

# Lobo Jr.

Issue 6 November/December 2020

USS RAZORBACK ASSOCIATION USS394.ORG



Christmas 1967

**NEWSLETTER FOR MEMBERS AND FRIENDS**



**USS RAZORBACK ASSOCIATION  
USS394.ORG**



**President:**  
Fred Reker  
Seal Beach, CA 90740  
1-615-898-0669  
email: fredreker326@gmail.com



**Vice President;**  
**Bob Hickey**  
Stockton Springs, ME 04  
email: bob@bobteddi.com



**Treasurer/Membership**  
**Wayne Hildebrand**  
Vida, OR 97488-0125  
1-541-822-1149  
email: wthna59@hotmail.com



**Chaplain:**  
**Ron Sagaert**  
Tallahassee, FL 32309-4618  
1-828-461-4618  
email: rtsagert@masn.com



**Webmaster:**  
Rod Sagaert & Jerris Basset  
Max Basset's wife  
Middleburg, FL 32068  
1-904-282-3379/1-904-728-3008  
email: jemullis@bellsouth.net



**Newsletter Editor**  
**Lobo Jr.**  
**Valerie Braunschweig**  
Victoria, BC, Canada V9Z

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**MEMBERSHIP DUES**

**Are due before December 31 for next year. If you haven't already sent your \$20 dues in please do so now to :**

**Wayne Hildebrand  
P.O. Box 125  
Vida, OR.**

Lobo Jr. newsletter is produced with acknowledgement & appreciation to the authors & writers of articles and to photographers, stories submitted and photos sourced. Opinions expressed are not necessarily those of the USS Razorback Association.



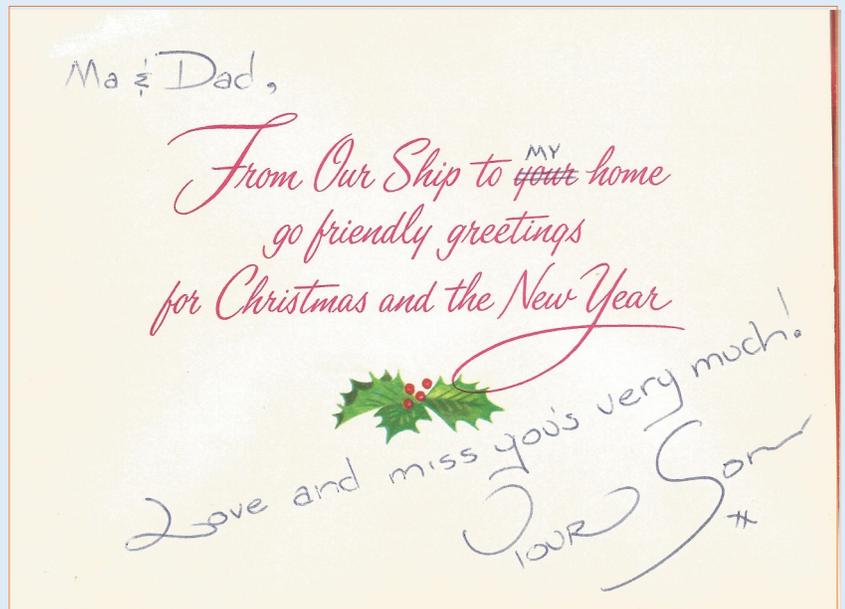
# MERRY CHRISTMAS WISHES & SEASON'S GREETINGS

TO ALL FROM THE USS RAZORBACK ASSOCIATION

To our members and to those serving at home and abroad protecting our country. We thank you for your service.



Razorback Christmas Card 1967 from Dick Braunschweig sent to his parents.





## FROM THE BRIDGE

Pearl Harbor Day 12/7/20

Ahoy Shipmates and family members, as we approach the holiday season let me wish all of you Happy Holidays, Merry Christmas and Happy New Year. We are completing the most tumultuous year in Razorback Association history with another dive (cancelling everything) and surfacing (surviving and rescheduling to next year) our credit. We owe a debt of gratitude to past president Bob Oppe, who was instrumental in bringing the Razorback to US as a museum in N. Little Rock. He also started Lobo Jr after we lost Ron Gorence. He resigned his editorship this year, and we are very fortunate to have Valerie Braunschweig pick up the ball and do a marvelous job as our new editor. To my knowledge we have survived the virus and expect to have our next event, the April 19-24 work party and business meeting on schedule. AIMM has accepted our dates and is ready to help. Here in Leisure World, activities began to restart in the Summer only to be cancelled and lockdown re-imposed in Dec as the virus surged in SoCal. To put this in perspective here are some sobering statistics:

### DEADLIEST DAYS IN AMERICAN HISTORY

- |    |                     |       |
|----|---------------------|-------|
| 1. | Galveston Hurricane | 8,000 |
| 2. | Antietam            | 3,600 |
| 3. | September 11, 2001  | 2,977 |
| 4. | 12/3/20             | 2,861 |
| 5. | 12/2/20             | 2,762 |
| 6. | 12/1/20             | 2,461 |
| 7. | 12/7/20             | 2,439 |
| 8. | Pearl Harbor        | 2,403 |

I often wonder what is the significance of the Navy term “Bridge” especially on a submarine. It is the command center of the boat underway surfaced but underwater it is submerged. It was the highest point on the new high sail boats, but on the original configuration, the look-out station was the highest point. The term goes back the paddlewheel steamship days where there was a structure built between the paddle boxes to provide good visibility and it looked like a bridge. It is where the OOD (Officer Of the Deck) stands watch. I stood many watches in good weather and bad at all times of the day under many different conditions and the term played an important part of my life. Another interesting point: the crew played cards mostly poker in the after battery and bridge in the wardroom.

*(continued pg 5)*



I still play bridge and have a game going in our home 4 days a week. It keeps me and my friends sane and provides a social life during the pandemic.

