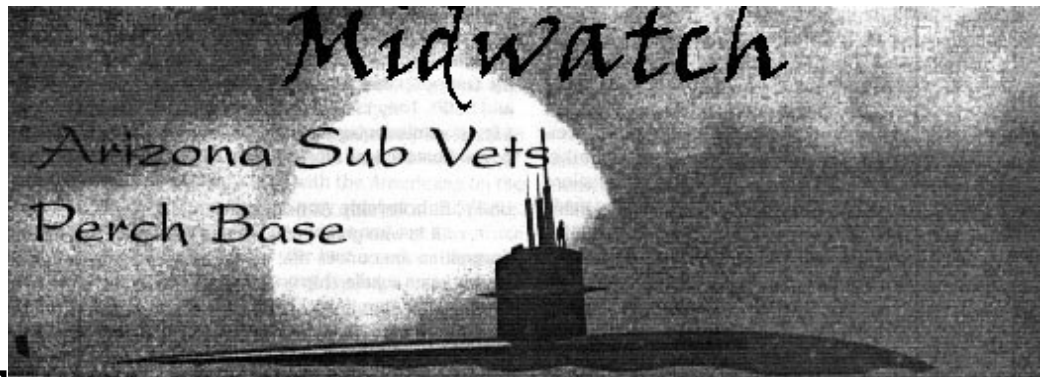




February, 2003
Volume 9 Issue 2



<http://perch-base.org>



Lest We Forget Those Still On Patrol

FEBRUARY ETERNAL PATROLS

USS Barbel	SS316	Feb. 4, 1945	81 men
USS Shark	SS174	Feb. 11, 1942	58 men
USS Amberjack	SS219	Feb. 16, 1943	74 men
USS Grayback	SS208	Feb. 26, 1944	80 men
USS Trout	SS202	Feb. 29, 1944	81 men

Next regular meeting is Feb. 8, 2003
American Legion Post #62
11001 N. 99th Ave. at 1200 hours
Lunch provided at \$3 a head

BASE OFFICERS

COMMANDER:

David Harnish
6509 W. Devonshire
Phoenix, AZ 85033-3350
623-846-0367
daveharnish@earthlink.net

VICE COMMANDER:

Glenn Herold
839 North Rogers
Mesa, AZ 85201-3849
480-962-6115
duke7@cox.net

SECRETARY:

Edgar Brooks
517 Eagle Crest Dr.
Prescott, AZ 86301-5424
928-778-4069
etbrooks62@aol.com

TREASURER & MEM. CHAIR:

Bob May
10015 W Royal Oak Rd. #341
Sun City, AZ 85351-6100
623-875-1212

COB:

Douglas LaRock
6400 E Thomas Rd #2001
Scottsdale, AZ 85251-6070
480-659-4134
sewerpipesailor@hotmail.com

STOREKEEPER:

Garry L. Shumann
824 North Rogers St.
Mesa, AZ 85201-3849
480-495-5639
garry1@cox.net

MEMBERSHIP/WEBMASTER:

Ramon Samson
13210 N Lake Forest Dr.
Sun City, AZ 85351-3252
623-815-9247
rsamson@bnswest.net

CHAPLAIN:

Warner H Doyle
13600 W. Roanoke Ave.
Goodyear, AZ 85338-2236
623-935-3830
d-hdoyle@worldnet.att.net

PUBLIC RELATIONS:

Ben Acosta
12914 W. Alvarado Rd.
Avondale, AZ 85323-7142
602-935-7752
Benvirg@juno.com

HISTORIAN:

James W Newman
3422 North 51st Place
Phoenix, AZ 85018-6120
602-840-7788
jimnewman@qwest.net

MIDWATCH EDITOR:

Chuck Emmett
7011 W. Risner Rd.
Glendale, AZ 85308
602-843-9042
chuckster41@earthlink.net



2003 Perch Base Booster Club

Members and friends who gave their additional financial support to the base

Ben Acosta	Charles Alaniva	Jerry Allston
Ken Anderson	Ted Asbell	Bob Bailey
Joe Bernard	Dick Bernier	Hal Bidigare
Wayne Braastad	Mike Breitner	Ed Brooks
Dick Caraker	Dave Carpenter	Jim Clewett
Roger Cousin	Ray Cremin	Steve Day
Jeff Duncan	Ron Eddy	Harry Ellis
Joe Errante	Ray Graybeal	Charles Green
Billy Grieves	Kelly Grissom	Warren Grossetta
Mike Haler	Dave Harnish	John Hellem
Glen Herold	Les Hillman	Steve Hough
Mike Keating	John Kish	Ron Kloch
Bob Lancendorfer	Doug LaRock	George Marions
Dale Martin	Bob May	Denny McComb
Roger M. Miller	Roger R. Miller	Milan Moncilovich
Joe Mullins	Jim Nelson	Brett Nelson
Jim Newman	Nick Pappas	George Petrocitz
Royce Pettit	Scott Prothero	Larry Rawkin
Robie Robinson	Stan Rud	Frank Rumbaugh
Ramon Damson	Tyler Smith	Wayne Smith
Adrian Stuke	Jim Thomson	Jim Wall
Gon Wannamaker	Kenny Wayne	Ed Wolf
Jerry Yowell	Paul West	

