



**The Monthly Newsletter of Perch Base - USSVI
Phoenix, Arizona**



July 2010
Volume 16 - Issue 7

www.perch-base.org

What's "Below Decks" in the MidWatch

USSVI CREED: "TO PERPETUATE THE MEMORY OF OUR SHIPMATES WHO GAVE THEIR LIVES IN THE PURSUIT OF DUTIES WHILE SERVING THEIR COUNTRY. THAT THEIR DEDICATION, DEEDS AND SUPREME SACRIFICE BE A CONSTANT SOURCE OF MOTIVATION TOWARD GREATER ACCOMPLISHMENTS. PLEDGE LOYALTY AND PATRIOTISM TO THE UNITED STATES OF AMERICA AND ITS CONSTITUTION."

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Lest We Forget Those Still On Patrol

JULY ETERNAL PATROLS

USS S-28	(SS-133)	04 Jul 1944	42 Lost
Lost to unknown causes while training off Hawaii			
USS ROBALO	(SS-273)	26 Jul 1944	78 Lost
Possible Japanese Mine off Palawan			
USS GRUNION	(SS-216)	30 Jul 1942	70 Lost
Unknown causes off Kiska Island, Aleutians			

NEXT REGULAR MEETING
12 noon, Saturday, July 10, 2010
American Legion Post #105
3534 W. Calavar Rd., Phoenix, AZ 85053

2010 Perch Base Foundation Supporters

Perch Base, USSVI, cannot support its on-going operations and provide funds for the Base's float activities on dues alone. While the Base tries to develop activities to raise additional funds, we salute the members, listed below, who have supported the base by making contributions to the Perch Base Foundation. **Remember, if you contribute by check, it must be made out to the "Perch Base Foundation."**

These are the 2010 Foundation Supporters



ALLSTON, JERRY N.
ASBELL, F. J. "TED" (IN MEMORY OF)
BARTLETT, GARY
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ERRANTE, JOE
EVANS, JAMES
FOOSHEE, THOMAS E.
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GRIEVES, BILLY
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WATSON, FORREST J.
WHITEHEAD, DONALD J
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ZOMOK, RONALD J.