I hope most of you availed yourself of the TV series: Hell Under the Sea on National Geographic Channel. If you missed it, I expect there will be reruns in the future. It is a Canadian production and covers many exciting submarine stories and national heroes of WWI and WWII. Some of the daring commanders won the Congressional Medal of Honor and were high ranking Admirals in the submarine force when we served.

In this issue we have some "sea stories" from when we served and thanks to Valerie, who is a Canadian and married a Razorback shipmate, some perspective on the Royal Canadian Navy. Have a safe Holiday Season, keep a steady bubble, DBF, and start making plans for next year Work Week.

See you next April at Work Week.

Fred Reker, Captain, USNR-R

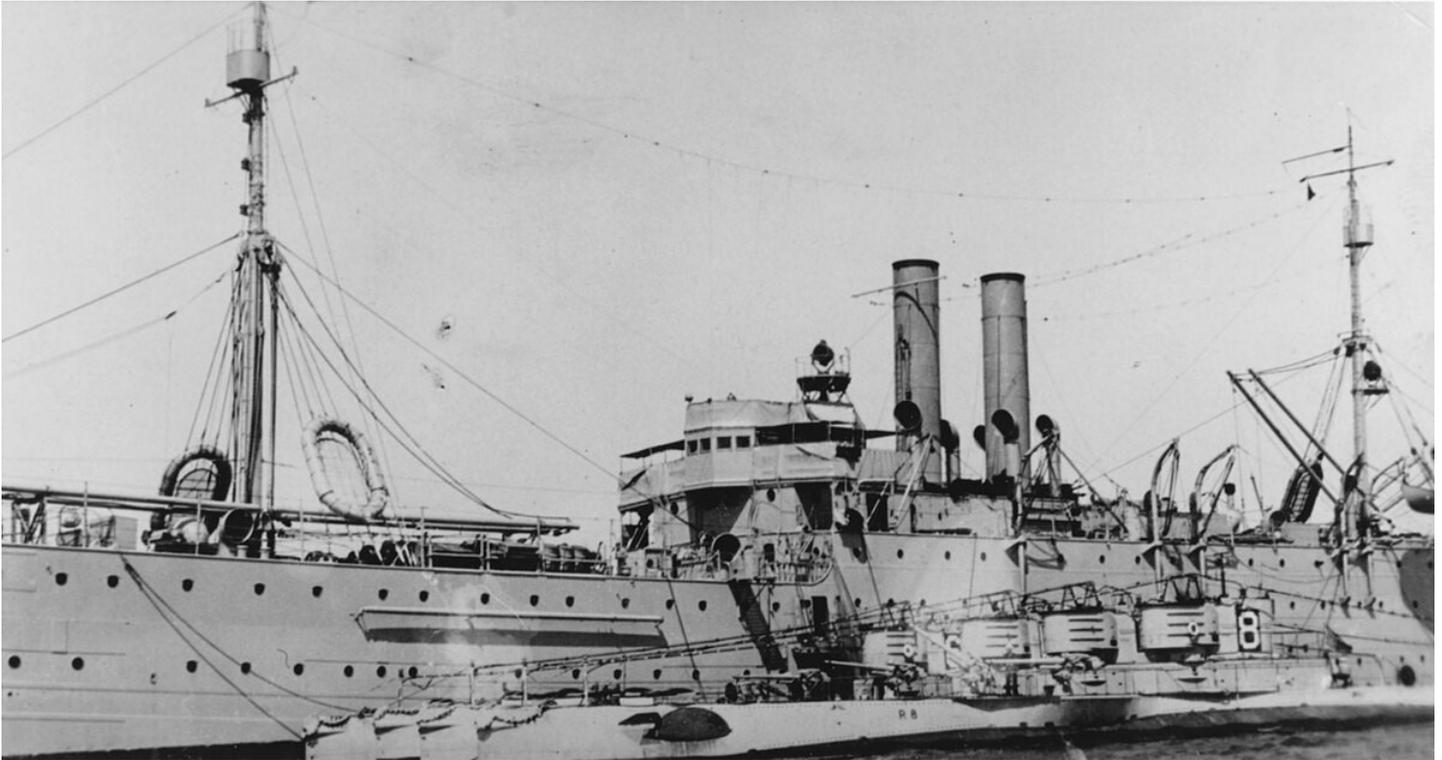


**HELL BELOW** - is an event-based TV series charting the stealth game of sub sea warfare, tracking the dramatic narrative from contact to attack of the greatest submarine patrols of World War II . From the rise of the Wolfpack to the drive for victory in the Pacific, we profile the strategic masterminds and the rapid evolution of technology and tactics, as the threat of undersea warfare brings every sailor's worst nightmare to life. Expert analysis and stock footage are woven with narrative driven re-enactments filmed on authentic Second World War era submarines to place the characters at the heart of the action. Awesome series being repeated on Smithsonian Channel Check for local listings



## Navy submarine used as a target vessel in the 1930s found off Maryland coast

Associated Press



The U.S. Navy submarine tender USS Camden (AS-6) in San Diego Harbor during the early 1920s with four R-class submarines alongside. The outboard submarine is USS R-8 (SS-85). The inboard boat is USS R-6 (SS-83). (U.S. Naval History and Heritage Command via Wikimedia Commons)

**OCEAN CITY, Md. —** A salvage company says that it has likely [discovered the wreckage](#) of a century old submarine off the coast of Maryland.

The Baltimore Sun reported Thursday that the USS R-8 was a U.S. Navy sub that was used for target practice at the end of its life in the 1930s.

Atlantic Wreck Salvage said that it identified the wreck using sonar as well as historical records. The firm said that the R-8 is one of a few American submarines that's in diveable waters on the East Coast and yet to be located.

