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USSVI Convention Schedule
 DULUTH —2002 Sept. 17 —22
 Reno —2003 - August 31 - Sept. 7
 Two bases bidding for 2004, no decision yet
 Kansas City MO —2005 - Aug 30 - Sept. 4

January, 2002
 Volume 8 – Issue 1



Let We Forget Those Still On Patrol

January Eternal Patrol Days

USS Scorpion	(SS278)	Jan. 05	1944	78Men lost
USS Argonaut	(SS166)	Jan. 10	1943	105Men lost
USS Swordfish	(SS193)	Jan. 12	1945	90Men lost
USS S-36	(SS141)	Jan. 20	1942	0Men lost
USS S-26	(SS131)	Jan. 24	1942	46Men lost

Meeting for January 12th and February 9th

Will be at American Legion Post 62

11001 North 99th Avenue

This is North of West Peoria Avenue, in the city of Peoria.

Meeting Starts at 1200 Hours

From the Wardroom:

Cannot figure if it is a function of age or that we are having such a good time that makes time seem to fly. Here it is 2002 and the start of a new year. First of all the wardroom wishes to pass along a wish that all have a most joyous and prosperous year. 2001 was a banner year for Perch Base with accomplishments that went far beyond what many thought possible. This only goes to show that if we put our minds to it and draw on the resources that we have available within our organization we can accomplish even more. Vice Commander Glen Herold is working on getting a slate of officers for the year and if you have any ideas for a member that you feel would be willing to serve in any of the position of leadership for our base please contact him. The Vice Commander is looking for nominees for Vice Commander, Secretary and Treasurer. We also have many opportunities for members to work with some of our standing committees which would help to spread the load and give us more input to help the base grow even more than what it has during the past few years. The COB is putting together a calendar for the upcoming year for our meetings and other functions that hopefully will give all of us an opportunity to do some long range planning. If there are any events that you know of that would be of interest to the base membership or an activity that would be of interest to the membership such as what we have gotten involved with this past year at a school or other community event please contact him so that we can get this published after our January meeting. The Base has many on going projects that are in the works that we hope to bring to a completion very early this year. Some of those projects are, finding a suitable location for the storage of the float, getting our scholarship program off the ground, increasing our visibility in the community through school and community projects, completing our procedures manual to compliment our new Constitution and By-Laws. Many of the events of this past year have been the labor of a very small number of our members and this year it is our goal to have even more events and therefore are looking to have more of the membership involved in the planning and execution of such events as our annual picnic which will be held April 20th, the annual migration of our members from the valley to the higher elevations of Prescott and maybe even a trip to the Southwestern corner of our state for a meeting. We will be participating again this year as a color guard, parade participants, and anyway that we can that would allow us to get the word out about our small but growing organization. Communication continues to be a problem and we are having members coming forward to volunteer to assist with a calling tree so that we can pass the word. We now have a library of books that should be of interest to all and our newsletter just keeps getting better all the time. The few visitors we have had

this past year have all commented on the positive things we are doing and also on our ship's store inventory. Our storekeeper is working on having a special pricing on items at each of our meetings in an attempt to encourage members to come to the meetings and also to help move some of the inventory. The storekeeper is always looking for new items to be made available and would like to hear from you if you know of an item that would be of interest and where we can get it. Our booster club has been the source of much of the revenue that has allowed us to continue with the projects to this date. If you are not aware of what the booster club is and how this all works please e-mail or contact any of the wardroom and we will give you the information that you need. This is the main source of our revenue besides the ten dollars a year dues we pay, and your help is needed in this area. From all of us in the wardroom we would like to thank you for the opportunity to have been of service this past year and are all looking forward to this New Year. *Dave Harnish*, Commander

Minutes from December Meeting:

There are no minutes as there was no regular meeting. I can tell you that there were some good times had at the Christmas/Hanukah party and the event will be repeated next year at the same time and place, Luke Air Force Base. Keep this in mind and watch for up dates, here in the News Letter and on the web page.

Welcome Aboard New Crewmen:

For the month of January, we welcome aboard new member, William "Kelly" Grissom. Kelly qualified on the USS Alexander Hamilton SSBN617 (Gold), February 19, 1971 as STSN. Kelly also served on USS Henry L. Stimpson SSBN655 (Gold) from 72-73. In my talk with Kelly, he related to me about being in the Reno Hilton parking lot and seeing the forever true "Submarines and Targets" bumper sticker on Don Browns car. Don is a member of Corvina Base, and gave Kelly a Corvina application to join Perch Base. Kind of a neat twist of events I'd say. Welcome aboard Kelly and hope to see you at a meeting soon.

Re-Enlistment for 2002:

Re-Enlistment letters were sent to the membership on the 19th of November. As of the date of this writing, we have 45 members that have not sent their dues. If you have not received the re-enlistment notice please call me at 623-815-9247 for a follow up letter. Those of you that are not going to re-up, for whatever reason, please send your reasons to the membership chairmen Ramon Samson. If we need to change our ways, we need your impute, good or bad. Address for Ramon on front cover. For those of you who don't see your

name on the Booster List, remember the meter is reset to zero for the year 2002.



Perch Base Booster Club 2002:

As most of you know, the Booster Club was introduced as a means for members to ease some of the financial burden that all "non-profit" organizations encounter. This has been a successful venture, and by all appearances, even though the meter was reset to zero, 2002 will again be a most successful year. Thank You All, for your generosity. Jerry N. Allston, Bob Bailey, Kenneth E. Becker, Joseph A. Bernard, Richard Bernier, Harold J. Bidigare, Wayne A. Braastad, Michael J. Breitner, Edgar Brooks, James F. Clewett, Roger J. Cousin, Ronald D. Eddy, Ray Lee Graybeal, Charles Greene, Billy A. Grieves, Warren A. Grossetta, Michael J. Haler, John T. Hellem, Glenn Herold, Stephen F. Hough, Ron Kloch, Larry L. Krieger, Paul Lake, Robert A. Lancendorfer, Doug La Rock, George ~~Martini, Ron Martin, Robert E. May, Bill Mc Nav,~~ Roger M. Miller, Roger R. Miller, Joseph R. Mullins, Jim A. Nelson, James W. Newman Sr., Royce E. Pettit, Scott Prothero, Larry M. Rankin, Frank W. Rumbaugh, Ramon Samson, Dick Schiltneck, Douglas F. Schultz, Wayne Smith, Robert G. Sothem, James Wall, Donald Whitehead, George Woods, Jerry D. Yowell.

