

BLOW NEGATIVE



The Official Newsletter of South Lake Florida Subvets



Our 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. We pledge loyalty and patriotism to the United States of America and its Constitution."

Volume 5 Issue 5

www.southlakesubvets.org

May 2026



Board of Directors

C. Martinez, Ed. Lashbrook, T. Blevins, S. Goodwin, R. Mock, S. Newman



Elected Officers

Commander: Carlos Martinez
Vice- Commander: Ed Lashbrook
Secretary: Timothy Blevins
Treasurer: Sam Goodwin

Storekeeper: Bill Bish 2026 Meeting dates

Membership meetings are held at Minneola Town Hall, convening at 1800hrs.

May 21

June 18

July 16

August 20

September 17

October 15

November 19

December - Annual Social Event



Board of Directors Meetings at KeKe's following breakfast, May 13

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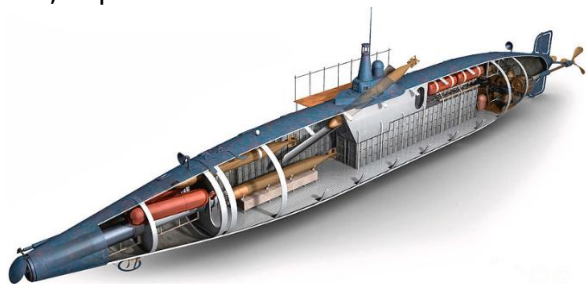


Before John Holland and *Plunger*,
Before the French *Alligator* submarine, there was...

Issac Peral and the *Peral*¹

When Spain, in 1898, became involved with the United States in the war that brought about the final dissolution of her once vast colonial empire, she may have possessed a weapon that could well have changed the course of history. This, naturally, is purely conjectural and may be classed with all other classic "might have been." Perhaps, since, due to her decadence, she was slipping anyway, the use of this secret weapon would have only delayed her inevitable descent into the chaotic conditions of 1936-39, when she was abruptly pulled up and set on a newer, more stable course by the present regime.

This "secret weapon" she failed to develop and use was a working submarine she had by 1890. It was the prototype of all submarines in both World Wars, up to the time of snorkels and radar.



This submarine was invented by a Spanish naval officer named Isaac Peral. He graduated from the Spanish Naval Academy in 1870 and, after two years as a passed midshipman, was commissioned an ensign. He became a naval officer of considerable competence and ability in the years that followed. He was assigned to the usual tours of duty afloat and ashore, including Cuba in 1872, where he participated in the ructions. During this tour of duty, he wrote two textbooks on mathematics for midshipmen at the Naval Academy and began developing his idea for a submarine. While posted to the Post Graduate School at San Fernando, Peral taught and, in his leisure time, mull over the idea of the submarine.

While in San Fernando, Peral bought a dynamo and converted a classroom into a workshop. There, he constructed his "aparato de

profundidades," an automatic device that kept the submarine at a set depth. It was probably a combination of a pendulum and a hydrostatic piston, but Peral kept it secret, and nobody knows exactly how it worked.

In December, Peral was ordered to the Navy Department in Madrid to prepare a program for the submarine's trials. On this occasion, a friend and enthusiastic supporter, a prominent naval officer, Don Pedro Novo y Colson, called an informal meeting of leading naval officers and civilian technical experts so that Peral could explain his invention to them.

By January 1889, the submarine was finished, and all that remained was to install the batteries and the crucial automatic depth-keeper. Once more, she was floating in the dry dock, and various watertight tests of the ballast tanks were conducted satisfactorily. After the batteries were installed, they were charged. The torpedoes and all other necessary gear were brought aboard and stowed.

The Peral measured 69 feet by 9 feet, displaced 87 tonnes when submerged, carried 613 batteries that powered twin 30hp electric motors, and could cruise 325 miles submerged. The submarine was crewed by eleven men. A letter, signed by all members of the Peral's crew, stated that they had such confidence in her that they were all ready to go to the bottom with her before deserting their post of honor.