Sailing Orders



**Next regular meeting is Feb. 8, 2003
American Legion Post #62
11001 N. 99th Ave. at 1200 hours
Lunch provided at \$3 a head**

**District 8 Meeting
(in conjunction with)
SVWWII Southwest Regional Caucus
April 7 - 10, 2003
Ramada Express Hotel and Casino in Laughlin, Nevada**

The District 8 meeting will be held at 1600 hours in the Santa Fe Room on April 9. Room rates are \$18.00 plus tax and reservations must be made before February 15, 2003. Specify No. 7636 when making reservations to get the SubVets Rate. Reservation forms will be at the next meeting or contact Dave Harnish me by email and he will return a form. There is no fees charged to attend the district meeting but you must be registered to participate in any other event.

**Latest information - Joint National Convention
Reno, NV September 2 - 5, 2003**

Host base (USSVI): CORVINA Base, Reno - Don Brown, Co-chairman
Host chapter (USSVWWII): Las Vegas Chapter - Paul Dornberg, Co-chairman
Host hotel: Reno Hilton (1300 rooms blocked off), over two-thirds have been booked, reserve now!

Approximately 45 boat reunions are planned!

All of the convention functions (with the exception of the golf outing) will be held at the host hotel.

“See You In September”

From the Wardroom

First of all let me start out by saying if you missed the January meeting you missed a mile stone. We had a very large turn out, got to induct a new Holland Club member, presented three shipmates with hand carved dolphins for contributions of One Hundred Fifty dollars or more to the USSVI Charitable Foundation and just had a good time. We had several guest and potential new members checking us out some of whom found out about us via the web site. All in all this was a great meeting.

The District 8 meeting in conjunction with the SVWWII Southwest Caucus is coming up on April 7th through the 10th with our District 8 meeting being held at 1600 on Wednesday, April 9, 2003 in the Santa Fe Room. At 1255 hours on Tuesday, April 8, 2003, Vice Admiral Al Konetzni, USN will be the guest speaker at the "On The Wings Of Eagles" show in the Pavilion Room at the Ramada Express Hotel/Casino. Reservations for the deluxe rooms at \$18.00 per night plus tax must be made prior to February 15, 2003 and the code to use for the Sub Vets rate is No. 7636. This is a great time to visit with some of our shipmates and to hear some really great stories. If you need a registration form contact the Base Commander via phone or email and they will also be available at the meeting.

We are in need of members to step up and run for offices in the base. Election and installation of Officers will take place at our March Meeting. As stated in last months newsletter I will not seek another term as Base Commander as I am going to seek a position as Western Regional Director of USSVI to replace Jim Foote who is going to run for National Junior Vice Commander. Bud Berg the current NJVC is not going to seek reelection. Jim has done a superb job as WRD and feels that he will do an outstanding job as the NJVC and support his nomination.

Kay Harnish and Nancy Nelson are trying to get the wife's and significant others of Perch Base members together while we are having our meeting at the American Legion hall and have sent post cards out to announce this get together. This will be held at Nancy and Jim Nelson's home located at 9503 West Spanish Moss Lane, Sun



City, AZ 85373, Phone number is 623-972-1044, which is very convenient as it is just up 99th avenue from our meeting place. All are encouraged to attend and who knows this may be the start of our own version of the ladies auxiliary.

Looking forward to seeing all at the meeting.

Fraternally,

Dave Harnish, AZ Sub Vets – Perch Base Commander

Perch Base Inducts New Holland Club Member



"The requirement's for membership in the Holland Club is determined by Section 5 of the USSVI Constitution. Basically a member must be qualified 50 or more years, and is either, a life member and a member in good standing for one year, or an annual member in good standing for 5 consecutive years."



Perch Base Commander Dave Harnish welcomes Dick Weber as our latest member of the Holland Club. Other Base club members and Dick's wife look on as the award is presented.

January Meeting Minutes

The regular monthly meeting of the members of the Arizona Submarine Veterans – Perch Base was convened at the American Legion Post #62; Peoria, AZ at 1300 hours, 11 January 2003. The meeting was called to order by the Base Commander - Dave Harnish.

The members were led in the “pledge of allegiance”; followed by the dedication, moment of silence for our departed shipmates, “tolling of the boats” and the invocation by Base Chaplain, Howard Doyle.

There were 36 members and 7 guests attending the meeting according to the sailing list.

The members welcomed new members; A. J. (Sandy) Martin, Ronald Beyer, Paul West, John Walsh and Mike Simpson, with a round of applause.