Small Stores:

Our Storekeeper, DAVE HARNISH, has a comprehensive array of USSVI Small Stores, consisting of hats, shirts, sweat shirts, belt buckles, beer mugs, cocktail glasses, coffee mugs, and a slew of other memorabilia. Give him a call or better yet, come to a meeting and see everything first hand! If you want, you can order from the web site at <http://perch-base.org> Dave's address and phone number on front cover.

Next Meeting and Location:

January's meeting of the 12th, and February's of the 9th will be held at American Legion Post 62, located at 11001 North 99th Avenue. This is North of West Peoria Avenue, in the city of Peoria, West of Hwy 101. Meeting Starts at 1200 Hours. Off HWY 101 take the Peoria exit and proceed West to 99th Ave., than right (North) to Post 62, which is on the East side of the street. We would hope to see a good turn-out as the members of this post have welcomed us with open arms, thanks in part with shipmate Paul Lakes efforts, who belongs to this post and is its finance chairman. The Post puts out a really neat table of food and the \$3.00 cost, is more than reasonable. Anyone that would like to

join Post 62, please contact the COB Jim Nelson. Phone number on cover.

Scuttlebutt from the Lower Flats:

Once again I am asking the membership, to send their thoughts and ideas to your POC's on front cover. We need your participation to make the newsletter, web page, projects, and any other endeavors, interesting for all. Do any of you have a personal web page, on your qualifying Boat? If so, let me know so I can link to the Perch Base page.

USSVI Library Board:

Shipmates, It pleases me to announce the formation of the USSVI Library Committee. The Executive Board of USSVI gave us our charge in October when they resolved, "we establish a Library Board, with John Andersen, Chairman. Members of the Library Board to be chosen by the Library Board Chairman, to work without compensation on collecting, cataloging, and controlling submarine related books and such other library functions as the chairman deems appropriate." Ron Martini, John Trubee, Dr. Gerald Menefee and Lon Schmidt have been selected to serve as initial members of this committee. Ron served as an EMT (SS) from 1960-1968 on the USS Catfish (SS 339) and USS Patrick Henry (SSBN 599). In civilian life, Ron was a food service retail manager and is an avid collector of submarine books. Ron presently lives in Wyoming and is the immediate past base commander of Lockwood Intemet Base. John T. served as a MM1 (SS) from 1961-1969 and served on the USS Nathaniel Green (SSBN 636) (B) (plankowner) and the USS Francis Scott Key (SSBN 657) (G) (plankowner). In civilian life John has worked as an engineer and is owner of the John A. Trubee Service Company. John is the base commander of the Buffalo base. Gerald served as an IC1 (SS) on the USS Carbonero (SS 337) from 1956-1959. Gerald received his MBA in Finance and a Ph. D. in Education Administration. In civilian life, Gerald has served as CEO and Vice President of an insurance brokerage company, a construction company and a consulting group. He retired as the Associate Superintendent of the Minneapolis School system. Dr. Menefee has authored historical and mystery novels. Gerald is a member of the Los Angeles Pasadena base. Lon served as an STS1 (SS) on the USS Sea Fox (SS402) and USS Baya (AGSS-31) from 1954-1958. Lon is a member of the USS Holland/Gold Valley Base and is District 10 Commander. After active duty, Lon owned and operated several bookstores and has been collecting novel and submarine books for the past 45 years. John A. served as a QM2 (SS) on USS Bang (SS385) from 1966-1968. Since 1970 he has been a practicing tax professional with a number of accounting firms and is currently a tax partner with Andersen, Horie &

Company. John has served on the executive board of USSVI for four-years. John is a member of the Los Angeles-Pasadena base and is the Senior Vice Commander of Cyberspace Base. The above committee members have all volunteered to serve and, while they have many ideas of their own, they are very willing to listen to your views. We believe this is a long-term project and that the library concept will continually evolve. At this stage of its existence we are developing concepts and looking for ideas. Don't hesitate to write any of our committee members with your ideas. From Commanders BBS Board.

Lost Boats and Crews for January:

USS SCORPION (SS278) Jan. 05 1944, 78Men lost
Departing Pearl Harbor on 29 December 1943, SCORPION (Cmdr. M.G. Schmidt) stopped at Midway to top off with fuel, and left that place on 3 January 1944 to conduct her fourth war patrol. Her assigned area was in the northern East China and Yellow Seas. On the morning of 5 January, SCORPION reported that one of her crew had sustained a fracture of the upper arm and requested a rendezvous with HERRING (SS-233) which was returning from patrol and was near her. The rendezvous was accomplished on the afternoon of 5 January, but heavy seas prevented transfer of the injured man to HERRING. The latter reported this fact on 6 January, and stated "SCORPION reports case under control." SCORPION was never seen or heard from again after her departure from the rendezvous. On 16 February 1944, STEELHEAD (SS280) and SCORPION were warned that they were close together, and that an enemy submarine was in the vicinity. When no report was received from her by 24 February 1944, Midway was directed to keep a careful watch for her, and SCORPION was directed to make a transmission. Neither of these measures proved fruitful, and SCORPION was reported on 6 March 1944 as presumed lost. No information has been received from the Japanese that indicates SCORPION's loss was the result of enemy antisubmarine tactics. There were, however, several mine lines across the entrance to the Yellow Sea. The presence of these mine lines and the "restricted area" bounding them were discovered from captured Japanese Notices to Mariners at much later date. In the meantime several submarines had made patrols in this area, crossing and re-crossing the mine lines without incident, and coming safely home. It is probable that these mine lines were very thin, offering only about a 10 percent threat to submarines at maximum, and steadily decreasing in effectiveness with the passage of time. SCORPION was lost soon after these mines were laid, or at a time when they presumably offered the greatest threat. She could have been an operational casualty, but her area consists of water shallow enough so that it might

be expected that some men would have survived. Since we know of no survivors, the most reasonable assumptions that she hit a mine. In her first three patrols, SCORPION sank ten ships, for a total of 24,000 tons, and damaged two more, for 16,000 tons. Her first war patrol was in the approaches to Tokyo in April 1943. Here she sank two freighters, four sampans and two patrol craft. In addition, she damaged a freighter. On her second patrol, conducted in the Yellow Sea, she sank two freighters. Her third patrol was made in the Mariana Islands, and resulted in damage to a tanker.