"It appears from the sonar images that the site will reveal a very well-preserved example of an R-class submarine in existence anywhere," said Cpt. Eric Takakjian, a member of the R-8 recovery team.

Garry Kozak, a sonar expert who looked over the data, said there's little doubt that the R-8 has been located.

R-8 was one of 27 R-class submarines commissioned by the U.S. Navy during World War I. It was built in 1918 and participated in Naval training off the coasts of California and the Gulf of Mexico. In 1930, the submarine became part of the Inactive Naval Reserve Fleet at Philadelphia. It was later used as a target in an aerial bombing and sank to the bottom of the ocean in 1936 near Ocean City



## Razorback's

# SHIPMATE'S SEA STORIES

Stories, memories, incidents, challenges, jokes, photos & tall tales from times aboard shared by fellow shipmates.

## 1<sup>st</sup> Wespac Trip

Submitted by Fred Reker, Captain, USNR-R

I reported aboard Razorback in Oct, 1962 along with my sub-school roommate, Pete Spitler, who was a Lt.Jg. with several years' experience on destroyer. Razorback had recently won an award for "most improved submarine" in Subdiv 32. I ended up assigned as assistant engineer, and he was commissary officer.

I was the first direct input into submarines from OCS as the Navy was desperate for submarine officers to fill the ranks of the new Polaris 2 crew submarines. Needless to say as an unqualified ensign having no experience at sea, I was as green as it gets.

We were settling into routine and learning about our new jobs and working on quals. In about 2 weeks, Capt Davis returned from a meeting of all SUBDIV 32 commanding officers on the tender Sperry (AS12) with startling news. The Cuban Missile Crisis was serious, we were the most-ready boat in San Diego, and we being sent to Wespac in a week. We were scheduled to go early next year, but the Cuban Missile Crisis changed everything. Imagine getting ready for a 6 month deployment in a week or less.

We had to load stores, load war-shot torpedoes, refuel, check and load spare parts, and get our personal effects in order. Qualification went out the window and it was panic activity getting ready. I remember loading torpedoes at night, scrambling to load food and stores for six months, finding a place to store all the food that did not fit into the store room, inspect critical parts of the ship and equipment, fix all the equipment that was out of commission as best we could. One of the last evolutions was inspecting the shafts, propellers, and underwater parts of the hull. Divers went over the side Friday of that week and found cracks in both shafts. This was just before we were to leave next Monday. This was a show stopper!

We had to go into dry dock and have them checked out in detail. It also meant another sub would be sent in our place. Going into dry dock required off-loading torpedoes, defueling, off-loading stores, among other preparations, and moving to 32<sup>nd</sup> street to enter dry dock. We spent all night and the rest of the weekend off-loading torpedoes and getting ready for dry docking. Next Monday we left Ballast Point and headed into dry dock. Both shafts had confirmed cracks, but the severity was in doubt. After much debate and consultation with tender and yard personnel over the next two weeks, it was determined that the cracks were superficial. During that period, we did some checking into spare parts and found the recent SOAP overhaul left us severely deficient in key spare parts for the engineering spaces.

In our place the Caiman left for Pearl Harbor a week later. By the time this was resolved, and we returned to Ballast Point, the Cuban Missile crises was over and the Caiman had to return from Pearl.

After our return we started to deal with the spare parts deficiencies and found in hindsight that we were not the most ready boat in San Diego, but were in fact the least ready boat in San Diego!!!!!! Maybe I should retitle this my almost 1st Wespac trip.

Fred Reker, Ensign USNR at the time.

**Editor's Note: Thank you Fred for submitting this story for our new column, most appreciated.**



## Razorback's

# SHIPMATE'S SEA STORIES

Stories, memories, incidents, challenges, jokes, photos & tall tales from times aboard shared by fellow shipmates

## Gene Haley,

teenage sailor aboard the RAZORBACK, had an amazing story to tell:

The Razorback was patrolling offshore and docking in T'Sing Tao China, in 1946 Or 1947, I don't remember which year.

Ashore on liberty in China Gene met Anna Maria Krasolina in T'Sing Tao, China. She was a white Russian, somehow trapped in China with her Mother and very sick brother. Gene did not know the particulars but knew he had to help set her free!

Puppy love crush? Young passion? Gene knew he had to get Anna Maria and her Mother out of China. With his own Navy paycheck, plus an appeal to raise money from his Razorback shipmates, Gene put together \$200 for Anna Maria - a fortune in those days. The Razorback shipmates came through!

As the Razorback was about to depart T'Sing Tao, China Gene gave the money to a local, English speaking messenger. Get this to Anna Maria Krasolina, and he gave the address, and trusted it all to fate, that this money would get Anna Maria and her Mother to Samar, in Indonesia, where they could proceed from there to Australia. Gene continued with his service aboard the Razorback.

Fast forward to 1961: Gene had left the Navy and was sailing with the merchant marine. He wanted to go back to Australia. So with his then wife and young son, Gene Haley indeed took off to Australia.

The mission in his soul: find Anna Maria Krasolina! He did! Anna Maria and her Mother made it to Sydney from Samar. In Australia she married an engineer and worked as a nurse at a local hospital.

Gene commuted to New Zealand to work the supply run from Christ Church to McMurdo in Antarctica. He loved it. All was well. Mission accomplished.

Gene lived a charmed life. Gene served aboard the RAZORBACK from late 1945 through early 1948. He recalled his RAZORBACK service as among the happiest times of his life

All best wishes,

Dori Newman (Gene's Haley's widow)

Note: the RAZORBACK was towed across the Atlantic from Turkey in 2004, Gene rode with her from Key West to New Orleans. From new Orleans she was towed up river to North Little Rock, .June 19, 2004.