The members also welcomed guests: Brandi Hershey, Muriel Grieves, Nancy Nelson, Kay Harnish Betty Weber, John Pine (Brent Nelson’s shipmate both assigned to the USS Salt Lake City), and Mark Perez.

It was moved and the motion seconded that the minutes from the November meeting be approved as published in the Base Newsletter; “The MidWatch”. The motion carried by voice vote of the members present.

Treasurer (Robert May) reported the Base’s financial status as of the first day of January, 2003.

A motion was made and seconded to accept the Treasurer’s report as read. The motion carried by unanimous voice vote.

REPORTS BY OFFICERS AND COMMITTEE CHAIRMEN

Vice Commander - Glenn Herold reported for the Ship’s Store, indicating that the store now had collector cards (similar to baseball cards) featuring pictures of any and all U.S. submarines (past and present). The store also has a set of brass dolphins and two sets of hand carved mahogany dolphins for sale. The Book; “US Navy” is also available in the store, along with SubVets WWII 2003 calendars.

Glenn asked for approval to take the calendars remaining after this meeting and donate them to the Arizona Veteran’s Home. Everyone present agreed with that proposal.

Chuck Emmett, newsletter editor, indicated that he is looking forward to selling advertisements in the newsletter - to defray some of the costs for printing, publishing and mailing the letter.

Ray Samson (webmaster for the Base Website) indicated that the content is being upgraded and changed regularly, so, members should log on regularly and check out some of the information and links to other sites.

OLD BUSINESS

Dave Harnish read a letter sent to the USSV Charitable Foundation Treasurer by the Base Secretary. The letter forwarded funds collected from Perch Base members during the recent fund drive to benefit the Foundation. It also noted that the monies collected equated to more than \$20 per member and issued a challenge to other Bases to meet or exceed Perch Base’s results.

Dave reviewed the Base participation in the 2002 Phoenix Veteran’s Day Parade and announced that once again the Base was awarded 3rd place in its category. Chuck Emmett added that the photos taken before and during the parade are available for purchase. Ben Acosta and Chuck Emmett will investigate the cost for getting the pictures printed and report back to the membership.

Members were reminded of the upcoming USSVI District 8 meeting, to be held in conjunction with the USSV-WWII Southwest Regional Caucus. The meetings will be held at the Ramada Express Hotel and Casino in Laughlin, Nevada; starting April 6, 2003 and ending April 10th. The business meetings of the District 8 members will take place on April 7th and 8th. Copies of the registration form were distributed to those interested.

Dave also reminded members of the 2003 USSVI/USSV-WWII (US Submarine Veterans, Inc. and US Submarine Veterans - WWII) combined convention to be held in Reno, Nevada. He also informed the members of advertising available in the printed programs for that meeting. The Board of Directors had previously approved Perch Base placing a one-half page ad in the program to show our support of the combined convention. The proceeds from the ad sales will be equally divided between the USSVI and the USSV-WWII as a booster fund.

NEW BUSINESS

Dave announced that there is a cruise available to Base members, on the Victory Ship SS Lane Victory. It involves a day cruise leaving Long Beach harbor in the morning

(See “MINUTES,” on Page 7)

Eternal Patrol February 16, 1943

Editors Note: *Less we forget, each month, one boat on eternal patrol will be highlighted in this newsletter. Sailors, rest your oars.*

U.S.S. Amberjack (SS-219)



Following her second patrol, AMBERJACK's period of refit, rest and recuperation was cut to twelve days, due to the urgent necessity of submarines in the operating areas. She started out on 24 January, but was forced to return to port for the repair of minor leaks experienced during a deep dive.

Again departing Brisbane on 26 January 1943, AMBERJACK, under Lt. Cmdr. J. A. Bole, Jr., started her third war patrol in the Solomons area. On 29 January she was directed to pass close to Tetipari Island and then proceed to the northwest and patrol the approaches to Shortland Basin. Orders were radioed on 1 February for her to move north and patrol the western approaches to Buka Passage. Having complied with these orders, AMBERJACK made her first miles southeast of Treasury Island on 1 February, and of sinking a two-masted schooner by gunfire twenty miles from Buka the afternoon of 3 February 1943. At this time she was ordered to move south along the Buka-Shortland traffic lane and patrol east of Vella Lavella Island.

Making a second radio transmission on 4 February, AMBERJACK reported having sunk a 5,000-ton freighter laden with explosives in a two-hour night surface attack that date in which five torpedoes were fired. During this engagement Chief Pharmacist's Mate Arthur C. Beeman was killed by machine gun fire, and an officer was slightly wounded in the hand. On 8 February, AMBERJACK was ordered to move to the West Side of Ganongga Island and on the 10th, she was directed to keep south of Latitude 7-30 'S, and to cover the traffic routes from Rabaul and Buka to Shortland Basin. On 13 February AMBERJACK was assigned the entire Rabaul- Buka-Shortland Sea area, and told to hunt for traffic.