USS ARGONAUT (SS166) Jan. 10 1943, 105 Men lost

While operating in the area southeast of New Britain between 5 degrees and 50 east during her third patrol, ARGONAUT (Lt. Cmdr. J.R. Pierce) intercepted a Japanese convoy returning to Rabaul from Lae, on 10 January 1943. An U.S. Army plane, which was out of bombs, saw one destroyer hit by a torpedo, saw the explosion of two other destroyers, and reported other vessels in the group. After a severe depth charge attack ARGONAUT was forced to surface and the destroyers, according to the plane's report, circled and pumped shells into her bow, which was sticking up at a considerable angle. This action took place in 5 degrees to 40 'S, 152 degrees to 02 'E, and further efforts to contact ARGONAUT by radio were fruitless. It is quite certain, then, that ARGONAUT met her end in this action. Japanese reports made available since the end of the war record a depth charge attack followed by artillery fire, at which time the "destroyed top of the sub floated." ARGONAUT's first patrol near Midway had resulted in no damage to enemy ships, but her second was a most successful one. It was conducted following a complete modernization at Mare Island. Her mission had been to cooperate with NAUTILUS (SS168) in transporting 252 Marine officers and men to Makin Island for a diversionary raid against enemy shore installations. In the early morning of 17 August 1942, the raiders were debarked in boats. After nearly two days ashore, the Marines returned, and the submarines transported them back to Pearl Harbor, ARGONAUT arriving on 26 August. On the basis of the report given by the Army flier who witnessed the attack in which ARGONAUT perished, the ship was credited with having damaged one Japanese destroyer on her last patrol. Note Of Special Interest: Perishing onboard ARGONAUT, with his 104 shipmates, was Chief Quartermaster George S. Jenkins. Although Chief Jenkins went down with the submarine, a set of his dolphins survived the war. In fact they are still in service 57 years later. Chief Jenkins' grandson, Master Chief Electronics Technician (SS) Roland Jenkins, is the Command Master Chief for Commander Submarine Force, U.S. Pacific Fleet

(COMSUBPAC) and wears his grandfather's dolphins with pride. ARGONAUT lives on.

USS SWORDFISH (SS193) Jan. 12 1945, 90Men lost

SWORDFISH, under Cmdr. K.E. Montross, left Pearl Harbor on December 22, 1944, to carry on her thirteenth patrol in the vicinity of Nansei Shoto. She topped off with fuel at Midway on December 26th and left that day for her area. In addition to her regular patrol, SWORDFISH was to conduct photographic reconnaissance of Okinawa, for preparation of the Okinawa Campaign. On January 2nd, SWORDFISH was ordered to delay carrying out her assigned tasks in order to keep her clear of the Nansei Shoto area until completion of carrier based air strikes which were scheduled. She was directed to patrol the general vicinity until further orders were received. In the last communication received from SWORDFISH, she acknowledged receipt of these orders on January 3rd. On January 9, 1945, SWORDFISH was directed to proceed to the vicinity of Okinawa to carry out her special mission. It was estimated that the task would not take more than seven days after arrival on station, which she should have reached on January 11th. Upon completion of her mission, SWORDFISH was to proceed to Saipan, or to Midway if she was unable to transmit by radio. Since neither place had seen her by 15 February, and repeated attempts to raise her by radio had failed, she was reported as presumed lost on that date. In the report of her loss, mention was made that USS KETE (SS369), which at the time was patrolling the vicinity of Okinawa, reported that on the morning of January 12th she contacted a submarine by radar. It was believed that contact was with SWORDFISH. Four hours later KETE heard heavy depth charging from this area, and it was believed that this attack might have been the cause of SWORDFISH's loss. Japanese information on antisubmarine attacks does not mention the attack heard by KETE on January 12, and records no attacks in which SWORDFISH is likely to have been the victim. However, it is now known that there were many mines planted around Okinawa, since the Japanese were expecting an Allied invasion of that Island. The majority of the mines were planted close in. It is considered about equally likely that SWORDFISH was sunk by depth charge attack before she reached Okinawa for her special mission or that she was lost to a mine at that place. SWORDFISH, in the twelve patrols before her fatal thirteenth, sank twenty-one ships, amounting to 113,100 tons, and damaged an additional eight, totaling 45,800 tons. Her first patrol began the day after the attack on Pearl Harbor, and was conducted west of the Philippines. SWORDFISH sank four freighters, varying from 3,900 tons to 9,400 tons, and damaged a fifth. At the time, this was the most successful patrol in the war. She conducted the