Gene's many photos from 1945-48 have been donated to the Arkansas Inland Maritime Museum (AIMM) where the restored RAZORBACK welcomes visitors. The photos are both online and shown as large framed prints at AIMM. Gene died in March 2016, his wife then donated the Argus C3 camera that he used for the RAZORBACK photos to AIMM.



Gene Haley, New Guinea  
December 1946

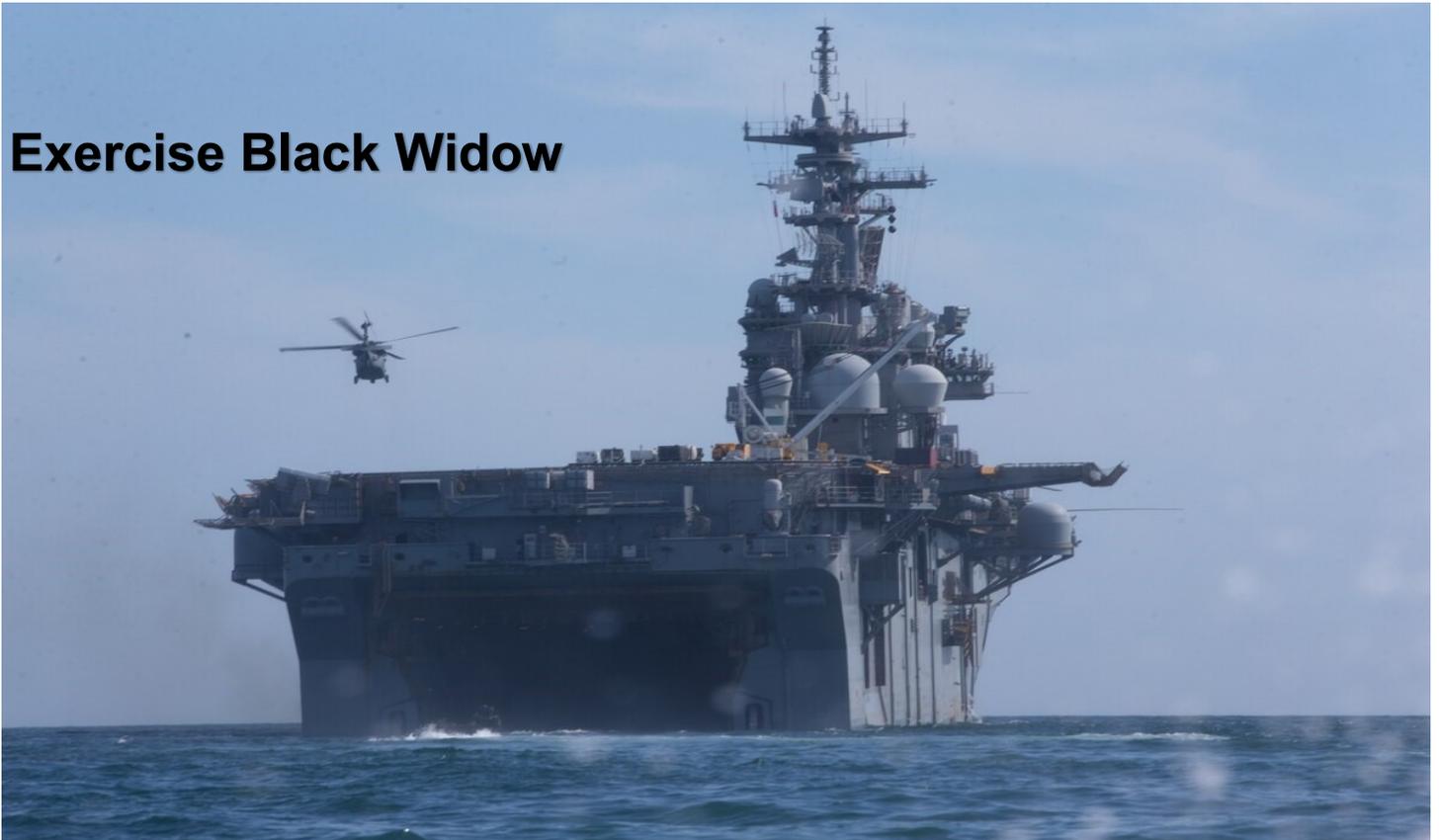
Photo by  
"Lowball" Johnson

**Editor's Note: *Thank you to Dori for submitting this story about hubby Gene for our new column, most appreciated.***



## Navy Times:

### Exercise Black Widow



The amphibious assault ship Wasp, shown here in June, is one of several units in the North Atlantic in Sept. participating in the anti-submarine "Black Widow" exercise. (Marine Corps)Top of Form

As U.S. Navy brass continues to sound the alarm about Russian submarine activity in the North Atlantic, the sea service kicked off an exercise this week to hone the sort of anti-sub warfare skills that fell by the wayside in the post-9/11 world.

Dubbed "Exercise Black Widow 2020" for a reason several admirals could not explain to reporters Wednesday, the six-day North Atlantic training event kicked off Monday and involves the amphibious assault ship Wasp, the warships Arleigh Burke and McFaul, two fast-attack subs, P-8 Poseidon sub-hunting aircraft and two helicopter strike maritime squadrons.

Black Widow is part of an effort to ensure the service is ready to fight enemy subs, regardless of the Navy platform, U.S. 2nd Fleet commander Vice Adm. Andrew Lewis told reporters Wednesday.

Playing the role of the undersea bad guys are members of the Navy's undersea aggressor squadron, or AGGRON, a unit stood up last year to educate deploying crews and play the enemy elsewhere in the water column.

Battling enemy subs fell down the list of priorities during the past two decades, when the wars in Iraq and Afghanistan, and against asymmetric terrorism, took precedence.



But now, with Moscow and Beijing prowling the so-called “High North,” re-sharpening such skills has taken on a renewed urgency.

“This is where the fight is ... where the competition is,” Lewis said. “Specifically in the Atlantic, the undersea capability of the Russians. We have got to maintain that advantage.”