After completing sea trials and a few preliminary maneuvers and short dives, one lasting fifteen minutes and another twenty, she went down six fathoms and remained underway on a set course and speed of 3 ½ knots for an hour and five minutes. Upon emerging, Peral took her alongside the Colon, which was carrying the Commandant of the District and the Trial Board. He was warmly received by them and congratulated in the name of the King, the Queen, and the Spanish Navy.



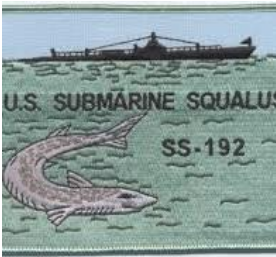
¹ <https://www.usni.org>

USS Squalus (SS-192)

0740 on 23 May 1939²

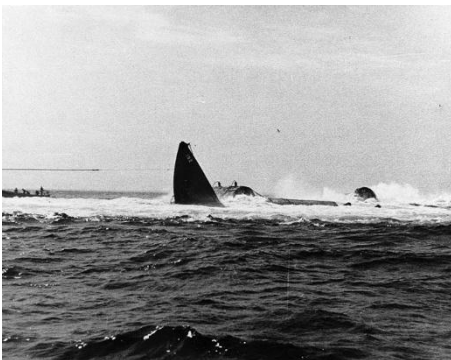
"Stand by to dive." Diving alarm sounds.

The dive was to be a quick dive from four main engines, with no main ballast kingstons or vents open, until the first diving alarm was sounded. At the sounding of the first diving alarm, all main ballast kingstons were opened, followed immediately by opening vents on bow buoyancy, 1 main ballast, 2 main ballast, and safety tanks. Bow and stern planes were put on a hard dive. About 10 seconds later, the indicator lights showed the conning tower hatch closed, and the four main engine outboard exhaust valves closed. Telephone reports from the forward and aft engine rooms arrived simultaneously, stating that all engines were stopped and the valves were closed. The hull and engine inductions were then closed immediately and indicated on the indicator board. The air manifold man bled air into the boat until a pressure reading appeared on the barometer. At this time, I held up two fingers as the signal for the second diving alarm and opened the vents on the



#3 and #4 main ballast tanks. As the Commanding Officer entered the control room, I reported "pressure in the boat, green board" and proceeded to take the vessel down to 63 feet. The main motors were now driving the vessel at the one-hour, 1280 spec. gravity rate, and when I last checked the revolution indicators, they showed 220 r.p.m. The dive took on an excellent attitude, and as we approached 40 feet, we closed all vents. Our maximum diving angle was 9°, and at 45 feet, I began to ease the angle off. I kept a close watch on the indicator light board, since I wanted to be ready in all respects to blow in case our high speed drove the vessel down too deep. The hull opening indicators continued green at all times, and both the Kingston and vent indicators showed green.

As we approached 50 feet, the depth at which the dive time was recorded, I ordered all diving angles taken off and leveled off at 63 feet. The C.O. had been standing alongside me up to this point, and as we began to level off, he walked to his station at the periscope. We had just started leveling off when a telephone report came that the after engine room was flooding. I immediately ordered "blow main ballast", followed immediately by "blow safety and bow buoyancy". Another air bank was cut in on the manifold shortly after this. At 80 feet, it seemed as though our downward progress had stopped, and we had about 14 up angle, but this angle suddenly increased until the bubble was lost, and without a definite sensation of going down, we settled at 206 feet, with an "up" angle of 11°. Blowing of ballast was stopped when it was certain that no water was left to be blown. Light and power were lost simultaneously as the boat settled to the bottom. Until the lights went out, the indicator board lights showed no change from their original status at the start of the dive. Emergency lights were lit, but shortly after they went out.



Afterward, Gainor reported that he had pulled the disconnected switches in the forward battery tank. Means of further lightening the vessel were discussed, and it was decided that the after trim tank was the only tank which would be blown to effect any change. This tank was blown as dry as possible without moving the vessel. Further expenditure of air was not deemed advisable at this time, as it was considered possible that we might aid salvage efforts to bring the vessel to the surface.