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Sailing Orders



JULY 3 - PRESCOTT RODEO DAYS PARADE

**(SEE THE NEXT PAGE FOR DETAIL
ON STAGING LOCATION AND TIMES.)**

JULY 10 - REGULAR BASE MEETING

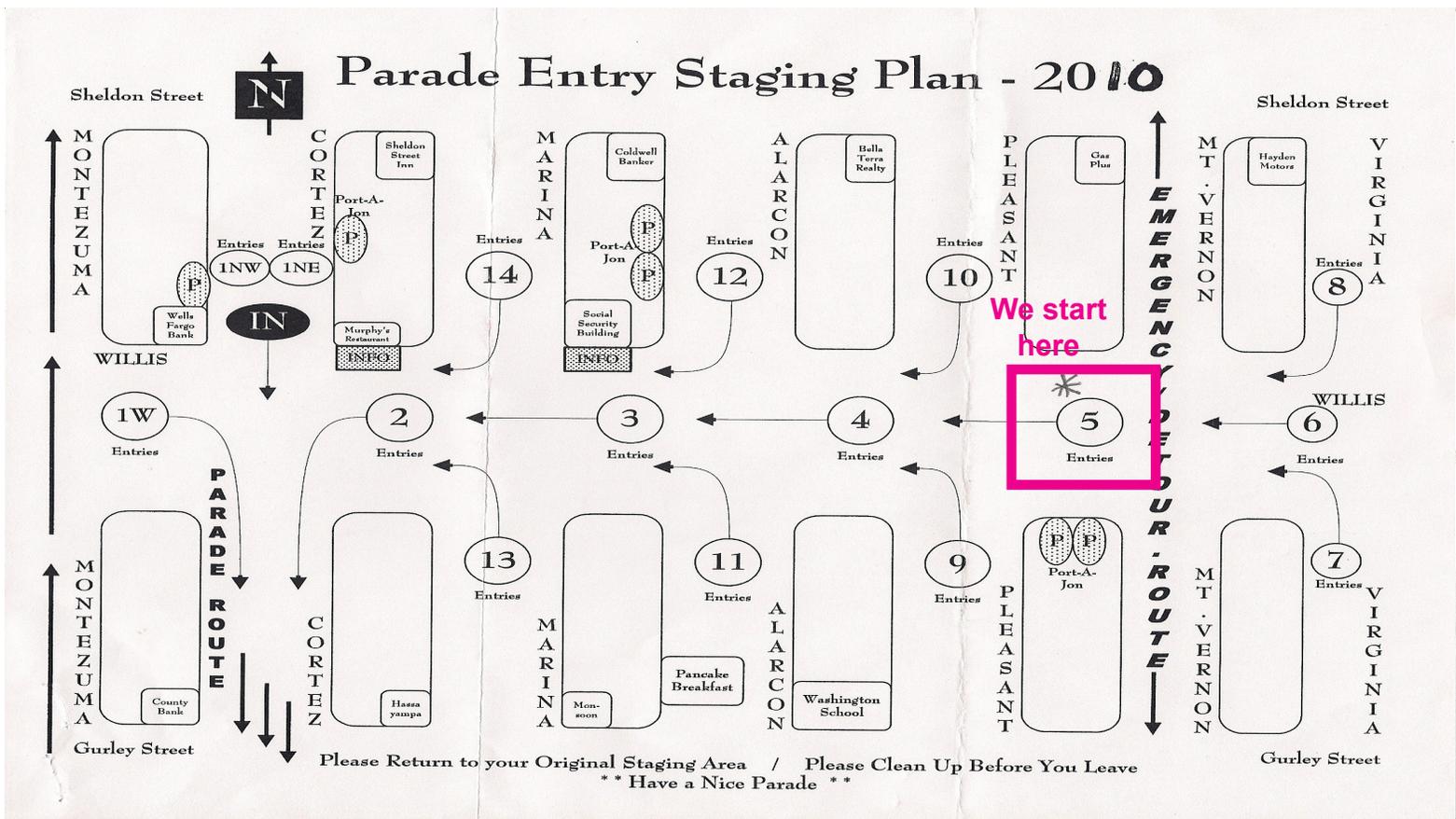


**THE PERCH BASE EXECUTIVE BOARD MEETS TO
DISCUSS IMPORTANT BASE BUSINESS.**

Prescott 4th of July Parade - Saturday July 3rd

THE FOLLOWING IS THE INFORMATION FOR THE ANNUAL PRESCOTT FRONTIER DAYS (INDEPENDENCE DAY ALMOST) PARADE.

- WE ARE **ENTRY #48** AND OUR STAGING AREA NUMBER IS **#5** (SEE MAP, BELOW.)
- THE PARADE STARTS PROMPTLY AT **9:00 AM** AND WE ARE NEAR THE FRONT. SO, WE WILL BE MOVING ALMOST WITH THE STARTING PISTOL.
- **ED BROOKS** WILL HAVE HIS **VW** CONVERTIBLE AT THE STAGING AREA AT **7:00 AM** OR SOMETIME THERE ABOUT TO NAIL DOWN OUR SPOT AND RESERVE ROOM FOR THE FLOAT AND OTHER VEHICLES FROM **PERCH BASE**.
- IT IS A SHORT PARADE, EVEN THOUGH IT IS **ARIZONA'S** SECOND LARGEST VIEWED PARADE. SO, IF YOU WANT TO WALK THE ROUTE AND CARRY A FLAG, BANNER OR NOTHING AT ALL, THERE WILL BE THOSE OPPORTUNITIES. LOTS OF KIDS AND FRIENDLY PEOPLE. IF YOU ENJOY THOSE, YOU WILL LOVE THE PARADE.
- AS IN ALL THE OTHER PARADES, **AL LANDECK** WILL BE **GUDGEON BASE GRAND MARSHALL** AND RIDE IN THE **VW**.



**Our Generous Sponsors
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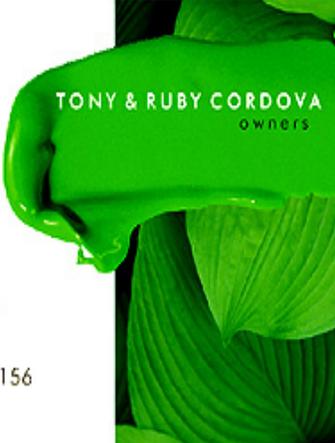
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Bob Snedaker

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<http://www.fairings-etc.com>

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Holly Walker
 Proprietor

This is a Way for the Base to Make Money!



American Home Maintenance will donate \$100.00 to Perch Base for every referral that results in an air conditioning sale. Summer is quickly approaching, please let your friends, family, church members and business associates know about this referral program.

There is also deals for estimate service, new equipment, air duct cleaning and other everyday stuff a home owner needs. Contact Tim Moore (see below) for more details.

Tim Moore

secretary@perch-base.org

seawolfssn@q.net

(602) 574-3286

From the Wardroom Base Commander's Message

Shipmates:

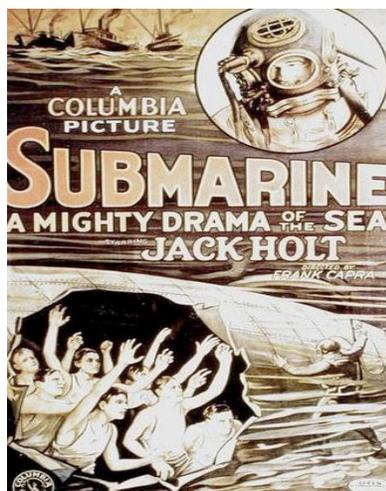
Our founding Base Commander, Jim Newman, gave an excellent presentation on the history of Perch Base through its 15th anniversary at our last meeting. Very informative. Thanks, Jim. Thanks also to our shipmates who helped us celebrate! And the cake was good too!