“We’ve got some incredible war fighters in the submarine community that have stayed on top of this, the rest of us are getting back into that,” he added.

The diverse array of surface, air and undersea units in the exercise reflects the priority the Navy is placing on making sure its sub-fighting capabilities are up to snuff, Lewis said.

“Anti-submarine warfare is a primary mission for everybody in the United States Navy, regardless of what you wear on your chest,” he said.

Navy officials have in recent years sounded the alarm about Russian sub activity near vital undersea cables in the Atlantic that are vital communications tethers between North America and Europe, among other signs they see as troubling portents in those waters.

Vice Adm. Daryl Caudle, the head of Submarine Force Atlantic, said that while Russia is a “cash-strapped nation,” they are still fielding some of the most advanced boats out there.

“Russia took a knee for over a decade and allowed a lot of folks to think the homeland is a sanctuary from Russian forces,” Caudle told reporters. “Our homeland is no longer a sanctuary. We have to be prepared to conduct high-end combat operations in local waters.”

“Nothing’s a sanctuary any longer,” he added. “That’s why we have to be ready.”

While Black Widow will allow the testing of new sensors and other gadgets, it will also test out tactics, strategies and new command and control structures for such future potentialities.

About Geoff Ziezulewicz : *Geoff is a senior staff reporter for Military Times, focusing on the Navy. He covered Iraq and Afghanistan extensively and was most recently a reporter at the Chicago Tribune. He welcomes any and all kinds of tips at*

			<p><b>ALL THREE BOOKS</b></p> <p><b>FROM</b></p> <p><b>THE HOOD BROTHERS</b></p> <p><b>AVAILABLE TODAY</b></p> <p><b>AMAZON BARNES &amp; NOBLE APPLE BOOKS</b></p>
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# What's next for the Bonhomme Richard warship?

By: [Everett Pyatt](#)



A fire is fought into the evening onboard the amphibious assault ship Bonhomme Richard at Naval Base San Diego, Calif., on July 12, 2020. (MC2 Austin Haist/U.S. Navy)

Now that the secretary of the Navy has concluded the fire damage from [the four-day fire](#) is so extensive that the amphibious assault ship Bonhomme Richard [cannot be repaired](#), what is next?

**This is a sound decision. Just looking at public pictures, it is quite clear that damage is so extensive, repair is not possible. There is likely much hidden damage. Detailed examination resulted in the same conclusion This is not to be reconsidered.**

**There are several studies in process trying to determine causes and lessons learned. These make clear the ill-advised reasons for disabling the fire-suppression system. This ship was designed to take weapons hits and survive impact. A working fire-suppression system extinguished this fire upon inception. Why did it fail? Were adequate backup measures taken by the Navy and the contractor?**

**Second, the amount of combustible material supported four days of fire. How much of this was due to shipboard configuration, contractor supplies and Marine Corps mission equipment?**

**This ship had a major role in force planning. The chief of naval operations mentioned that ideas are being evaluated for replacement. That is the challenge.**

**Naval briefings stated that the Bonhomme Richard cost \$750 million to build, or \$1.2 billion in today's dollars. However, the Navy said the ship design available to replace this ship with very similar performance is \$4.1 billion.**

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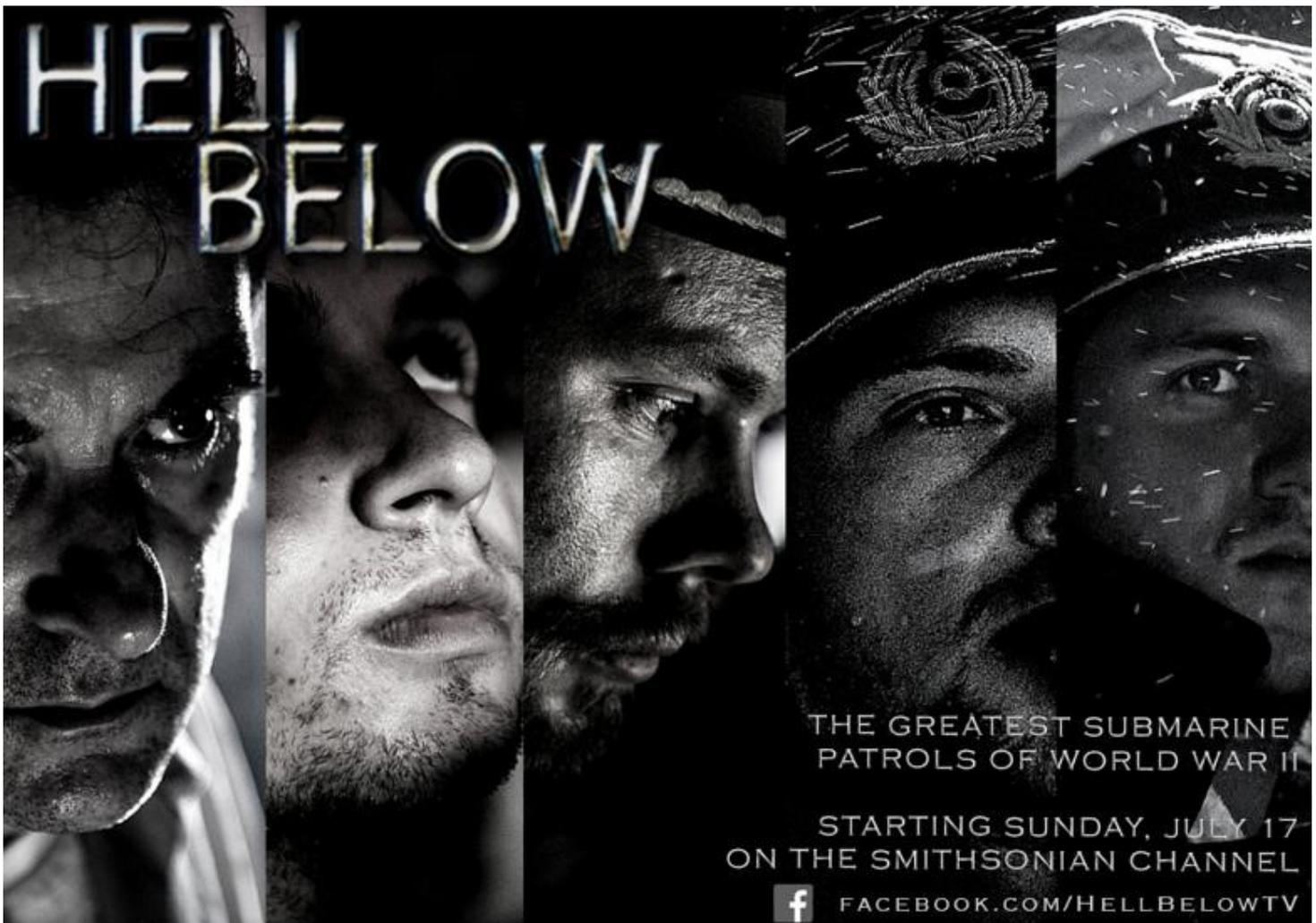