² Edited [Statement of Lieutenant W. T. Doyle, USN; USS Squalus survivor](#)

All men were equipped with "lungs," and a review of their operation was held. Cans of CO2 absorbent were made ready, and the oxygen system was tested up to the Schrader valve connections in the conning tower. A red rocket was fired from the signal ejector and hourly from then on until the [U.S.S.] *Sculpin* was heard. The telephone buoy was released from the forward torpedo room. Telephone communications were possible forward, but no communications could be made with the after section. Slugs of oil were blown out of the toilet bowl periodically to augment the smoke rockets. At no time did any sound come from aft to indicate that there was life there. The crew was instructed to move about as little as possible, and aside from getting food, replacing flashlights, replenishing the air, or tapping signals, there was little movement.

Soon after settling on the bottom, the hydraulic system's relief valve lifted, discharging oil. Saltwater eventually replaced the oil, indicating a hydraulic system failure. The forward battery room was investigated and found to be very warm, with no indications of chlorine gas. Chlorine gas was present when the 18 men in the control room proceeded to the forward torpedo room after the first [rescue chamber] bell trip left the vessel.

During the emergency and throughout the time we were on the bottom, all hands demonstrated coolness and precision in carrying out their duties at their stations. Orders of the Commanding Officer were carried out promptly and efficiently. Despite the low temperature and cramped quarters, there were no complaints. A finer or higher-spirited group of men than those on the *Squalus* will never be surpassed.

The submarine was salvaged and renamed USS *Sailfish* (SS-192).

USS Guardfish (SS-217)

After conducting shakedown out of New London, *Guardfish* departed that base on 28 June 1942 for Pearl Harbor via the Panama Canal, arriving there on 25 July to prepare for her first cruise. Her first war patrol was in previously unpatrolled waters off northeast Honshu. *Guardfish* departed Pearl Harbor on 6 August 1942, sank a trawler on 22 August, and on 24 August sank the 3,114-ton cargo ship *Seikai Maru* off Kinkasan Harbor. Evading escort vessels, she proceeded up the coast and found a convoy on 2 September. *Guardfish* attacked the next day, sinking the 5,253-ton *Kaimei Maru* and the 1,118-ton cargo ship *Tenyu Maru*. *Chita Maru*, a 2,376-ton freighter, retreated into the harbor and anchored, but a remarkable long-range shot from *Guardfish* left her resting in the mud. *Guardfish* returned to Midway from her spectacularly successful first patrol for refit on 15 September 1942.



Guardfish departed Midway on 30 September for her second war patrol, heading for the East China Sea. On 19 October, she survived a violent attack by patrolling aircraft. On 21 October, she closed on a seven-ship convoy, sinking a 4,000-ton freighter and the 6,362-ton *Nichiho Maru* north of Formosa as the convoy scattered. After evading pursuing aircraft and surface ships, *Guardfish* returned to Pearl Harbor on 28 November 1942. For her outstanding success on war patrols 1 and 2, *Guardfish* received a Presidential Unit Citation.

Moving her base of operations to the Truk area, *Guardfish* departed Pearl Harbor on 2 January 1943 to patrol off the Japanese stronghold. She sank a Japanese patrol craft on 12 January west of Kavieng and a 1,300-ton cargo ship the next day. Attacked by the destroyer *Hakaze* on 23 January, *Guardfish* sent the *Hakaze* to the bottom with a well-placed torpedo. Moving south toward Rabaul, *Guardfish* attacked a large convoy near Simpson Harbor but was driven off by concentrated shore fire and escort attacks. *Guardfish* ended her third patrol by arriving at Brisbane, Australia, on 15 February 1943.

Her fourth war patrol was conducted in the Bismarcks, Solomons, and New Guinea area, and Guardfish recorded no kills during this cruise, 9 March to 30 April 1943.

Departing Brisbane for the same waters on 25 May 1943, Guardfish sank the 201-ton freighter Suzuya Maru and damaged another before being forced down by aircraft on 13 June. On 14 July, she picked up a surveying party on the west coast of Bougainville and returned to Brisbane for refit on 2 August 1943.