The last radio transmission received from AMBERJACK was made on 14 February 1943. She related having been forced down the night before by two destroyers, and that she had recovered from the water and taken prisoner an enemy aviator on 13 February. She was ordered north of Latitude 6-30 'S, and told to keep hunting for Rabaul traffic.

All further messages to AMBERJACK remained unanswered, and when, by March 10, she had failed to make her routine report estimating the time of her arrival at base, she was ordered to do so. No reply was received, and she was reported as presumed lost on 22 March 1943.

Reports received from the enemy since the end of the war record an attack, which probably sank AMBERJACK. On 16 February 1943, the torpedo boat HIYODORI and sub chaser Number 18 attacked an U.S. submarine with nine depth charges in 5-05 'S, 152-37 'E. An escorting patrol plane had previously attacked the submarine. A large amount of heavy oil and "parts of the hull" came to the surface. This attack is believed to have sunk AMBERJACK. However, no final conclusions can be drawn, since GRAMPUS was lost in the same area at about the same time. From the evidence available, it is considered most likely that the attack of 16 February sank AMBERJACK, but if she did survive this attack, any one of the attacks and sightings thought to have been made on GRAMPUS might have been made on AMBERJACK.

This vessel was credited with sinking three ships, for a total of 28,600 tons, and damaging two more ships for 14,000 tons damaged. AMBERJACK's first patrol was made in the Shortland- Rabaul-Buka area, as her last was. During this first patrol conducted during the last half of September and the first half of October 1942, she sank a freighter, a transport and a large tanker of 19,600 tons. In addition she damaged a freighter and a transport, and made a valuable reconnaissance of several islands in her area. The second patrol of this vessel was in the are west of Bougainville. Although several attacks were made, no damage was done to the enemy. On the basis of her radio report, AMBERJACK was credited with having sunk a 5,000-ton freighter on her final patrol. The enlisted men's recreation center at the Submarine Base, Peal Harbor is named for Chief Pharmacist's Mate Arthur C. Beeman, who was killed in the gun battle of 4 February.



MINUTES ((from Page 5)

and returning that evening. The voyage will feature a scenic coastal cruise with meals on board. The fare is \$100 for adults and \$60 for children. The cruise will take place on Saturday, 13 September. Anyone interested should contact Dave.

Dave Harnish reviewed the various recognition awards programs within the USSVI and indicated the awards committee membership and purpose of each award. He also informed the members that the Board of Directors had approved entering the Base Newsletter (Midwatch) in the nation competition for Base Newsletters and nominating Ed Brooks to receive the Joe Negri Award and the National Commander's Award for his contribution to the benefit of the submarine veteran community.

GOOD OF THE ORDER

Dave read a card received from Judy Wannamaker thanking the members for the letter of commendation presented to her at the Base Christmas Party.

Doug LaRock, Jim Strassels and Stephen Day were individually called front and center to receive hand carved submariner dolphins in appreciation for their generosity and benevolence shown during the recent USSV-Charitable Foundation fund drive. Each of the members made a single contribution of \$150, or more, to the Foundation.

Gary Shumann and Ben Acosta were individually called front and center to receive Letters of Commendation from the Perch Base for their exceptional support and contributions to the Base and submarine veterans in general.

Mike Keating invited Base members to participate in the Girl Scouts picnic to serve as mentors for the scouts, during the picnic. Contact with veterans and older citizens is highly beneficial to these children. Several members volunteered to participate in the picnic.

It was announced and members were invited to attend a flag raising ceremony on M.L. King Day at the Steele Park in Phoenix. The event will involve raising a 30 feet by 60 feet flag and is sponsored by the National Flag Foundation.

Several prepared postings for local bulletin boards were offered to members in support of recruiting new members to USSVI. The postings provided the website and phone number for the national office and hopefully will attract submarine veterans to our organization.

All the Base members that also belong to the USSVI Holland Club were asked to front and center. After which, Dick and Betty Weber were invited to join the group. Dave

Harnish explained the requirements for induction into the Holland Club and the meaning behind that achievement. Dick Weber was then presented with a certificate of membership, a membership card, a letter from the Holland Club Commander (Bill Britt), a Holland Club Patch, a Perch Base Patch, a Holland Club coffee mug and a Holland Club lapel pin. Dick Weber was given a solid round of applause, by the Perch Base members, for his achievement and induction into the Holland Club.

50/50 DRAWING

The 50/50 raffle was conducted and Paul West was the winner. Paul was given a choice to receive half the raffle proceeds or a copy of the book; "U.S. Submarines". Paul elected to receive the book. The entire proceeds from the raffle went into the Base Treasury.

ADJOURNMENT

All the outstanding business being concluded, it was moved and seconded that the meeting of the Arizona Submarine Veterans - Perch Base be adjourned. The motion carried by voice vote.

The meeting was adjourned at 1350 hours.