second patrol in the lesser Philippine group and among the small islands between Celebes and New Guinea. Here she sank three medium freighters and a tanker. She also evacuated President Quezon, his family, Vice President Osmena, Chief Justice Santos, and three officers in the Philippine Army from Corregidor and took them to Panay, where they boarded a motor tender. SWORDFISH returned to Manila Bay and evacuated eleven more Philippine officials. SWORDFISH's primary mission on her third patrol was to deliver 40 tons of supplies to the beleaguered Corregidor. However, on April 10, 1942 ComSubAF told SWORDFISH to neglect her special mission and patrol offensively. SWORDFISH made no attacks on this patrol, but did perform reconnaissance of several islands. The South China Sea area was the scene of this ship's fourth patrol, and she sank a freighter and a tanker, while she damaged two freighters. She returned to the South China Sea for her fifth patrol, but did no damage to the enemy. SWORDFISH went to the area west of Bougainville for her sixth patrol, and sank a medium freighter and damaged a second freighter. She went again to the Solomons for her seventh patrol and sank a freighter. On her eighth patrol SWORDFISH covered the Palau-Truk-Rabaul areas during August and September 1943. Here she sank a freighter and a transport, while damaging a freighter-transport. Her ninth patrol was cut short by material defects. On her tenth patrol, in the same area as her ninth, she sank a freighter-transport, and two medium freighters. This ship covered the Marianas on her eleventh patrol; she damaged two freighters. On her twelfth patrol, conducted in the Bonins, she sank a freighter and two small trawlers, while she damaged SWORDFISH sank the Japanese destroyer Matsukaze in a night submerged attack as the enemy ship was bearing down for an attack. SWORDFISH was awarded the Navy Unit Commendation for the period of her first, second and fourth patrols

USS S-36 (SS141) Jan. 20, 1942, No Men lost

USS S-36 started her patrol on December 30, 1941. During the patrol, she made a daring and successful attack on a small transport displacing 5,000 tons that was moored in Calapan Harbor, Mindoro, P.I. After this attack, she was ordered to proceed to Surabaya, Java, N.E.I., by COMSUBAF. At 0404 on January 20, 1942, she suddenly grounded on Taka Bakang Reef in the Makassar Strait, west of Southern Celebes. Her forward battery compartment flooded, and the salt water combined with the battery acid, generating chlorine gas. The situation was grave—so grave that her C.O., Lt. J. R. McKnight, sent a plain language message that the boat was aground and sinking. Sargo, nearing Surabaya, got this message and for five hours attempted to relay it without success. She then turned back to help S-36. When Headquarters at Surabaya became aware of the

grounding, a PBY was dispatched to evaluate the situation. By the time the plane arrived McKnight was more optimistic about being able to save his boat, if he could get some assistance. None of the crew were transferred to the plane, and when it departed it flew to Makassar City to request assistance from the Dutch authorities. They complied with the request and the next morning a launch arrived from Makassar. McKnight realized he would not need all the people he had on hand and sent two officers and 28 men into the launch, keeping the remainder behind in hopes that S-36 could be hauled clear. Work though they might, conditions on the sub worsened, and when Dutch steamer Siberoet arrived in the afternoon of January 21, 1942, the C.O. decided to abandon S-36 and destroy her. All the remaining officers and men were saved, and they arrived at Surabaya on February 25 in Siberoet.

USS S-26 (SS131) Jan. 24, 1942, 46Men lost
S-26, led by LCDR E.C. Hawk, was lost on January 24, 1942 in the Gulf of Panama about 14 miles west of

San Jose Light in three hundred feet of water. There were three survivors, two officers, one of whom was the Commanding Officer, and one enlisted man. These people were on the bridge at the time of the collision; the fourth person on the bridge, an enlisted man, was lost. S-26 was proceeding from Balboa, C.Z. to its patrol station in company with S-21, S-29 and S-44 and an escort vessel, PC-460, at the time of the disaster. At 2210 the escort vessel sent a visual message to the submarines that she was leaving the formation and that they could proceed on the duty assigned. S-21 was the only submarine to receive this message. Shortly thereafter PC-460 struck S-26 on the starboard side of the torpedo room and the submarine sank within a few seconds. Salvage operations were started immediately under Captain T.J. Doyle, USN, Commander Submarine Squadron Three and Submarine Base, Coco Solo, Canal Zone, and attempts at rescue were made, but without success. The submarine was not raised. She had previously made one war patrol, but had inflicted no damage on the enemy.

Important Dates in January:

- Jan. 27 1942 - USS Gudgeon is first US sub to sink enemy submarine in action, Japanese I-173.
- Jan. 14 1943 - In first submarine resupply mission, USS Gudgeon lands 6 men, 2,000 pounds of equipment and supplies on Negros Island.
- Jan. 10 1946 - Establishment of first Navy nuclear power school at Submarine Base, New London, CT
- Jan. 21 1954 - Launching of USS Nautilus

(SSN571), first nuclear submarine, at Groton, CT Jan. 17 1955 - USS Nautilus (SSN-571), the first nuclear-powered submarine, is commissioned and sends Message "underway on nuclear power"

Jan. 21 1961 - USS George Washington completes first operational voyage of fleet ballistic missile submarine staying submerged 66 days

Ehime Maru Memorial Receives Approval:

Plans to establish a memorial at Kaka'ako Waterfront Park in memory of the victims of the Ehime Maru tragedy received the first preliminary approval yesterday from the state. A delegation of officials from Ehime prefecture in Japan presented plans for the memorial's design to the Hawai'i Community Development Authority, the agency that oversees development of parks. The authority adopted a resolution supporting the concept of the memorial, which would consist of nine, sloping black-granite blocks. The memorial, designed by Uwajima Fisheries High School graduate Kyosuke Tamai, would be engraved with the outline of a ship surrounding an anchor from the Ehime Maru. Other engravings would include the school emblem; the names, titles and ages of the nine victims; and a map showing the accident site, the site of the Navy's recovery effort, the ship's final resting place and the Aloha Tower. Yoshikatsu Matsuoka, guidance department director for the Ehime Prefectural Board of Education, told authority members that the purpose of the memorial would be to remember the accident, comfort lost souls, pray for safety on the seas, educate children and strengthen the friendship between Ehime and Hawai'i. Matsuoka said his government would raise the estimated \$65,000 for construction. It would also provide \$1 million in general liability insurance and maintain the memorial with the assistance of The Japan-America Society. Officials hope to hold a dedication ceremony for the memorial Feb. 9, the one-year anniversary of the accident that killed nine Japanese men and boys when their fisheries training vessel was accidentally sunk by the surfacing USS GREENEVILLE submarine. **NOTE FROM EDITOR** December 17th issue of Navy Times had a article on this memorial. This is now going to be built.