Guardfish departed Brisbane for her sixth war patrol on 24 August 1943, landing a reconnaissance party on Bougainville and then moving into cruising waters. She sank the 5,460-ton Kasha Maru on 8 October and subsequently served as a lifeguard for 2 days during the air strikes on Rabaul. Guardfish embarked on another reconnaissance party

19 October at Tulagi, they landed on Bougainville and took vital soundings in Empress Augusta Bay before embarking the Marine party on 28 October. These important missions were carried out just 2 days before the American landings at Bougainville. Guardfish reached Brisbane, closing out her sixth patrol, on 3 November 1943.

to the shipping lanes between Truk and Guadalcanal, Guardfish began her seventh war patrol on 27 December 1943, sinking the 10,024-ton oiler Kenyo Maru on 14 January 1944. She then closed on Truk and sank the destroyer Umikaze on 1 February during an attack on a convoy. After serving briefly as a lifeguard ship off Truk, she arrived at Pearl Harbor on 18 February and, from there, returned to San Francisco for repairs 9 days later.

Guardfish again put to sea from San Francisco and arrived at Pearl Harbor on 1 June. She then joined submarines Thresher, Piranha, and Apogon to form the famous coordinated attack group known as the "Mickey Finns," commanded by Captain W. V. O'Regan aboard Guardfish. The submarines patrolled the shipping lanes around Formosa with spectacular success, Guardfish sinking the 5,863-ton auxiliary Mantai Maru, the 2,838-ton cargo ship Hizan Maru, and the 5,215-ton cargo ship Jinsan Maru southwest of Formosa on 17 July. After damaging another freighter on 18 July, Guardfish sank the 5,872-ton Teiryu Maru the next day, barely escaping attacks by her escort vessels. She arrived at Midway for refit on 31 July 1944, and for her outstanding performance on the eighth patrol was awarded a second Presidential Unit Citation.

Putting to sea as a member of a wolfpack on 23 August 1944, Guardfish and the other submarines, Thresher and Sunfish, had a 40-minute surface gun battle with sampans on 2 September. On 25 September, she attacked and sank the 873-ton cargo ship *Miyakawa Maru* #2 in the Sea of Japan, her cruising ground for this patrol. *Guardfish* returned to Pearl Harbor 24 October 1944.

Guardfish departed on 26 November for her 10th war patrol, cruising in the "Convoy College" area of the South China Sea with a wolfpack. She recorded no sinkings during this cruise, but on the early-morning darkness of 24 January, near Guam, she mistook Extractor, an American

Whale of a Tail

One of the tallest tales to come from the submarine service was that spun by Lieutenant Gilson Rohrbach when he returned to Seattle on leave. According to him:

When the submarine surfaced one day, the crew noticed a whale swimming around, cutting capers. The submarine submerged, and so did the whale, who could be heard on the sonar device approaching. The whale came up alongside and affectionately nuzzled the submarine.



This went on for days, with the beast following the ship and snuggling up to it. Finally, the lovesick whale gave up and went away. Officer aboard USS Guardfish (SS-17).

Ed. Note: A similar story credited Admiral Chester W. Nimitz as having told the same story to reporters when he returned from his first submarine duty.

salvage ship, for an I-class submarine and torpedoed her. *Guardfish* rescued all but 6 of her 79 crew members from the sea and terminated her patrol at Guam on 26 January 1945.

Guardfish's 12th war patrol was spent watching for enemy fleet units attempting to escape from the Inland Sea of Japan by way of Kii Suido. Departing Saipan on this duty 27 February, she found no ships but rescued two downed aviators 19 March before returning to Midway 11 April 1945.



Guardfish departed Midway on 8 May 1945 for her 12th and last war patrol and was assigned to lifeguard station during the ever-increasing air attacks on the Japanese mainland. She sank a small trawler with gunfire on 16 June and arrived back at Pearl Harbor on 26 June 1945.

The veteran submarine served with the training command after her return to Hawaii, helping to train surface ships in the newest antisubmarine warfare tactics until 25 August 1945.

She then sailed for the United States, transiting the Panama Canal 12 September and arriving at New Orleans 16 September. *Guardfish* arrived at New London on 6 November and was decommissioned there on 25 May 1946.