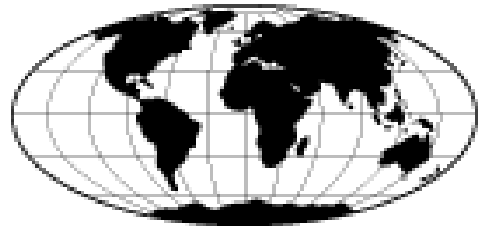
Signed: Edgar T. Brooks – Base Secretary



Do you recognize this old boat? Send your answer to the editor

chuckster41@earthlink.net

Around the World



“SSBN TYPHOON CLASS (TYPE 941) The Typhoon ballistic missile nuclear-powered (SSBN) submarines are



the largest submarines ever to be built. They were constructed at the Severodvinsk Shipyard, on the White Sea near Archangel. The first of the six members of the class to be commissioned was TK 208 in 1981, followed by TK 202 in 1983, TK 12 in 1984, TK 13 in 1985, TK 17 in 1987 and TK 20 in 1989. TK 12 and TK 13 are no longer operational. The submarines are stationed with the Russian Northern Fleet at Litsa Guba.

Russia has begun scrapping its Typhoon submarines, assisted by the United States, through the Co-operative Threat Reduction Program. US funded processing facilities will remove nuclear material and convert it into forms suitable for long term storage or re-use.

DESIGN

The design of the Typhoon submarine is multi-hulled and bears resemblance to a catamaran. The submarine has two separate pressure hulls with a diameter of 7.2 m each, five inner habitable hulls and 19 compartments. The pressure hulls are arranged parallel to each other and symmetrical to a centerplane. The missile compartment is arranged in the upper part of the bow between the pressure hulls. Both hulls and all compartments are connected by transitions. The pressure hulls, the centerplane and the torpedo compartment are made of titanium and the outer light hull is made of steel. A protected module, comprising the main control room and electronic equipment compartment, is arranged behind the missile silos above the main hulls in a centerplane under

the guard of retractable devices.

The submarine's design includes features to enable it to both travel under ice and for ice-breaking. It has an advanced stern fin with horizontal hydroplane fitted after the screws. The nose horizontal hydroplanes are in the bow section and are retractable into the hull. The retractable systems include two periscopes (one for the commander and one for general use), radio sextant, radar, radio communications, navigation and direction-finder



masts. They are housed within the sail guard. The sail and sail guard have a reinforced rounded cover for ice-breaking.

Maximum diving depth is 400 m (1,312 feet.) Speed is 12 knots when surfaced and 25 knots when submerged. Typhoon is capable of spending 120 days at sea.

MISSILES

The submarine carries 20 RSM-52 intercontinental, three stage solid propellant ballistic missiles. The two rows of missile launch tubes are situated in front of the sail between the main hulls. Each missile consists of 10 independently targetable multiple re-entry vehicles (MIRV's), each with a 100 kiloton nuclear warhead. Guidance is inertial with stellar reference updating. Range is 8,300 km with accuracy (CEP) of 500 m. The missile weighs 84,000 kg at launch and was designed by the Makayev Design Bureau. It has the NATO designation of SS-N-20 Sturgeon.

TORPEDOES

Typhoon has four 630 mm (25 inch) torpedo tubes and two 533 mm (21 inch) torpedo tubes with a total of 22 antisubmarine missiles and torpedoes of varying types. The torpedo room is in the upper part of the bow between the hulls. The torpedo tubes can also be used to deploy mines.

SYSTEMS

The sonar is an active/passive search and attack type with the sonar mounted on the hull under the torpedo



Operations Compartment on a Typhoon submarine

room. The submarine is fitted with I/J band surface target detection radar.

Countermeasures include ESM (electronic support measures), radar warning system and direction-finding system.

The submarine has both radio and satellite communications systems. It is fitted with two floating antenna buoys to receive radio signals, target designation data and satellite navigation signals, at depth and under ice cover.

The Typhoons are equipped with the "Slope" hydro-acoustic system that consists of four hydro-acoustic stations. The "Slope" system allows to track 10-12 vessels simultaneously. It also employs two floating antenna buoys to receive radio messages, target designation data and satellite navigation signals at great depth and under an ice cover.

PROPULSION

The submarine main machinery consists of two nuclear water reactors and two turbogear assemblies comprising steam turbine and gearbox. One reactor and one turbogear assembly are fitted in each main hull. Each

nuclear water reactor produces 190 megawatts. These drive two 50,000 hp steam turbines and four 3,200 kW turbogenerators. Two 800 kW diesel generators serve as standby propulsion units and are coupled to the shaft line. The two propellers are 7-blade, fixed pitch shrouded. The built-in thrusters on the bow and stern are two telescopic turning screw rudders and are powered by a 750 kW motor.