The next event is the "Frontier Days" parade in Prescott on July 3rd. Our shipmates from Gudgeon Base will be participating with us so there should be a large contingent of SubVets. Join us! Look for details on our website.

The next meeting is July 10th. Hope to see you all there!

Fraternally,

Jim Denzien, Base Commander



June 2010 Perch Base Meeting Minutes

The regular monthly meeting of the Arizona Submarine Veterans Perch Base was convened at the American Legion Post #105, Phoenix, AZ at 1205, 12 June 2010. The meeting was called to order by Jim Denzien, Base Commander.

The "Call to Order" was led in a prayer of invocation by Walt Blomgren followed by the Pledge of Allegiance and the standard ceremonial opening. The tolling ceremony was conducted for all boats lost in the month of June and a moment of silence was observed for our shipmates on eternal patrol. We also tolled the bell for our shipmate Wayne Pettes who passed away unexpectedly on May 29th.

Jim recognized some members whom we haven't seen for a while and introduced Jack Messersmith who is a Perch Base member and Western District 1 Commander. According to the Sailing List

there were 30 members present. Those in attendance included:

Jim Denzien	Chuck Emmett	Jack Moore	Ron Dutcher
Howard Doyle	Ed Hawkins	Jack Messersmith	Ted Hunt
Richard Kunze	Roger Cousin	Angus McPherson	Billy Grieves
Walt Blomgren	Tim Moore	Gene Crabb	Steve Day
George Crider	Jim Newman	Jim Newman	Royce Pettit
Jim Nelson	Stan Reinhold	John Schlag	Dan Moss
De Wayne Lober	Joe Varese	Charles Brady	Tom Clonts
Rick Simmons	Richard Bernier		

As the first item of business, a motion was made and seconded that the minutes from the May 2010 regular meeting be approved as published in the MidWatch monthly newsletter. The motion was carried by unanimous voice vote.

With the passing of Wayne Pettes, Jim Denzien will be acting as Interim Treasurer and reported on the base's financial status as of 31 May 2010. Jim asked the membership for anyone who might have some financial experience to consider volunteering and stepping up to serve as Treasurer. A motion was made and seconded to accept the Treasurer's Report as read. The motion carried by unanimous voice vote.

Base Commander's Board of Directors Meeting Report

Our next event will be the Prescott Frontier Days celebration on Saturday, the 3rd of July in Prescott. Final details for that event will be forthcoming. Several Perch Base members will be participating with Gudgeon Base members in that event.

We purchased the display case here in the meeting room and we will be modifying it with new shelves and lights facilitate displaying awards and artifacts we have received over the years. Anyone interested in assisting with the modifications, please see Jack Moore.

We still need to perform some additional maintenance and modifications to our float.

Jim let the membership know about Joe Varese's recent motorcycle accident. Joe had to lay down his bike to avoid hitting a car (with no brake lights) that stopped suddenly in front of him. Joe ended up with a leg injury which may require surgery and was fortunate that he wasn't injured more seriously.

It has been decided to review the Perch Base Constitution for possible changes. The USSVI may be making some changes to our National Constitution and we will modify ours to be in compliance. Chuck & Rick Simmons will be working on this endeavor. The changes at the National level will take place at the Convention in September and we will plan on implementing our changes accordingly.

Upcoming events we are considering include some swap-meet type events that will take place in the east valley. Dates for these events are; 9/11 which is our meeting date, the 6th of November which is around Veteran's Day and the 4th of December which is around the anniversary of Pearl Harbor.

We also may participate in the Glendale Safety Days in October and we have been invited to participate in the Mesa Veteran's Day Parade. We will need to be selective about choosing events to avoid conflicts with dates and commitments.

Stan Reinhold will be returning to the valley on a permanent basis so hopefully our meals will be provided through his facility in the future

We have current board vacancy for the position of Treasurer. Our current constitution precludes having associate members in any of the board positions. The national constitution states that the Commander and Vice-Commander positions are elected positions and must be filled by regular members of the USSVI. However other positions including the Secretary and Treasurer are appointed positions and can be filled by Associate Members. Our Secretary and Treasurer positions are currently elected positions which are filled by current regular members of Perch Base and the USSVI. As part of the review of our constitution, we are considering making changes to these provisions to be in compliance with National.

