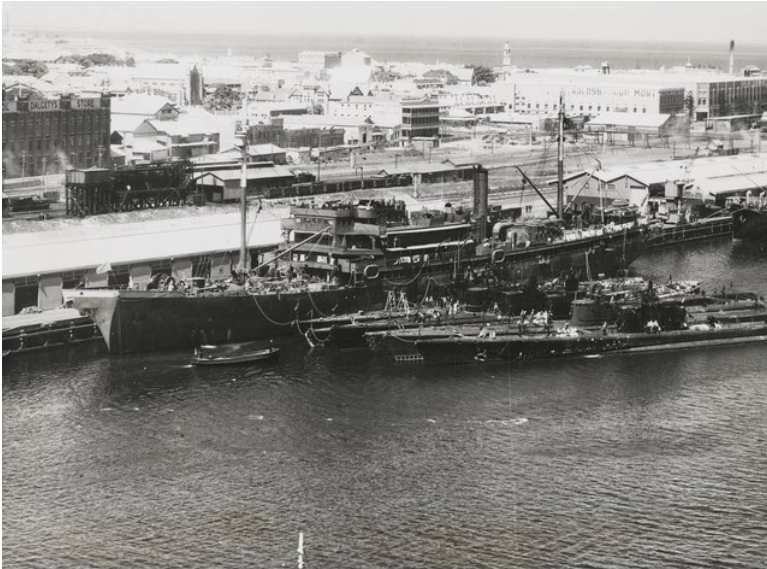
When one analyses what they achieved, there is no doubt they did more than any other group to defeat the Japanese and save Australia and New Zealand from being invaded. The reason is simple - they sank more than 60 percent of the Japanese merchant marine fleet. Without these ships, not only was the Japanese advance stifled, but their occupying troops lost their supply lines, and they virtually could not be evacuated like the British were at Dunkirk to fight in other battles. Additionally, with the loss of shipping, Japan found it difficult to supply the homeland with raw materials from the conquered territories.

After the Japanese invasion of Manchuria, the US instigated a policy restricting supplies to Japan. This ultimately led to the Japanese attack at Pearl Harbor on December 7, 1941. The Japanese advance over the next five months was nothing short of staggering - Hong Kong, the Philippines, Burma, Borneo, Malaya, Thailand, Indo-China (Laos, Cambodia, and Vietnam), and Singapore on February 15, 1942,



where 80,000 troops surrendered (the largest surrender of British military personnel in history) was occupied. Ships played a most crucial part in this role.

The Dutch East Indies (Indonesia) was occupied in March, and Darwin was first bombed on February 15, 1942. By July 6, Guadalcanal in the Solomon Islands was the farthest Japanese advance. The farthest advance in Burma was on May 8, 1942, the second day of the Coral Sea battle—their first setback, followed by the Battle of Midway on June 3-6.



Without a vast marine fleet, this advance would never have been possible. Over the next two years, the US Navy submarine fleet went to work. Fortunately, they had cracked the Japanese naval code and virtually knew their every move. The Japanese had also failed to destroy the enormous naval fuel-oil installations at Pearl Harbor when Admiral Nagumo did not go ahead with the third wave of air strikes. Admiral Nimitz, Commander in Chief of the US Navy Pacific Fleet, said that had the tanks been destroyed, the war would have been prolonged by two years as it would have immobilized every ship in the Pacific Fleet.

FREMANTLE, WA. 1942-03-05. AERIAL PORT SIDE VIEW OF THE SUBMARINE TENDER USS HOLLAND (AS-3). SIX US SUBMARINES ARE BERTHED ALONGSIDE. NOTE THE 5 INCH/51 GUNS MOUNTED ON THE FORECASTLE, IN THE FORWARD SUPERSTRUCTURE AND AMIDSHIPS. 3 INCH/50 AA GUNS ARE MOUNTED ON TOP OF THE SUPERSTRUCTURE AND COVERED .50 INCH AA MACHINE GUNS ARE VISIBLE IN THE BRIDGE WINGS. (NAVAL HISTORICAL COLLECTION)

The Japanese had no long-range anti-submarine aircraft, and probably, their destroyers were not that well equipped to deal with submarines. The problem for the American Navy was where to base the submarines. Darwin was ruled out because the harbor was considered too shallow. Finally, Fremantle (near Perth) was chosen, which was too far away for the Japanese to

attack with aircraft. It was a long haul for the submarines to the areas where Japanese ships were active to the north, but diesel-powered submarines have a tremendous range on the surface.