After Battery Rats

Skippy Eaters

by Bob 'Dex' Armstrong

Life in diesel submarines could get very boring if you didn't stir the pot constantly. To those folks who led normal lives it would be damn near impossible to explain . . . but we fabricated major controversies just to keep from going nuts. Arguments were a form of entertainment. Totally stupid controversy that divided the crew into factions supporting totally idiotic positions was the best entertainment you could get.

To compensate submariners for living in steel septic tanks like Aborigines, the United States Navy decided to feed us like King Henry . . . you know, in the movies they show King Henry the Eighth — big fat sonuvabitch — always had this table piled high with roast beef, haunches of venison . . . loaded with everything, flagons of wine . . . big heavy goblets . . . everybody digging in, eating with their hands . . . reaching across the table and spearing a leg of duck with a dirk . . . greasy beards . . . wine dribbling off their chins. Laughing and hell raising and tossing the bones over their shoulders to waiting dogs . . . the good life. That was the boats, the last freebooting buccaneers.

The Navy fed us. Any bastard who rode smokeboats and

doesn't say he never ate better in his life is either a liar or a way beyond redemption, unsalvageable whiner . . .

And we had the best cooks. We never told them that, because ragging cooks was not only part of the unwritten code, it too, provided great entertainment. You tell a cook that he was worth a damn and the next thing you knew his head would get so fat you would have to Crisco the bastard's ears to poke him down the after battery hatch.

We had the best. Rodney A. 'Rat' Johnson. He could have been the head chef at The Waldorf Astoria. Loved Rat — we all did — we never told him, but he knew. Once, saw the man absent mindedly pick up a radish and a paring knife and carve it into a perfect miniature rose, toss it to a mess cook and say, "Beauty is were you find it, kid."

All of my memories of Requin are somehow linked with Rat. He refereed the crew's zoo like the warden of the rat box, and fed us like kings.

One night we were jackassing sea stores aboard the boat, somebody tossed us a box of powdered eggs off the truck. This booming voice yells, "Throw that shit back in that truck, I ain't serving no gahdam powdered eggs to no boat sailors."

The O.D. said, "Hold up there . . . what'll happen when we run out of eggs?"

"You let me worry about that sir, but I ain't usin' no damn frigging egg dust, you can bet your ass on that. I wouldn't serve that fake shit to a cocker spaniel."

And he never did.

I yelled, "Give'em hell, Rat," and he winked.

"I'll have chickens livin' in the gahdam ward room before you see egg dust in my galley."

We ate better than the average bluejacket because the Navy damn near doubled our per man ration money . . . and this allowed our cooks to buy extra stuff at the base commissary.

Official Navy peanut butter came in olive drab green cans. It tasted like stuff you would find between a hippo's toes — evil stuff.

So one morning when Mother Rat was heading to the commissary to do her little 'go to sea' shopping we said, "Hey Rat, get some damn decent peanut butter."

"What do you wayward children consider to be decent peanut butter?"

That is when it started and it was still being fought over when I left the boat . . .

"Peter Pan!"

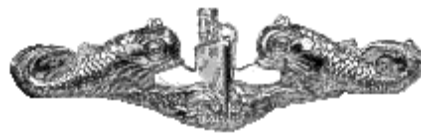
"Skippy!"

There were two political factions on Requin. The "Peter Pans" and the "Skippy-eaters," I was a Peter Pan. We were the intelligent culinary knowledgeable connoisseurs of the finer things in life. The 'Skippy-eaters' were worthless idiots who had hemorrhoids for taste buds. I wouldn't want to interject any personal bias into this raging controversy or taint this objective history with the slightest hint of prejudice but, anyone on the 481 who intentionally ate Skippy would spread kangaroo crap on Ritz cracker.

We Peter Pans kept book on the Skippy eaters so we knew who they were so we wouldn't run over them on the highway, late on a dark night, when they were out eating run-over dead skunks.

To this day, I can't understand why we had Skippy eaters. I have tried to forgive them but find it impossible.

I hope that the nuclear boat force had the good sense to outlaw the degenerate practice of hauling Skippy to sea. This would be a step up in the history of undersea service . . . a giant leap for mankind.



***Need a book about submarines?
Have you checked out our base library?
It's easy. Find the book online at:***

**[http://perch-base.org/
perch_base_library.html](http://perch-base.org/perch_base_library.html)**

Brent Nelson Ships Over

Perch Base officers and shipmates were proud to be present this past Dec. 20 when Brent Nelson, one of our active duty members, currently stationed on a San Diego-based nuclear boat, re-enlisted.



Brent Nelson, Perch Base member, is sworn in during a memorable re-enlistment at San Diego's Point Loma. Brent's dad, fellow member Jim, proudly looks on.

The ceremony, atop Point Loma overlooking the sub base at Ballast Point, was also attended by Brent's parents — his father, Jim, is also a base member — his girlfriend and her parents.



Brent and Base Vice Commander Glen Harold hold the carved dolphins presented by base Commander Dave Harnish (back row, white hat.)