War Ready:

By former EM2(SS) Patrick Householder. At the start of events that became known as the Cuban Missile Crisis, I was stationed aboard USS CHOPPER (SS 342) in Key West. A squadron of brand new F-4s came to NAS Boca Chica the week before and kept doing fly arrounds near Key West. Then, Hawk missile batteries showed up on the beaches. The U.S. Army requisitioned all the hotel space in Key West. That was serious business. At that time I was

an ENFN and in the Seaman's gang. I was standing topside mid-watch (midnight to 4 a.m.) at the brow when I noticed lights coming on at various buildings along the waterfront at the Key West Submarine Base. Then cars and trucks were seen whizzing about, and especially going to each submarine tied alongside a pier. Soon a car came alongside CHOPPER, and a hassled looking officer asked for the duty officer, who was then instructed to recall all our officers and crew to stand by to take on patrol supplies, and be ready to depart by 8 a.m.! All subs were given the same instructions. Not long afterwards, a large truck roared up to CHOPPER, and all hands on board commenced loading boxes of food, foul weather gear, spare parts and fuel. At 8 a.m. the next day, all the submarines had their engines roaring and the smoke hung heavy over the waterfront as the first of SUBRON 12's submarines got underway. One submarine had been in minor overhaul alongside the pier, with her propellers removed, and in the haste to make ready, they were re-installed backwards! By 10 a.m., the entire squadron was on the high seas and the sight of each submarine doing a 'trim dive', one after another, was quite a sight to see by this young Sailor on lookout duty. CHOPPER turned northward and the crew was then informed by the captain about the impending Cuban blockade. CHOPPER steamed at top speed to Navy Base Mayport, Fla., where we took on fuel and an Underwater Demolition Team (UDT). Then we turned south to take station off of Cuba. CHOPPER's mission, as I understood it, was to deliver a UDT to a place near Havana harbor, where they would "lock out" of the forward escape trunk and swim into and sabotage ships and facilities in the harbor. While on that patrol I recall we were dogging some Russian nuclear boat, but when he got tired of the game, he put the pedal to the metal and all we could do is listen to him fade away in the distance. I think we were operating with some "Tin Can" that had the new side scan sonar. After a week or so, Russia withdrew her missiles, and CHOPPER returned to Key West. Later that year, then-President Kennedy made a visit to Key West Naval Station and stopped and boarded CHOPPER. He spoke to the captain and officers, thanking them for doing their duty, and departed. Householder joined the Navy in 1960. He served in submarines from 1962-1964 aboard USS CHOPPER (SS 342) and from 1964 to 1966 aboard USS REDFISH (SS 395).

Museum Gets a Periscope:

MARQUETTE Michigan: Amid the din of hissing air brakes and laboring hydraulics, a 37-foot periscope was carefully lowered by crane through the roof of the Marquette Maritime Museum Wednesday. The 2,200-pound periscope, on loan to the museum from the Columbia River Maritime Museum in

Astoria, Ore., is being incorporated into the construction of an annex on the east side of the building. The annex is being built by the McClintock USS DARTER/USS DACE Committee, which coordinated the 2000 construction and dedication of the nearby McClintock USS DARTER / USS DACE Memorial to submariners. "It's really neat," museum tour guide Brandon Stonehouse, 13, said, peering into the periscope's eye piece. The periscope offers a panorama of the Lake Superior shoreline near the museum. "We've been waiting all summer for it," Stonehouse said. And now, it's here." The periscope was initially installed in 1945 in the USS RASHER (SS269), one of 28 World War II-era submarines constructed at a Manitowoc, Wis., shipyard, according to Paul Lapinski of Periscope Consulting of North Hatfield, Mass. Up until several months ago, Lapinski worked for Kollmorgan Corp. of North Hampton, Mass., the original manufacturers of the periscope. Now, in retirement, he works privately to install old periscopes in places such as the Marquette Maritime Museum. "This was the only one of its type that I know about that was available," he said, unpacking handles he would install on opposite sides of the periscope. "Given what it's been through, it's in amazingly good condition." The RASHER served with distinction during the latter stages of the war in the Pacific. It was decommissioned in the 1950s and cut up and sold for scrap in the early 1970s. It's unclear how the Astoria, Ore. museum obtained the Rasher's periscope. The museum had stored it, unprotected, in a field for years, Lapinski said. When it was built, it probably cost the government about \$65,000, he said. Its price now is difficult to calculate. "I just say it's irreplaceable," he said. "I don't know where you'd get one like it." The 400-square foot, \$60,000 annex housing the periscope will also house a diorama of the October 1944 Battle of Leyte Gulf. That's when David McClintock of Marquette, then in command of the submarine USS DARTER, sunk one Japanese cruiser and damaged a second while sounding the alarm of the approaching Japanese fleet. The naval engagement is considered among World War II's most important.

Submarines Will run More Silent :

By JACK DORSEY, The Virginian-Pilot December 26, 2001 NORFOLK - The nation's submarine force has returned to the Cold War days of the "Silent Service," a reference not only to its stealthiness but also to a desire that no one talk about its operations. No longer will the names of deploying submarines be routinely announced, nor will the times of their arrival home. Someone may know a submarine has left port, but they will not know why, or where it is going, according to new rules from its force commander. "Submarines are valuable because of their secrecy and surprise,"