They would sail on the surface for most of their operations to and from Fremantle. Japan never found out where the submarines were based. The Fremantle base had 125 American, 31 British, and 11 Free Dutch submarines. The Americans deployed 288 submarines during the war, so nearly half operated from the Fremantle base. Japan started the war with six million tonnes of shipping and built more as the war continued. US submarines sank 1314 of their ships of more than 1000 tons each, plus 700,000 tons of naval ships, including eight aircraft carriers, a battleship, and 11 cruisers.

They did 416 patrols and fired 14,500 torpedoes. Out of 52 subs lost, 48 were lost operating from the Fremantle base. American submariners made up only 1.6 percent of the US naval manpower, but they had the highest loss rate of the US Armed Forces, with 22 percent killed.

At the German Naval Museum at Laboe, northeast of Kiel, there is a memorial to the 3505 American submariners and a memorial to the 31,000 German submariners who lost their lives out of a total of 39,000 men who served in their U-boats. The Germans built 1154 U-boats and lost 800.

More than 50,000 Allied merchant Seamen lost their lives, many as a result of U-boat activity. They have never been properly recognized for their Atlantic achievements and sacrifices.

Last year, while in Los Angeles, I spoke to a group of American submariners. Many did not know of their predecessors' achievements in the war, and none knew there was a base in Fremantle.

They will make a concerted effort to bring this oversight into prominence when remembrances are held. Their sacrifices certainly saved us from invasion. Anzac Day is now also the time to remember those 3505 dead submariners of the US Navy

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. 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. 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.



U.S. Navy: Beneath, On, and Above the Sea

Author Ray Toll
Old Dominion University
MTS President, 2015

The U.S. Navy can be credited with much of the tremendous surge in marine technology advancements through its direct development or strategic partnerships. A summary, which is not very comprehensive, would fill this Journal. Volumes have been published on various aspects of technological advancement, and it seems nearly impossible to account for everything.

Of course, published highlights exist, but even selecting key advancements does not tell the whole story. I cannot pretend to tell a complete story either, but I will focus on a few strategic advancements attributable to the Navy to give an idea of the spectrum of its effect.

In 1934, Navy Research Laboratory (NRL) researchers Albert H. Taylor, Leo C. Young, and Lawrence A. Hyland received the first U.S. radar patents for detecting objects by radio. The record dive of Lt. Don Walsh, USN, and Swiss scientist Jacques Piccard was aboard the Navy-owned Trieste in 1960 (Figure 1). The Navy-owned deep submergence vehicle Alvin, operated by Woods Hole Oceanographic Institution (WHOI), was commissioned in 1964 and today has made more than 4,700 dives (Figure 2).² Alvin's research has been featured in nearly 2,000 scientific papers. Other examples abound, including the SEALAB program (Figure 3), the development of unmanned and autonomous underwater vehicles (UUV and AUV), the validation of the GPS concept and the launch of the first GPS satellite, global atmospheric prediction models, maritime sensing programs, and much more.



Figure 1



Figure 2

sensing programs, and much more.

Technology also crosses professions. A wide variety of industries, such as oil and gas, military, law enforcement, fisheries, and construction, benefitted from the Navy's need for an underwater camera that could detect targets in cloudy or dark waters. The Navy also plays an essential role in other, less obvious but significant ways, such as in the energy sector. Besides the ongoing effort to "go green" in powering naval ships and aircraft, the Office of Naval Research (ONR) and Naval Facilities Engineering Command (NAVFAC) have been critical in supporting the development of Ocean Thermal Energy Conversion (OTEC)³ technology since its inception in the 1970s.