Guardfish remained inactive until 18 June 1948, when she was placed "in service" for duty as a Naval Reserve Training Ship at New London. Declared in excess of Navy needs, her name was struck from the Navy List 1 June 1960. Appropriately, this ship, one of the most successful World War II submarines, served as a target ship for a new submarine torpedo. USS *Dogfish* and USS *Blenny* sank her with the newly developed torpedoes off New London 10 October 1961.

Guardfish earned 11 battle stars for her World War II service. Her first, second, third, fifth, sixth, seventh, eighth, ninth, and eleventh war patrols were designated to be successful.



USSVI Capitol Base Tolling of the Boats

Arlington, VA | 16 May 2026, 11am - 1pm

The Capitol Base of the United States Submarine Veterans, Inc. will honor all Submariners on Eternal Patrol at the gravesite of those lost on the USS F-4 (Ss-23 Skate) at the Intersection of Roosevelt and McClellan Drives at Arlington National Ceremony.

USSVI website



The website is once again active and reconstituted, with some new features. I have been tracking members' comments online, and some feel the current format makes it a bit more difficult to find resources. You can submit comments and suggestions for restructuring the site. Use either of these addresses: <https://www.ussvi.org> or <https://ussubvets.org>. Dues and renewals can be made online with your credit/debit card. There is a 3.5% surcharge.

God, we are so helpless. We care so much for our brothers and friends. They are special to all of us. It hurts to see them suffer. And while we cannot be with them, please be with them. Be with those who care for them. Comfort those who love them and need them, as well as those who must wait. Amen. On a mission, duty called

Heather Penney

Heather Penney is widely recognized for her role on September 11, 2001, when—then a U.S. Air Force first lieutenant—she was among the first fighter pilots launched from Andrews Air Force Base to intercept United Airlines Flight 93 before it could reach Washington, D.C. With the crisis unfolding faster than standard procedures allowed, the aircraft departed without full armament; the pilots understood that, if interception became unavoidable, stopping the airliner might require ramming it.³

Penney was the only woman in her fighter pilot training class and the only woman assigned to her fighter squadron, the 121st Fighter Squadron of the District of Columbia Air National Guard at Joint Base Andrews. As the attacks unfolded, she and her commander, Colonel Marc “Sass” Sasseville, were ordered aloft on an urgent intercept mission aimed at preventing Flight 93 from entering the capital’s airspace. Time did not allow loading missiles, leaving them with only limited onboard ammunition and a final contingency that contemplated ramming the aircraft.



The intercept never occurred: Flight 93 crashed more than half an hour before their takeoff, and analysts later concluded it likely would have reached Washington roughly 15 minutes before they were airborne.⁴

The morning had begun as an ordinary training day. In a 2016 interview, Penney recalled sitting in a briefing at Andrews, reviewing the month’s flight schedule, when a message cut through the routine: a plane had struck the World Trade Center.

As uncertainty spread through the room, Sasseville selected Penney to fly with him, and the two moved quickly to their F-16s. There was no opportunity to conduct a full preflight sequence or load live ordnance in accordance with standard operations. Penney later described the departure as a compressed, essentials-only launch: engines started, chocks removed, and the

aircraft airborne within minutes. En route, they aligned on a last-resort plan should they locate Flight 93—Sasseville would aim for the cockpit, while Penney would target the tail.

Penney said that, in those minutes, her attention narrowed to the mission's immediate requirements. She assumed the passengers aboard Flight 93 faced grim odds regardless of the outcome. She briefly weighed ejecting before impact, then rejected the notion as impractical in a single, rapidly closing attempt. Only afterward did she consider a personal possibility: her father, a commercial pilot who frequently flew East Coast routes, might have been in the cockpit. He was not.