**This is another example of cost bloat allowed by the current acquisition system. Any replacement of this ship must start with zero based performance and ship budget that supports a cost related to the initial acquisition cost, adjusted for any F-35 fighter jet operations, costs, ship-hardening needs and combat communication requirements. That should be no more than \$1.5 billion, or \$300 million above basic ship cost in current dollars. Other cost increases should be considered on a case-by-case basis, much as the ships characteristics Board use to do.**

**Getting the ship cost under control is a major task for the next administration. That must begin with this project if there is to be any hope of achieving the 33-ship Navy defined by law, and preliminary to any expansion above the current 355-ship law and dream.**

*Everett Pyatt is a former assistant secretary of U.S. Navy for shipbuilding and logistics.*

**Don't miss the TV series HELL BELOW THE GREATEST SUBMARINE PATROLS OF WWII  
Check your local TV Listings or Google FOR THIS EXCITING SERIES You will really enjoy it**





## REMEMBER WHEN:

# May 20, 1967

## Razorback visit Singapore

Page 4

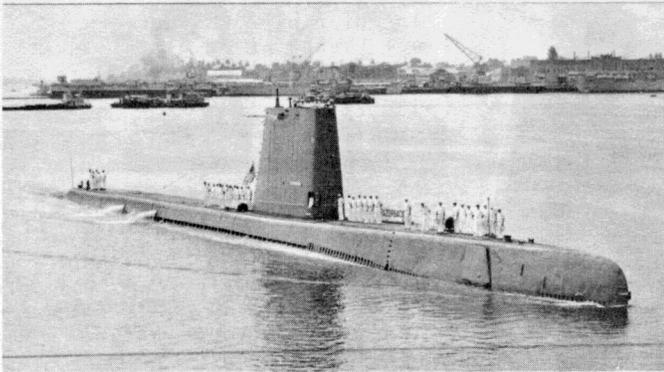
THE PERISCOPE

May 20, 1967

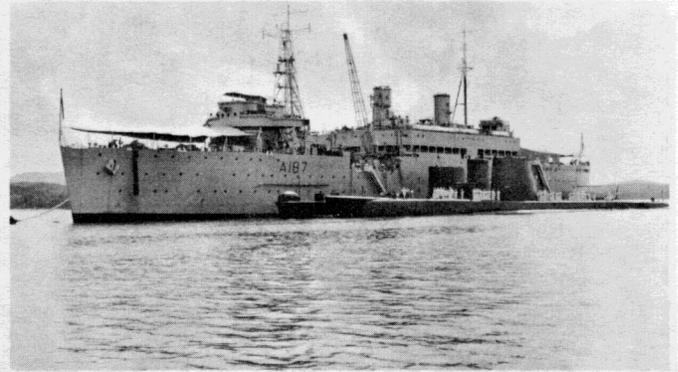
### Two Submarine Flotilla One Units Visit Singapore

After taking part in the joint U.S.-United Kingdom submarine exercise, "Tiger Rag", the Flotilla submarines USS SPINAX (SS-489) and USS RAZORBACK (SS-394) pulled into Singapore for a well-earned liberty.

Both U.S. subs were the guests of CAPT. K.H. Martin, DSC, RN, the Captain of Submarine Squadron Seven, and three units under his command, the depot ship HMS FORTH (A-187), and the submarines HMS OBERON (S-09) and HMS AURIGA (S-69).



USS RAZORBACK arriving in Singapore after taking part in Operation "Tiger Rag," along with USS SPINAX.



The British depot ship HMS FORTH (A-187) in Singapore. Alongside (from inboard out) are HMS OBERON, USS SPINAX, and USS RAZORBACK.



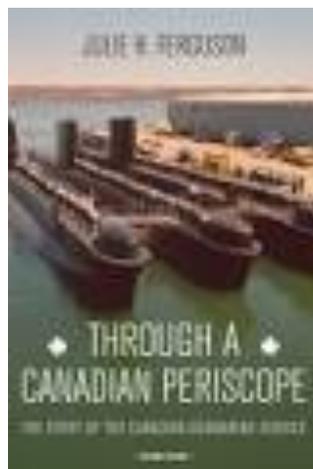
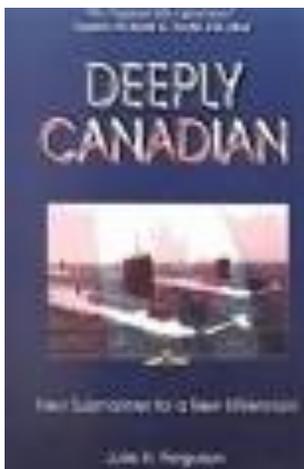
CDR John F. O'Connell, skipper of USS SPINAX, is welcomed aboard HMS FORTH by CAPT K.H. Martin, DSC, RN.