The Perch Base Commander, Dave Harnish, presented Brent with a set of hand-carved dolphins created by Ed Brooks, base shipmate and the current Secretary.

Brent's mother, Nancy, has the proud distinction of being the sister of, wife of, and mother of a submariner.

Sail the Razorback

Want a chance to ride a smoke boat one more time? This information has been sent by Greg Zonner, Project Director, Arkansas Inland Maritime Museum, Commander USSVI Razorback Base (Arkansas). You can reach Greg at: Zonner78@alltel.net



As it stands today we are planning on sailing the USS Razorback under her own power back to the U.S. from Golcuk, Turkey. We will have a joint crew of 25 Turkish sub sailors and 35 to 40 ex-U.S. sailors. The details have not yet been worked out except for all the red tape in Washington. We have permission from the State Department to do this.

I am keeping a list of people who want to sail on her. We are looking at stopping 5 or 6 times to change crews so that more people will have a chance to sail her on her last trip.

We will be charging for taking one of the legs but we don't know what that will be yet. We have not had a real chance to figure out costs. If you would like to put your name on the list send me an e-mail with your name, address, phone, e-mail and any other information on your experience. Make sure you get a reply back from me stating you're on the list.

We are working with the Turkish Naval Shipyards to get the USS Razorback in for the necessary work to make her certified for sea. Their first proposal to us was \$1.3 million. After negotiation we were able to get this down to \$650 thousand. We are still waiting for the official quote.

This has caused an unexpected delay in our timing. We were looking to leave Gölcük, Turkey the last week of April and arrive in North Little Rock on Memorial Day 2003. (May 24th). It doesn't look like that will be realistic now. The next date we are looking at is to leave Turkey the last

week of May and arrive in North Little Rock on July 4.

There are currently 164 people on the list to sail her back. We will have about 30 bunks to fill on each leg of the trip. We are looking at. Gibraltar, Groton, CT, New York, NY, Norfolk, VA, Charleston, SC, Key West, FL, New Orleans, LA, and Memphis, TN. This is 8 cities and will give us a total of 240 bunk spaces. Mayor Pat Hays of North Little Rock is sending a letter to each of the mayors of these cities. A lot of people have asked how much the trip would cost and at this point we don't know. It will depend on a lot of things. At a minimum you will need to pay for your transportation to and from your destinations. We will look to a travel agent to get us group rates for each leg but until we get those nailed down we won't be able to contact one.

The sail is planned with an average speed at 11 knots and on 2 main engines, considering heavy seas and engine problems with an average fuel consumption of 51 Gallon per hour for 1 engine.

We will need a total amount of 72,349 Gallon of fuel and 27 days. This could change if we add or delete cities. The Turkish Navy will provide a crew of 25 fully qualified submarine sailors on the Razorback for the trip back. We will supplement his crew with our people. We will have a coffee pot on board.

This will be a working trip. Anyone who is expecting a joy cruise shouldn't ask to go. I have cleared the joint crew with the state department, but have not cleared the multiple stops. I will start working on that next week. I don't think we will have any problems. If you want to be added to the list please send me an e-mail with your name, address, phone number and qualifying information and if possible what leg you would like to take. Note to all that you will need a current passport if you plan to go to Turkey. Gölcük is about an hour south of Istanbul.

The City of North Little Rock is working with the U.S. Army Corps of Engineers to get the mooring design done and should have that in the next few weeks. Construction can then start and be completed by the time that boat gets here.

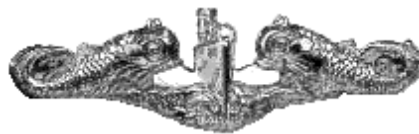
Fund raising is going slow and to date we have in about \$12,000. That's a long way from the \$1 million we think it will take to get her here. Mayor Hays is working with 2 different Public Relations firms who specialize in fund raising and will let us know by the first of February what way we will go. Carl Schmitt is working with our (Arkansas) Lt. Governor to try and get the fuel donated.

The city has started a web page for the Arkansas Inland Maritime Museum. It's a work in progress. It is at <http://>

www.northlr.org/maritime.htm

I have also started one at <http://www.geocities.com/aimm394/index.html>.

Questions? E-mail Greg Zonner at zonner78@alltel.net



J-50, A Little Piece of Heaven

by Bob 'Dex' Armstrong

In the old days when the boats pulled in, there wasn't any place for single guys to go. No place to haul off to for a hot shower, clean sheets... A real pillow and ten hours of uninterrupted sleep in peace and quiet.

In the late 50s... The days when an E-3 could blow his bi-weekly pay on two pitchers of beer, six Slim Jims, a long distance phone call, his laundry and a shoe shine... In the 50s, a bluejacket Seaman First spent a helluva lot of time broke. Big time busted.

Short of part-time bank robbery or selling the wardroom silver, there was no way he could bankroll a room at the Cavalier Hotel... Or even a cheap flea bag motel out at Ocean View.