This August, Navy representatives were on hand at a dedication of the first operational OTEC plant to deliver power into the U.S. grid with sustainable, steady electrical energy generated by ocean temperature differential. Flipping the switch onto the grid foretells a first step toward commercial generation, with national and international ramifications.



Figure 3

In other research areas, NRL's Technology Transfer Office is updating oceanographers on their diagnostic technique to identify and monitor the state-of-health of lithium-ion batteries, the economical and low-frequency active antenna. The low-cost option for radio frequency receivers for astronomical observations, their work on microbial energy harvesting developments for unsupervised underwater sensing with subsequent surfacing and reporting capabilities

² https://en.wikipedia.org/wiki/DSV_Alvin. From 1964 to the present, DSV Alvin has been operated by the WHOI.

³ [https://www.eia.gov/energyexplained/hydropower/ocean-thermal-energy-conversion.php#:~:text=Ocean%20thermal%20energy%20conversion%20\(OTEC,surface%20water%20of%20the%20ocean](https://www.eia.gov/energyexplained/hydropower/ocean-thermal-energy-conversion.php#:~:text=Ocean%20thermal%20energy%20conversion%20(OTEC,surface%20water%20of%20the%20ocean).

(zero-power bathythermograph sensors), their high-accuracy multicore fiber curvature sensor for 3-D shape sensing, a reusable biosensor that can be easily adapted to various analytes, and more. New technologies await other public and commercial applications.

In 1924, the U.S. Navy and the Bureau of Mines jointly sponsored experimental dives using helium-oxygen mixtures. By 1929, Lt. C.B. "Swede" Momsen (submariner and diver) developed and proved the Momsen lung, an early underwater rebreather to serve as emergency escape gear. Momsen made many momentous diving contributions, including his work on developing the McCann-Erikson Rescue Chamber in 1939. It proved its worth when the USS Squalus, carrying a crew of 59, sank in 243 feet of seawater (FSW). The Rescue Chamber made four trips and safely rescued 33 men. Later that year, Momsen's divers, using air and mixed-gas diving techniques, recovered the USS Squalus. As a result of this success, the Navy adopted a recirculating MK V MOD 1 for mixed-gas diving, as used in the recovery. The helmet and breastplate weighed 103 lbs. Not until 1980, after extensive development, did the MK 12 surface-supplied diving system replace the MK V MOD 1 mixed-gas heavy gear. By 1993, the MK 21 Superlite diving helmet assumed the top place.

The Navy was involved in multiple areas simultaneously, and advancements came rapidly in techniques, gas mixtures, and saturation diving. In 1972, the first Deep Submergence Rescue Vehicle (DSRV) became operational. These vehicles were designed to perform rescue operations on submerged, disabled submarines and were intended for quick deployment and work in conjunction with a mother ship or mother submarines. In 2008, the DSRV, with its mother submarine system, was phased out of the Navy inventory and replaced with the Submarine Rescue and Diving Recompression System (SRDRS), which operates without a mother submarine or dedicated surface support ship and newer technology.⁴ Improvements delivered in 2016 include a new method to accelerate the decompression of saturated submariners from five atmospheres (165') using transfer under pressure. Its global deployability and rescue depth of 2,000 feet (600 m) further push the boundaries of rescue capability.

The first bathymetric contour map of the Atlantic Ocean sea floor was created in 1855 by Matthew Maury, director of the U.S. Navy's Depot of Charts. He was the first to identify the Mid-Atlantic Ridge undersea. One hundred sixty years later, the press reporting on the Malaysian Airlines ' MH370 search reminds us that about 95% of the ocean remains unexplored.

What does this mean? We have a map of 100% of the ocean floor but only at a resolution of about 5 km. That's a vast improvement over the previous global map 1997 and 20-km resolution. But still, it means an item, a structure, a ridge, and so forth need to be slightly larger than 3 miles across before we can "see" it.

That leaves a lot of work still to do.

The U.S. Navy has provided direct research and funded and aided efforts to advance the sciences of oceanography, ocean engineering, marine technology, and all the related fields.