LCDR K.R. Brown, skipper of USS RAZORBACK talks with British Naval Officers during a visit in the depot ship HMS OBERON.



## Sub News from north of the 49th Parallel (Canada)



A comprehensive history of Canada's submarine service and the people who have served in it. Author: Julie H. Ferguson

**HMCS *Victoria*** is a long-range hunter-killer (SSK) submarine of the Royal Canadian Navy, the lead ship of her class. She is named after the city of Victoria, British Columbia. She was purchased from the Royal Navy, and is the former **HMS *Unseen* (S41)**. The class was also renamed from the *Upholder* class.

**Test depth:** 200 m (660 ft)

**Draught:** 5.5 m (18 ft 1 in)

**Displacement:** 2,185 long tons (2,220 t) surf

**Length:** 70.26 m (230 ft 6 in)



## The US Navy wants to find ships to kill using aerial drones launched from submarines

By: [David B. Larter](#)



The Virginia-class attack submarine Mississippi in the Atlantic Ocean. The U.S. Navy wants to operate aerial drones launched from underwater from its submarines. (U.S. Navy photo courtesy of General Dynamics Electric Boat)

WASHINGTON – The name of the game in the Pacific is stand-off range. But with [longer range torpedoes](#) and [anti-ship missiles](#) in the arsenal, submariners are looking to a new domain to help them extend their deadly reach: The air.

In an October request for information, [Naval Sea Systems Command](#)'s Submarine Combat and Weapons Control Program Office asked industry for input into a "Submarine-Launched Unmanned Aerial System," or SLUAS, currently in development.

The Navy has been interested in sub-launched drones for some time and has been testing prototypes, but the RFI shows the service is getting serious about the idea as it adds longer-range torpedoes and anti-ship cruise missiles to the arsenal of its attack submarines.

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The idea for the SLUAS is an ambitious one. The drone would launch from a submerged submarine out of a 3-inch ejector tube used for sono buoys, flares and countermeasures among other things. The battery-operated UAS would then deploy its wings and operate for an hour, well beyond the range visible from just the low-in-the-water periscope.

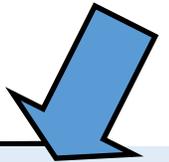
Additionally, the UAS should have an “electro-optic capability with reliable target solution analysis,” the RFI said, adding that it should be able to “operate at ranges out to the line-of-sight radio horizon, and use a variable bandwidth encrypted datalink with at least 256-bit encryption strength.

The drone should also have a degree of autonomy and “include the ability to operate in an emission-controlled environment and operate without constant radio communication links.”

“Every submarine has a 3-inch launcher, so in theory, every submarine could operate with UASs,” said Bryan Clark, a retired submarine officer and senior fellow with The Hudson Institute. “The idea is that you would be about the size of a sonobuoy — it could be pretty long — and you’d put it inside a canister. Then you launch this in a canister, it floats to the surface and the USA deploys from there.

“And from there it can either connect up with the submarine or it could connect with another unit, and it gives you the ability to have over-the-horizon surveillance.”

“The demonstrations have been pretty successful,” Clark added. The responses to the RFI were due in November.



# DIVE! DIVE!



CAPTAIN LENNIS L. LAMMERS, USN, RET.

## **Dive! Dive!: Short Stories About the Razorback: Circa 1963-1966**

Ride with the author as Razorback (SS-394) submerges and travels thousands of miles in the depths of the Pacific, facing numerous adventures from disaster recovery, periscope approaches, and dancing in a Japanese disco. Observe the submarine fire control team in the conning tower as the Commanding Officer makes a letter-perfect approach on an enemy destroyer scoring a direct hit. Join the Navy SEALs in the forward torpedo room as they risk life and limb while making an undetected approach to an enemy island. These and other exciting stories will make you feel like a seasoned submariner. You will learn the challenges a submariner faces and how they are overcome by phenomenal teamwork. All submariners know that they must perform their assigned duties flawlessly.

Anything less could and has resulted in the loss of the submarine.

--Captain Lennis L. Lammers, USN, Ret.



## The US Navy is moving to put more ship-killer missiles on submarines



: David B. Larter

*The attack submarine Annapolis launches Tomahawk cruise missiles off the coast of Southern California in 2018. (MC1 Ronald Gutridge/U.S. Navy)*

**Washington**— The U.S. Navy is pushing ahead with fielding more anti-ship cruise missiles the head of U.S. Navy Submarine Forces said Monday.

As the U.S. fleet grapples with the rising threat of China's expanding Navy, which now has more than the U.S. Navy's fleet on both coasts combined, the service is packing its submarines with long range weapons, including the forthcoming Maritime Strike Tomahawk, Vice Adm. Daryl Caudle said.

“ We're increasing our range and how we deliver kinetic effects,” Caudle said. “ Long-range torpedo's, of course, because that's our clandestine weapon, but also bringing back Harpoon in the Pacific. We've tested that capability—we know it works. The weapon, as everyone knows, has limitations, but still gives us some stand-off capacity. And we're also pressing hard to get the Maritime Strike Tomahawk building as well.”

The Maritime Strike Tomahawk is one of three Block V variants of the Navy's stalwart cruise missile currently in development. The anti-ship missile, which incorporates a new seeker, is slated to start coming on line in 2023.

A Navy brief says the Maritime Strike Tomahawk's new seeker “enables the capability to hit moving maritime targets through mid-course guidance via third party or seeker mode to a terminal seeker area of uncertainty”.