Sailors today would never believe what a smokeboat non-qualified, non-rated bluejacket lived on... Or that the United States Navy paid less than the minimum wage of Polish potato diggers.

So when diesel boats in Submarine Squadron Six put their lines over and the married animals went bouncing across the brow for a hot shower, clean sheets and an armload of momma, the single idiots changed their mattress covers and went up to "T" Division on the Orion to catch a hot shower... A 45 minute shower... After a sixty-five cent, tender haircut.

But in the summer, with the sun beating down on the boat all day, the inside of a fleet snorkel boat got hot enough to forge horseshoes. There was no way to sleep inside one of the rascals... You could drown in your own sweat.

So after the sun went down we would drag our mattresses topside and rack out aft of the sail. The topside watch would keep guys returning with 'a load on' from stepping on you... And when the Krispie-Creme truck showed up the next morning, he'd get the below decks watch to pass up hot coffee... Wake you up so you could sit up and

have breakfast in bed, wrapped in a dew-soaked blanket.

After a couple of cups of coffee and four or five doughnuts, we engaged in a little known evolution known to E-3s as 'tampon drill'... Where you folded up your mattress like a hot dog bun and poked it down the after battery hatch. The morning messcooks would return them to the bunks. It was a little sloppy, but it worked unless it rained. Rickover would have had cardiac arrest if he had ever come waltzing down Pier 22 after dark. Hell, if he had, he would probably have built us a Howard Johnson out in the parking lot. Yeah, you bet.

One night Admiral Elton W. Grenfell, SubLant... The Big Kahoonah himself, came down after dark. He came aboard the inboard boat in the forward nest... And spoke to the topside watch.

"Good evening son."

"Good evening sir."

"Why are those men sleeping on deck?"

"With all due respect sir, it's hotter'n two mice screwin' in a wool sock, down below."

"Why don't they go to their barracks?"

"Barracks? What barracks sir?"

"Your Squadron barracks."

"Squadron barracks? We've got a Squadron barracks? Where is it? No one ever told anyone in the Squadron about it... I've been riding boats in SubRonSix for damn near five years and I've never heard about any barracks, sir."

And that was it.

I have no idea if this is true. (Not that THAT has been a major obstacle to the writing in any other part of this literary masterpiece.) But, scuttlebutt had it that the Navy appropriated a wagonload of money to build barracks for each Submarine Squadron. When the money reached Norfolk, it was intercepted by DesLant and used to build a honking big tin can rec center.

It didn't take Admiral Grenfell long to Dick Tracy out the situation.

According to what we heard, Admiral Grenfell went into DesLant and told him that either he came up with some quality barracks space for his lads or he was going to form the damnedest working party Norfolk had ever seen and start tossing pool tables, ping-pong tables, pinball

machines, coke machines and any other inappropriate furniture out the windows of his gahdam tin can playpen and fill the sonuvabitch with racks for the men that he or his predecessor had shortchanged.

Grenfell was a salty World War II submarine skipper, tough as nails. A no bullshit guy who wasn't going to play 'Mother-May -I' with any tinhorn can sailor... And DesLant knew it.

The next day we were given the top floor of a modern, brand new barracks on the Main Naval Operating Base... J-50. The first night, Admiral Grenfell came up to the top deck with the Chief Master At Arms in charge of the lower decks.

"Gather' round... For those of you who don't know me, I am Vice Admiral Grenfell, Submarine Force, Atlantic. On behalf of the Force, I would like to apologize for the delay in providing this barracks space. From here on out you'll have a place for your ashore gear, so you can get your civilian clothes out of the locker clubs. I will expect you to police this space and change these racks regularly... And turn in your dirty linen and draw fresh changes at least once a week. I will hold you senior petty officers responsible for maintaining order up here. Any nonsense and your skippers will get a personal call from me and have to make a detailed report on the action taken. Believe me, you don't want that. When I light up a three-striper, he isn't very happy and adverse consequences usually run down hill. Am I fully understood?"

"Yessir..."

"Yessir, yessir..."

"Yessir..."

"My advice would be to settle differences somewhere other than here, take care of your drunks, hold down the grab-ass and racket and keep your chippies out of here. Use common sense lads... You're all grown men... Act like it. And one last thing... From here on in, don't let me catch any of you men dragging mattresses topside... Looks like hell. Carry on gentlemen."

I was there... Hemming was there... Stuke was there. When the old girl put her lines over we had a place to go... Place to drown our fleas in 45-minute sessions under water two degrees below live steam. A place to listen to a radio... Play records... Lose money in all-night poker games... Tell lies half the night... Read and catch up on sleep.

J-50 was as close to heaven that a raghat could get without dying

Return To:

U. S. Submarine Veterans, Perch Base
13210 N. Lake Forest Dr.
Sun City, AZ 85351-3252

<http://perch-base.org>



Next regular meeting - February 8, 2003