said Vice Adm. John J. Grossenbacher, commander Naval Submarine Forces, headquartered in Norfolk. "The last thing we want to do is help the people we are fighting by giving them the knowledge of what we can do and are doing," Grossenbacher, who has operational control of all Atlantic Fleet submarines but speaks for the Pacific Fleet units as well under a realignment last year, said he is concerned about too much information being released about his subs, especially now that the nation is at war. "In the past, we were always very comfortable in saying we don't discuss submarine operations," he said in an interview. "Then, at the end of the Cold War, we slipped away from that. Part of it was a conscious decision because the country was trying to figure out what it needed a military for and, with the peace dividend, what we should do with all of these things." Also, from an historical viewpoint, submarine sailors wanted to talk about their successes, he said. A nuclear-powered submarine, like an aircraft carrier, is very much a symbol of American military might, he said. It is very technological. It is a very sexy target for a terrorist. In a wide-ranging interview, Grossenbacher also discussed changes in the fleet since the Sept. 11 attacks, the need for more submarines, the Navy's role in the Kursk recovery efforts, and safety concerns that surfaced after the Greeneville tragedy earlier this year. While the war being waged in Afghanistan has largely been an air and ground campaign, Grossenbacher - despite his own admonishments - noted that "a significant number of the Tomahawk missile strikes were conducted by submarines." The fast-attack submarines Providence, from the Atlantic Fleet, and the Key West, from Hawaii, were among the early units to fire the long-range cruise missiles, he said. The demand for submarines is very high in the campaign against terrorism, Grossenbacher said. "In fact, demand exceeds supply, which is one of our current challenges." Since the terrorist attacks on Sept. 11, the submarine force has changed, he said. Force protection is paramount. "We were resolved" after the attack in Yemen on the Norfolk-based destroyer Cole "not to allow a successful terrorist attack against one of our submarines," he said. Submarine crews have been given guidance on how to prepare for the war and how to respond if the nation must surge a large number of submarines, along with their missiles and torpedoes, he said, adding: "They know their schedule can change overnight." Limited resources still prevent him from doing all he wants to do, Grossenbacher said. During the Cold War, the nation's submarine force was to have grown to 100 fast-attack vessels. The number at one point rose to the mid-90s but has dwindled to 55 today, about half based on each coast. In addition, significant maintenance issues - 20 percent to 25 percent of the fast-attack sub force is in shipyard overhaul at

all times - put even more pressure on the system, according to the three-star admiral. Beefing up the submarine force, or at least determining what size it should be, has become a major source of discussion over the years. "I honestly think the number of attack submarines we need is the most studied force structure issue in the entire U.S. military," Grossenbacher said. The bottom line is that in order to satisfy everyone's needs, the number is about 70. An unclassified account of the 1999 attack-submarine study by the Joint Chiefs of Staff reached three conclusions: That 68 fast-attack submarines, or SSNs, in the year 2015 and 76 in the 2025 time frame would meet all the needs of the commander-in-chiefs, or CINCs. That a force structure below 55 SSNs in 2015 and 62 in 2025 would leave the CINCs insufficient capability to respond to urgent demands without skipping other requirements. That to counter the need for greater technology, 18 Virginia-class SSNs would be needed by 2015. That plan, said Grossenbacher, is fine. But getting there will be difficult. Under the plan, the Navy can refuel only two of its Los Angeles-class nuclear submarines in order to extend their usefulness. The only other way to increase the force is to build more Virginia-class subs faster. Currently, the Navy is building only one sub per year. That means that in 30 years, it will only have 30 ships because of the attrition of older fast-attack subs, which have a life span of 20 to 30 years. "So, if you want to ramp up, you need to build two a year," he said. "They are expensive, and it is difficult because it takes six years to build a submarine. So there is no instant gratification. You don't get them overnight." The war on terrorism has raised a number of questions for the submarine force and its future, Grossenbacher said. There continues to be high interest in converting some of the force's Trident submarines. The Navy operates 18 Trident strategic missile submarines, or SSBNs, of the Ohio class. Four are scheduled to be taken out of service in the next few years to reach the approved force level of 14 SSBNs carrying 336 submarine-launched ballistic missiles. There are proposals to convert the four SSBNs to cruise-missile ships, or troop carriers for Special Operations forces. Grossenbacher likes the proposal, saying the former SSBNs would be perfect matches for the needs of the future. Built to last more than 40 years, the four Ohio-class submarines being considered for conversion are all under 20 years old. They likely would have to be refueled. "If they are not needed for strategic service, then for the price of refueling, we get these magnificent ships," Grossenbacher said. "And we get what we've never had - a submarine with a significant payload capability." The Tridents are huge, at 18,000 tons. Their 24 missile tubes could be converted to hold Tomahawk cruise missiles, up to 154 of them. There is potential for them to carry unmanned aerial vehicles and unmanned undersea

vehicles as well, he said. They could carry just about any type of missile in the military's inventory. Tragedy and innocent deaths have followed the Navy's 100th anniversary of submarine service. The Russian submarine Kursk apparently suffered an onboard explosion while submerged in the Barents Sea on Aug. 12, 2000, sinking in more than 300 feet of water and killing all 118 crewmen. The Kursk "is a reminder of what a dangerous business the submarine is when combined with a high-powered weapon in close environment," Grossenbacher said. "Watching the pain the Russians suffered and not being able to promptly rescue however many of the crew survived the initial explosion and sinking of the ship really resonates with us." The Navy offered its assistance and met in Grossenbacher's headquarters to help formulate plans for a rescue. But submarine force turned down. But it made submarines are operating more think, he said. That means that if they along the way, he said. That means that if they have a collision, there is a higher probability they may be on the bottom in salvageable waters, not in the miles-deep canyons that can't be reached by rescue crews. On the other hand, in shallow water there are a lot more things to run into, such as fishermen and their nets. "So it caused us to do a very thorough review of our submarine rescue and escape capability," Grossenbacher said, "and, by and large, I think we are pretty satisfied with where we are and the capability we have today and where we are headed off in the future." One result of the review was the decision to add more carbon-dioxide-removal capability to submarines. "People are not asphyxiated on the bottom for lack of oxygen," he said; it is the buildup of carbon dioxide that causes death. The Navy now has chemicals that can remove it. "It will make it easier for us to sustain our crews on the bottom longer," he said. U.S. submarine forces have also looked at international agreements and international cooperation in submarine rescue with the idea of encouraging expansion in membership, thereby increasing the chance for survival. The collision of the American submarine Greeneville with a Japanese research ship was not only a preventable tragedy, but an embarrassment for the entire submarine service, Grossenbacher said. It occurred Feb. 9 in waters off Honolulu when the submarine demonstrated an emergency surfacing procedure and struck the Ehime Maru, sinking it with 35 people aboard, including several young students. Nine people died. "The way we approached the problem was to say that, regardless of the people and the personalities . . . that performance was totally unacceptable," Grossenbacher said. "We are better than that. Why did it happen? Why didn't we prevent it from happening?" The board of inquiry handed the force a lengthy action list of issues to be concerned about, he said. "We found some things we needed to tighten up and change,"

he said. "We learned a lot from Greeneville. The Greeneville was not the product of one captain and one crew. It doesn't work that way. She was the product of the submarine force and it was hard for us because Greeneville was a real embarrassment for the submarine force. We all think we are better than that. We need to be better than that." Reach Jack Dorsey at jdorsey@pilotonline.com or 446-2284.