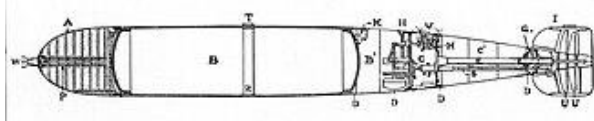
By later that day, as air defenses tightened, Penney and other pilots patrolling the skies over Washington, D.C. were flying with live ammunition. They were also granted “free-fire” authority, allowing pilots to act against a civilian aircraft assessed as an imminent threat without awaiting additional clearance. Hours after the initial strikes, officials remained concerned about the possibility of further attacks.⁵

³ https://en.wikipedia.org/wiki/Heather_Penney

⁴ <https://www.history.com/articles/911-heather-penney-united-flight-93>

⁵ Ed Lashbrook suggested this article.

Whitehead Torpedoes⁶



Mark 1

In service

1894–1913

Specifications

845 pounds

140 inches (3.55 meters)

17.7 inches (45 centimeters)

Effective firing range

800 yards

Warhead

wet [guncotton](#)

Warhead weight

118.5 lbs

Detonation mechanism

War Nose Mk 1 contact exploder

Engine

3-cylinder [reciprocating](#)

Maximum speed

26.5 knots

Mark 5

In service

1910–1940

1452 pounds

Specifications

Length

204 inches (5.18 meters)

Diameter

17.7 inches (45 centimeters)

Effective firing range

1000–4000 yards

Warhead

wet [guncotton](#)

Warhead weight

200 pounds

Detonation mechanism

War Nose Mk 5 contact exploder

Engine

4-cylinder [reciprocating](#)

Maximum speed

27–40 knots^[1]

In 1866, Robert Whitehead designed the first “automobile” torpedo that was self-propelled. It was designed to attack the enemy rather than wait for the enemy. His torpedo design was the point where all other concept designs would begin. The first Whitehead torpedo used a two-cylinder, compressed air engine capable of traveling up to 6.5 knots for a distance of 200 yards.

In 1871, the Royal Navy acquired manufacturing rights and began producing torpedoes at the [Royal Laboratories](#) at Woolwich, England. The [Royal Navy](#) fitted the Whitehead torpedo on its earliest [submarines](#), from [HMS Holland](#) onwards.¹ The French, German, Italian, Russian navies soon followed suit and began acquiring the Whitehead torpedo. By 1877, the Whitehead torpedo was attaining speeds of 18 mph (29 km/h) with ranges of up to 830 yards.

The U.S. Navy's first successful torpedo program began in 1870. Lieutenant Commander John A. Howell developed a torpedo powered by a 132-pound flywheel spinning at 10,000 revolutions per minute. A steam turbine mounted on the torpedo tube spun the flywheel before launch. The Navy produced about 50 Howell torpedoes for tactical use. Eventually, the U.S. adopted the Whitehead and Bliss-Leavitt torpedoes, which would make up the U.S. arsenal until 1910. The Whitehead Mk 5 could travel about 4,000 yards at speeds up to 27 knots.

The [United States Navy](#) started using the Whitehead torpedo in 1892 after an American company, [E. W. Bliss](#), secured manufacturing rights. As manufactured for the US Navy, the Whitehead torpedo was divided into four sections: the head, the air flask, the after-body, and the tail. The head contained the explosive charge of [guncotton](#); the air flask contained

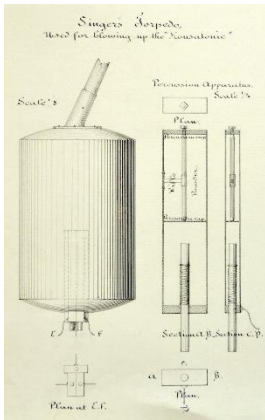
⁶ <https://www.history.navy.mil/browse-by-topic/exploration-and-innovation/navy-torpedoes.html>

compressed air at 1,350 pounds per square inch (9,30kPa), or 90 atmospheres; the after-body contained the engine and the controlling mechanism, and the propellers and rudder were in the tail. The air flask was constructed from heavy forged steel. The other parts of the shell of the torpedo were made of thin sheet steel. The interior parts were generally constructed out of bronze. The torpedo was launched above or below the waterline from a tube, using air or gunpowder discharge.