MODERNIZATION and the VA

Dear Veteran,

VA is implementing a modern appointment scheduling system to better deliver the SOONEST and BEST CARE to Veterans.

Officially known as the Integrated Scheduling System (ISS), this new solution consolidates several scheduling applications into one location. It provides employees with a user-friendly scheduling experience while effectively reducing the time Veterans must wait for their appointments to be confirmed and scheduled.

The implementation should be seamless for patients; however, any business process transition always presents opportunities for improvement. VA is committed to ensuring the transition to ISS goes as smoothly as possible. We expect to transition to ISS in February 2025 fully.

⁴ GlobalSecurity.org, "Submarine Rescue Diving and Recompression System (SRDRS)."

Thank you for taking a minute to read about this exciting new modernization initiative.

Sincerely,
Your Friends at the VA Sunshine Healthcare Network (VISN 8)

EVENTS

November 11 – Veterans Day, 330 3rd Street, Clermont

LIGHT UP CLERMONT

The holiday season is always full of enchantment and fun here in Clermont! There are so many fun activities to take part in. Light Up Clermont always has something for all ages to enjoy at the events.

November 18 to December 18 – Letters to Santa Victory Pointe

November – nominations for Commander and Secretary Elections will take place at the November member meeting.

THE ENCHANTED TREE FOREST

Victory Pointe - Nov. 23, 2024 - Jan. 3, 2025

The Enchanting Tree Forest opens on Nov. 23 and runs through Jan. 3. At Victory Pointe, 50 trees decorated by local organizations and businesses are set up for viewing. You can walk on the trail to view them, or park at the Clermont Boat House and walk over to Victory Pointe. Check out the trees in the day and nighttime to get the full effect!

LETTERS TO SANTA.

Victory Pointe - Nov. 23, 2024, to Dec. 16, 2024

Stop by Santa's mailbox at the Enchanted Tree Forest! Mail off your letter to Santa, and Santa will write back. Make sure you include your return mailing address. No stamps necessary—The North Pole doesn't require stamps. Don't worry if you don't bring a letter in advance. It is stationary available next to the mailbox, and you are welcome to write a letter on-site to send!

DECEMBER 4 – MINNEOLA'S ANNUAL CHRISTMAS PARADE; 1800;

https://www.minneola.us/sites/g/files/vyhlf4716/f/uploads/christmas_parade.

ANNUAL TREE LIGHTING.

Downtown Clermont - Dec. 6, 2024

Join us downtown for our annual tree lighting at City Hall Park and Downtown Clermont! There will be live music, food trucks, a DJ, carolers, a photo opportunity with Santa and Mrs. Claus (provided by Kiwanis Club of South Lake), and more! This is one of Clermont's most popular traditions! We can't wait to see everyone again to watch Downtown Clermont be lit up by the countdown!

CLERMONT CHRISTMAS PARADE

Downtown Clermont - Dec. 7, 2024

As the title describes, the Clermont Christmas Parade will go through Downtown Clermont! It starts at 10 a.m. from Waterfront Park and winds through downtown Clermont, making a loop. There will be floats, bands, and many local groups attending the Hometown Parade.

COOKIES AND COCOA

Downtown Clermont - Dec. 13, 2024

SOUTH LAKE FLORIDA SubVet CHRISTMAS DINNER
December 17, 1800 hrs. at Valor Lakes. 12629 S. Hwy 27,
Clermont. Amore Italian Ristorante will cater dinner.



December 24 WREATHS ACROSS AMERICA; we must assemble at the flagpole at 1100 hrs., Oak Hill Cemetery, 801 East Ave, Clermont. The American Legion Auxiliary and many other organizations are collecting donations.

Wednesdays at KeKe's: Enjoy the companionship of fellow veterans as we gather for light-hearted and informal conversation. The food is great, and the attendees are welcoming. Is this your first time at the breakfast? Come and join us; we will surprise you. There will be no breakfast on Christmas Day.

Visit: <https://www.southlakesubvets.org>

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