Training Move's to Commercial Specifications

By Robert A. Hamilton — Neatly adapting 12/29/2001 The Navy's equipment to military commercial, allows it to increase its warfighting uses ability while reducing the cost of its systems.

Now the trend is benefiting Naval Submarine School as well, which has been able to install a new sonar trainer in a fraction of the time and at a fraction of the cost of past trainers, while giving sailors the kind of experience that previously would have only been possible in a sub-on-sub encounter at sea. In the past Sub School got trainers after the systems had been installed on the boats. The computer that ran the sonar trainer for the BSY-1 combat system, used on was the largest mainframe IBM ever built when it was installed. Setting it up took several weeks, and it took up a large room that required special cooling. The new system, the Acoustic Analysis Trainer, was installed over a couple of days as the system is still being installed in the fleet, is run by a couple of central processors that take up about as much space as an end table and can be run right in the classroom, freeing up space for the people who will be trained. And, when sonar systems are upgraded on the submarines in the fleet, it will take minutes to upgrade the trainers as well. Senior Chief Sonarman Steven Youel said when he came through Sub School in the 1980s you covered basic sonar principles, and listened to audio tapes. "I really didn't get much operational experience until I went to the boat," Youel said. "I learned how to use the system by the first classes who were showing me what to do." One recent afternoon a dozen instructors were familiarizing themselves with the new trainer before teaching their own classes, intently listening to actual audio tapes and watching the corresponding sonar screens that were recorded by an operational submarine. "It's an outboard," said one of the instructors. "Yeah," Youel said with a grin, "but what kind?" It was a 60-horsepower Mercury. "With this system, I can actually put out sonarman who are going to be trained in what they are going to be seeing and using in the fleet," Youel said. Commercial, off-the-shelf components, widely referred to as "COTS," are at the heart of the new Navy sonar system, which was developed under the the Acoustic Rapid COTS Insertion program. Normally a new sonar system takes a decade or more to go from

conception to operational unit; ARCI was installed on the first boat less than two years after the first ideas were floated, and in its first three years went through three major upgrades. The Navy, and all the services, are taking advantages of some of the leap-forward information processing capabilities that have been developed for business, combining them with "military specification" sensors to gain battlefield information dominance. Sub School has installed 12 computer stations that replicate the keyboard, each with large 21-inch screens and on a submarine identical to what they will use controlled by a central panel. The stations can be controlled by a central panel. The program is run on the popular Windows operating system, and is in many ways similar to Microsoft Windows or other widely used computer programs. "It's very intuitive," said Cmdr. Frank W. Balantic. "A lot of the commands you can figure out all on your own." "A lot of the guys pick this up really quickly because they have that computer background already," said Sonar Technician 1st Class Walter Stimmel, who was teaching a class recently. "Turnaround should be really quick, and it will bring sailors to the fleet at a highly trained level." While the computer based courses have allowed instructors to get done with the course more quickly, shortening the curriculum by three weeks, the Sonar Technician Apprentice School remains at 22 weeks, because of extra computer network training. "A lot of this stuff is LAN (local area network) based, and if they're going to operate and maintain the network, they have to have that extra three weeks," Balantic said. But the skills they will bring to the fleet in computer network maintenance and operation will be valuable in areas outside the sonar suite, he noted. But Youel said one advantage of using COTS is the ease of repair. To replace the cursor control on an old Q5B Sonar Trainer, or the actual system itself, required two hours of soldering 30 different wires into place, and if you got one of the wires wrong you had to pull it apart and start over again. "If something breaks with this system, you unplug the card and plug the new one in, or put in a new hard drive or processor," Youel said. "Now you have more time to concentrate on your job, keeping the ship safe and hunting the bad guys."

Sub Pulls in for Work:

By Chris Barron Bremerton Sun Staff: The \$110 million modernization project at PSNS will take more than a year to complete. Puget Sound Naval Shipyard's heavy submarine workload increased Tuesday with the arrival of the Pearl Harbor-based attack sub USS Asheville. The Asheville, originally scheduled to arrive next spring, will undergo a \$110 million renovation known as "depot modernization period" or DMP. It is the second in a series of nuclear-powered attack submarines scheduled for extensive modernization and repair

work at PSNS, West Sound's largest employer, over the next few years. The San Diego-based attack submarine USS Houston arrived in early September for a \$237 million complex nuclear refueling overhaul. The Asheville is the first sub in the series to undergo a DMP. The second sub in the modernization series, the San Diego-based USS Jefferson City, is scheduled to pull into PSNS in 2003. Up to seven other Pacific Fleet subs are likely to go through the DMP process, but it's not known how many will be completed at PSNS. The work on the Asheville will require about 160,000 worker days of labor and will take more than a year, PSNS spokeswoman Mary Anne Mascianica said. The Asheville will be homeported in Bremerton during its stay, allowing families to enlist in Kitsap County. The sub holds 131 crew members and 15 officers, including Cmdr. Kerry D. Ingalls, who has commanded the Asheville since 1999. While the Asheville begins a new phase of sub modernization at the shipyard, the trend of sub overhauls started in 2000 with the Bangor-based Trident missile submarine USS Alaska began a \$125 million renovation that will enable it to launch the bigger, more powerful D-5 nuclear missile. The Trident submarine USS Nevada arrived in February for modernization, upgrade and retrofit work. That project is expected to be completed in late summer 2002. The Asheville was commissioned in 1991.