U.S. Navy and senior defense leaders have long pointed to submarines as the ace up its sleeve in a potential conflict with China, though the numbers of submarines in the fleet is declining as the Los Angeles-class attack submarines are decommissioning. The Navy expects to drop from around 50 today to 42 attack boats by the late 2020's. The service is exploring extending the service life of up to five of its LA class to blunt the worst effects.

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## Navy plans 1st Pearl Harbor sub repair facility since WWII

The facility would be Pearl Harbor's first covered dry dock.



**HONOLULU** — The U.S. Navy is planning the first new submarine repair facility at the Pearl Harbor shipyard in Hawaii since World War II.

The military is considering building the dry dock at the site of a pair of basins used during the war for ship work, The Honolulu Star-Advertiser reported Sunday.

In addition to what would be Pearl Harbor's first covered dry dock, the project is expected to provide the shipyard with a massive waterfront production facility.

Enclosing the dry dock could be to keep sub work secret from satellites, said Carl Schuster, a former director of operations at U.S. Pacific Command's Joint Intelligence Center and an adjunct professor at Hawaii Pacific University.

A notice that the Navy issued to contractors in May estimated construction costs at between \$2 billion and \$4 billion.

The need to maintain attack submarines in the Pacific Ocean to counter China's military capabilities requires four dry docks in Hawaii to repair the craft, the Navy said, and drove the improvements at the shipyard.

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## Navy planning first new Pearl Harbor dry dock since 1943



A surge in demand for attack submarines and the lengthening of Virginia-class submarines to carry more missiles prompted the new construction planning.

### **The Associated Press**

Pearl Harbor has four dry docks, but one of them is used for work on ships and another can't accommodate new, larger submarines, officials said.

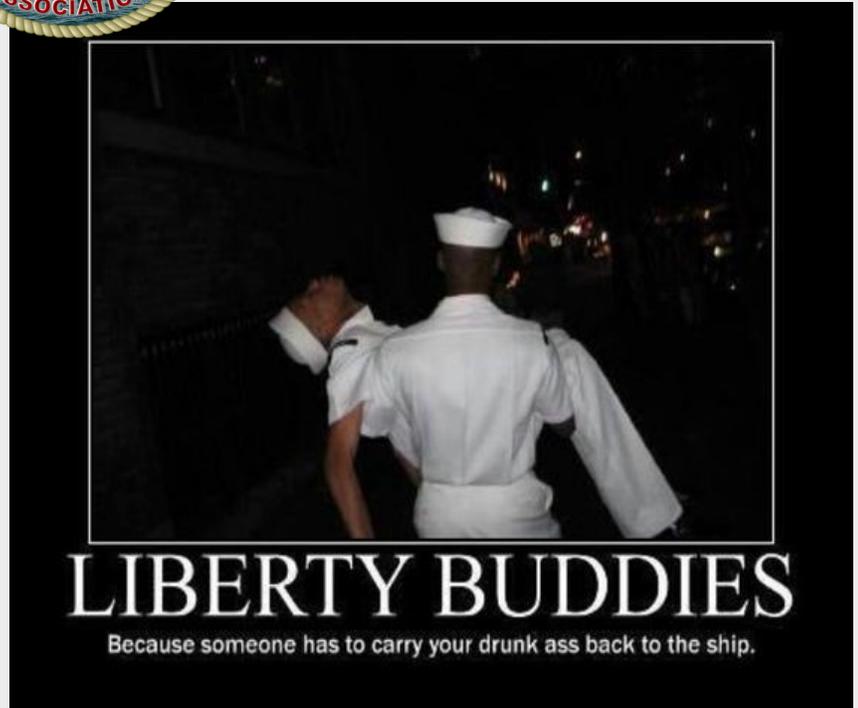
The latter dry dock is relatively shallow and can only accommodate older submarines with the use of "buoyancy assist modules," shipyard spokeswoman Kate Necaie said.

The lift modules don't have the capacity or straps suitable for bigger submarines, so a deeper dry dock is being pursued, Necaie said.

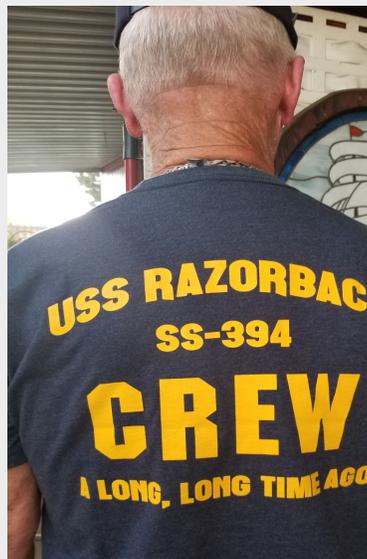
"With preliminary alternatives and options still being analyzed, a completion date cannot be projected at this time," she said.

The modernization effort falls under the Shipyard Infrastructure Optimization Program, a \$21 billion effort over 20 years to improve outdated infrastructure at four Navy shipyards.

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**RAZORBACK WORK WEEK**  
**April 19-24, 2021**  
 On the Razorback in Little Rock, AK.  
**COME JOIN US WE COULD USE YOUR HELP.**  
 It is a great week to reconnect and do our part to help maintain the RAZORBACK.  
 If all goes well with Covid recovery we plan to hold the work party.



Our first submission for our new column Razorback's—Below Decks has come from our President, Fred Reker who has shared with us his great story of a rescue he participated in. That was in our last issue. Now in this issue Fred Reker shares another story: Westpac 1 and Dori Neuman sent in a story about her hubby Gene Haley 's experience

I have decided to rename the column from Below Decks to Shipmates Sea Stories, as it is more fitting a title.

We look forward to you sending in your story or memory of an incident, or a joke to share with fellow shipmates.

Keeping in touch. Valerie Braunschweig, Editor  
 send to: [valerieanddick@telus.net](mailto:valerieanddick@telus.net)