The Mk 14 torpedo was deployed from submarines. That type of torpedo was responsible for sinking more than four million tons of Japanese shipping during World War II. The torpedo was deployed

to the US Navy before rigorous testing and certification could be completed. The Mark 14 had a number of problems, including “hot runs” in the torpedo tubes and occasional circular paths that led the torpedoes back to the submarine.

The Mk 45 provided speeds up to 40 knots and a range of 11,000 to 15,000 yards. It was eventually replaced by the Mk 48, which remains the primary active-service torpedo in the United States submarine arsenal today. It is 19-feet long, weighs approximately 3,500 pounds, and carries 650 pounds of high explosive. The Mk 48 torpedo also has the capability of “re-attacking” if it misses its target.⁷



Singer Torpedo Designed for *H.L. Hunley*. Drawing of a spar-mounted torpedo designed by Singer for use on the submarine *H.L. Hunley*, taken from the papers of Quincy Adams Gallimore, a Union general and engineer who had access to Confederate military papers in Charleston after the city's surrender. The heading claims it is the one used to sink USS *Housatonic*. From the National Archives and Records Administration.

⁷ This article was suggested by Carlos Martinez.

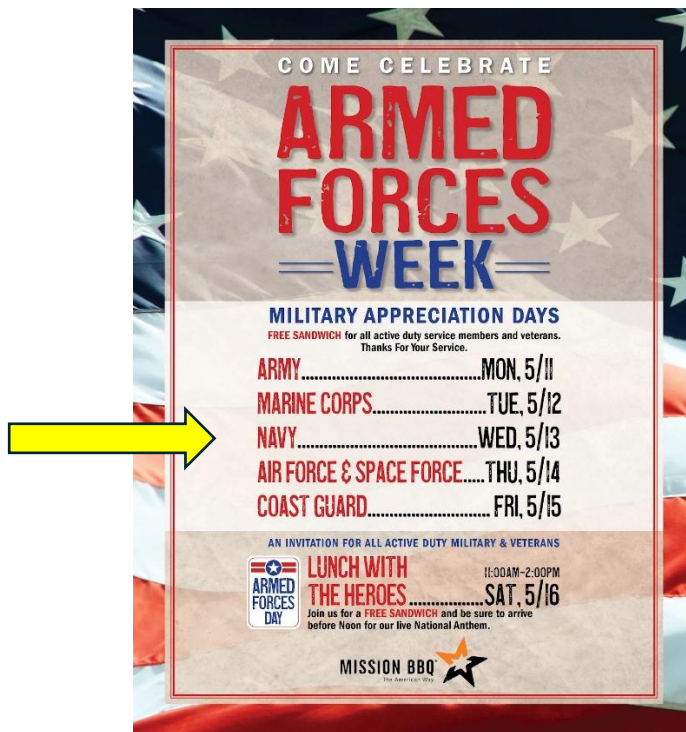
Last Minute Notices

Sea Cadets

Graduation ceremonies will be conducted on May 16, beginning at 1100. Please be at Real Life Church by 1050. This organization is supported by us, let's show our support by attending. Sea Cadet Battalion is included in our USSVI annual report as being supported by us.

Real Life Christian Church | Clermont Campus, 1501 Steve's Road, Clermont.

Mission BBQ



June Newsletter & May Meeting Presentation

The June newsletter will feature two or three unique boats from the US Navy and foreign Navies. I researched them after Carlos brought them to my attention. Do you have an idea for a future newsletter? Please share your thoughts with me.

I understand the float committee will present us with the current status and look of our float.

SOUTH LAKE FLORIDA MINUTES

Membership Meeting at the Minneola Town Hall
Thursday, April 16, 2026



Call the meeting to order CDR. (1804)

Invocation by _CDR_____

Pledge of Allegiance (VCDR).

USSVI Creed _Ed Lashbrook_

Moment of Silence and Tolling the Boats CDR and Lewis Otto

Determine if a quorum to conduct business is present (SEC). __11__ members

Attendees sign muster. (Tim) done

Approval of the March meeting Minutes as summarized by the SEC. approved

Treasurer's Report & Storekeeper's Report (SK) Status: Goodwin not present; report by Martinez, \$8,444.51. Bill Bish,

Foundation Report: Paul Hernandez, \$3,484.29 Bill Bish

Business/Administrative Items

-Members delinquent on their base dues cannot vote. Members who have not paid chapter dues are no longer members, and their longevity status returns to zero.