A Itty Bitty Ditty:

USS Sea Poacher (SS 406) in Jan of 1966 is enroute from Rota, Spain to Barcelona, Spain and is re-routed along with USS Picuda (SS 382) to search the waters off Spain for a B-52 Bomber (with Nuclear weapons aboard) and authorized to "go active" with her sonar to seek out the location of the downed aircraft. Sea Poacher is successful in locating the aircraft and waits on station until she is relieved by the USS Petrel - which ultimately succeeds in retrieving the nuclear weapons from the bottom of the Med. SeaPoacher never gets to Barcelona for liberty, but is awarded the port of Majorca for liberty at the end of her Med Run -5 months later! Contributed by John R. Saelli - past Long Island USSVI Base Commander and member of Sea Poacher's crew at that time!

Royal Navy Submarine 100th Birthday:

The Royal Navy Submarine Service is 100 years old this year, just one year after the U.S. Submarine Force celebrated its own Centennial. As in the United States, the Royal Navy will mark this special event with a year-long program, celebrating the achievements of those who designed, built, supported, and operated RN submarines since Holland 1 appeared in 1901 - as well as commemorating the extraordinary sacrifice of those who died in submarines during both peace

and war. Today's Royal Navy Submarine Service Although 708 submarines have flown the White Ensign during the last hundred years, there are a total of 16 in service today: four Vanguard-class SSBNs armed with TRIDENT D5 ICBMs; and 12 SSNs (five Swiftsure-class and seven Trafalgar-class). The SSN fleet is active in the following roles.

Coordinated High Intensity Strike
The Tomahawk Land Attack Missile (TLAM) is in service in the RN and was fired from HMS Splendid in the Kosovo conflict in 1999. This weapon allows submarines to influence the land battle by posing a threat in the period prior to hostilities and, after hostilities commence, directing highly accurate and lethal warheads against important targets, which may otherwise be relatively invulnerable.

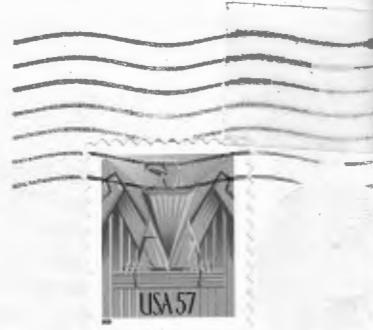
Anti-submarine and Surface Unit Warfare
In what is arguably its most important role, the SSN has an unrivalled capability to seek out and destroy other submarines that may pose a threat to friendly forces. The SSN also has a well-proven capability to detect and attack surface ships. The Spearfish torpedo can be used against other submarines or surface ships, whilst RN submarine Harpoon missiles are effective against surface ships out to a range in excess of 50 miles. These capabilities can be used when the SSN is acting independently - as in the Falklands conflict - or in support of a task force. The SSN is used to great effect when it is deployed in advance of friendly forces in order to reduce the flexibility of an adversary by denying him the use of an area or region. This is known as regional sea denial.

Surveillance
The ability to close opposition forces and monitor their operations and movements whilst remaining undetected is a classic capability of the submarine. This surveillance can include underwater photography, sometimes of surface warships, which will almost certainly never be aware of the submarine's presence. Inshore and Beach Reconnaissance

Able to approach a hostile coastline in shallow water, and using modern video technology or digital photography, a submarine can make a significant contribution to intelligence collection efforts prior to any subsequent maritime or land action. And into the Future... The laying of the keel for the HMS Astute in January of 2001 takes the Royal Navy into its second century of submarine operations. HMS Astute is the biggest and most powerful attack submarine to be built for the RN and, under the Smart Acquisition Program, is being built roughly one fifth more quickly than earlier boats, and with lower running costs and a much

smaller ship's company. Although the Astute will be about 30 percent larger than the Trafalgar class, the larger hull means that she will be much easier and cheaper to build and maintain. HMS Astute will displace 7,200 tonnes submerged and is 97 meters long. She will have six weapons tubes, massively increased firepower compared to predecessors, and will be equipped from day-one to operate Tomahawk cruise missiles. Construction on the second submarine of the class, HMS Ambush, is due to start later in 2001, with the third, HMS Artful, following subsequently. The Ministry of Defense is considering plans for a second batch of up to three more of these potent boats, though the final decision will not be taken until the end of 2002. As Rear Admiral Rob Stevens, Flag Officer Submarines (FOSM), explained recently, the role of the submarine in the Royal Navy is changing. "The service's SSN community has made a decisive break away from its Cold War emphasis on anti-submarine warfare to embrace the Navy's new operational concept of 'Maritime Contributions to Joint Operations.' The challenge now is to realize the full potential of the SSN across its wider range of taskings. Operations in direct support of surface forces are becoming a far more important part of the submarine service's operations." The introduction of new secure communication links will provide the improved connectivity essential for operating in conjunction with other task force units. Advances in the technological areas of digitization, miniaturization, and information processing will enable the submarine to become an increasingly valuable asset in covert intelligence-gathering operations.

UK/U.S. Submarine Cooperation
Whilst the RN and U.S. submarine forces had been allies throughout their history, the close and special co-operation we see today did not really take off until the 1950s with the advent of nuclear power. In the landmark Mutual Defence Agreement of 1958, the United Kingdom and the United States undertook to share the nuclear information that facilitated construction of the first British nuclear-powered submarine, HMS Dreadnought, in 1963, and the Polaris Sales Agreement followed that same year. It was modified for TRIDENT in 1982. Since then, the two submarine forces have operated very closely together - sometimes closer than their parent services in general - and continue to learn from each other day to day. CDR Davis-Marks is the Staff Officer, Submarines, on the British Defence Staff in Washington. A submariner since 1982, he had previously commanded the nuclear-powered SSN HMS Turbulent.



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