-Notes from REC Dept's Memorial Day meeting [4-1-26]; next 5-6-26: Comprehensive presentation by Bobby Mock and C. Martinez

- Ceremony to be held at Arts & Rec Ctr on Hwy 27 @
- Bobby has completed scheduling the Vietnam Traveling Wall [5-23 to 5-25]
- ERHS Choir scheduled.
- Sea Cadets & NJROTC limited participation due to uniform restrictions
- Marine Honor Guard & Taps setup

-Status of Financial Audit [Sam] Ed Lashbrook reported no audit meeting has been scheduled.

-Paul Kenard will provide the status of SHP kit event being held in Clermont no report

-Ed/Fred : working on float repair < Ideas for new float. Update by Paul Newman with parts being constructed.

The social fund-raising at Portillos on Mar 26th raised \$99; thank you, Ed, for organizing this event.

~~—USSVI Awards submissions due by April 1st - [see manual on USSVI website for info]~~

-USSVI Convention in Corpus Christi > 9/6 to 9/11: registration open. Interested ____ C. Martinez stated several events were scheduled.

-“Veterans Memorial” update (Carlos & Bobby)

-Memorandum between Argonaut Bar & Lounge and SLF: (Ed discuss): Still pursuing.

--Base approved funds to Memorial Day celebration [\$500 identified in 2026 Budget Plan]: Base also approved \$75 for plaque for Sea Cadet graduation (Carlos will provide a gift card). Graduation on Saturday, May 16th, 11 am, at Real Life Church [1501 Steve's Street, Clermont]. Action taken at the March Meeting.

New Items Discussed:

-SLF, along with other veteran groups participation in the “Veterans Memorial” fundraising:

- 1) engraved tile and brick paver,
- 2) letters for corporate sponsorship,
- 3) park benches,
- 4} collections at Marketplace

-Poll members on moving base meetings to Mondays at the VFW bldg. Members voted to remain at Minneola Town Hall. Members decided to remain at Minneola Town Hall.

-Whereabouts of Bobby's 6ft foldable table?? Table missing from Farmers Market.

Good of the order (VCDR)

1. **USSVSF AMBASSADOR REPORT.** Great-grandson of Paul Ernandez,
2. Weekly Breakfasts continue at Keke's on Wednesday at ~0730..
3. Birthdays: none
4. Next Meeting: Thursday, **May 21 @ 1800hrs., at Minneola Town Hall.**
5. 50/50 raffle. Won by Paul Ernandez and donated to the Foundation.
6. Adjourn
7. Benediction by Paul Ernandez

These minutes were sent before being approved. Approval vote will be taken at the May 2026 meeting.

The newsletter is titled "Blow Negative" as a nod and hand salute to the earliest days of submariners. The earliest submarines, WWI, were built with a positive buoyancy, which included a "negative" tank. This tank was located within the submarine so that, when flooded with seawater, the submarine could dive.

Our meeting location is at Minneola Town Hall. Minneola, Florida. The newsletter is published and edited by Timothy Blevins, MM1(SS), blevinst@gmail.com. Suggestions, corrections, and submittals are always appreciated. Publication occurs once a month, with occasional email updates.

The South Lake, Florida chapter of USSVI consists of members living in and around Clermont, Florida. Our monthly meetings take place on the third Thursday of every month except December, when we hold a social event. Veterans from all services and submarine enthusiasts are always welcome at our meetings.

Currently, the newsletter does not solicit advertisers. The chapter is grateful to our local sponsors for their support.

Sponsors

Lakeridge Winery, Total Wines and More, Mission Barbeque, National Golf Course and Country Club, Legends Golf Course, Publix Supermarkets, Costco, Portillo's, Texas Roadhouse, Margaritaville, Kings Ridge Country Club, and Culver's Hamburgers. Additionally, the chapters acknowledge the support of local businesses that offer our members discounts on their products and services.



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