All hands are encouraged to participate in the National elections which are going on now and will continue on until just prior to the National convention. It is very easy to log into the National website and vote in this year's election. All hands should read the candidate's bios as well as other USSVI issues that will be decided in this year's election.

Jim was asked to make a presentation about the status of the Save Our Sail project to the UAV (United Arizona Veterans) organization. It has been approved by the Parks & Recreation Dept. in Phoenix to erect the monument Steele Indian School Park here in Phoenix. There are some differences of opinion about the site selection by the Phoenix Commission and some people are more in favor of having the monument in Wesley Bolin Memorial Plaza which might be more appropriate. Jim advised the UAV that he would be researching how some other bases have been able to put their monuments together and will report back to the UAV after he has completed his fact finding mission this summer. In particular, the Lapon memorial in Springfield, MO was put together at a fraction of the projected budget for the Phoenix project. Jim stated we need to find out why there is such a great disparity. We (Perch Base) volunteered to take over the stewardship of the SOS project some two years ago and it's time for us to make an effort towards fulfilling this commitment.

Reports of Officers and Committee Chairmen

Vice-Commander – Howard Doyle had nothing to report.

Secretary – Tim Moore had nothing to report.

Treasurer – TBA

Chaplain – Walt Blomgren reported that it was good to have Jim Nelson, George Crider and Joe Varese "The Wanderer" with us today. He also mentioned that he has the book "Whales Tales" available for anyone who might be interested in reading it.

Chief of the Boat – Jack Moore reported that we would like more volunteers to step up to the plate and offer to tow the float to events when needed. Currently there are only five members who have volunteered in the past and we would like some additional help as needed. Any members, who are interested in helping out, please contact Jack Moore via e-mail.

MidWatch Editor/Interim Webmaster – Chuck Emmett reported that the board requested that we make paper copies of the Flash Traffic messages that are sent out each month. Each month Chuck will provide a clipboard with the previous month's Flash Traffic messages for anyone who may have missed them. Chuck also reminded the membership that we have a classified section on the webpage for anyone who might have items to sell. The classified ads are free for the membership.

Base Storekeeper – DeWayne Lober reported that he has calendars for sale at discounted prices.

Membership Chairman – Rick Simmons reported that Perch Base now has 160 members. Jim added that we want to encourage the membership to sponsor Associate Members in an effort to attract different types of talent to the base and grow the membership.

Historian – Jim Newman made a Perch Base 15th anniversary presentation, see the Good of the Order section below.

Events Coordinator – Barry Bowers was not present.

Past Commander – Stan Reinhold had nothing to report.

Old Business

Jim reported that our next event would be Frontier Days in Prescott over the 4th of July weekend. Particulars about that event will be forthcoming.

New Business

We will be begin preliminary planning for our August Kap(SS)4Kid(SS) visit to the Phoenix Children's Hospital. We encourage as many members as possible to participate in this very worthwhile event.

Good of the Order

Jim mentioned that Jim Nelson's son, Brent Nelson, is a member of the Blue Crew of the USS West Virginia an Ohio class boomer operating out of Kings Bay, GA. Recently the West Virginia came in from patrol and was positioned off shore and embarked with about 50 midshipmen including many women that will be indoctrinated into submarine duty. These midshipmen will be at sea until sometime around the 4th of July at which time they will return after completing this patrol.

Rick reported that the format of the Sailing List had changed to reflect the member's current e-mail address.

Walt reminded the membership to submit articles to the MidWatch for the "*Now This Ain't No Sh*.t*" column. He stated that he and other members would enjoy the "sea stories".

As of the 20th of June of this year, Perch Base will celebrate our 15th year since we received our charter. Jim introduced some of the founding members who were present today. They included; Jim Newman, his son Jim Newman and Steve Day who is currently Commander of the White Mountain Base. These gentlemen are three of the seven founding members who formed Perch Base on June 20, 1995. Jim also recognized the Past Commanders of Perch Base. Those (in chronological order) included; Jim Newman who was the founding Commander, Frank Rumbaugh (deceased), Brian Thomason, Roger Cousin, Don Wannamaker (deceased), Dave Harnish (deceased), Glenn Herold, Tim Moore and Stan Reinhold. At this point Jim introduced Jim Newman, Base Historian and the founding Commander of Perch Base who gave us a historical perspective of Perch Base.

Jim Newman commented that back in 1994 he saw two women on a Phoenix TV channel talking about an "underway" on a submarine and this caught his attention. They also commented on the "702 Society" and the USSVI both of which he said he had no knowledge. He contacted the "702 Society" and they gave him information about the USSVI including contact information for the then National Commander, Charlie Marin. Jim ended up being assigned to a base in San Diego. At this time there was no base in Arizona so Jim decided to start one and had Charlie Marin send him a copy of the Base Startup Plan. The requirements were that you needed five members in good standing with the USSVI to form a base. Charlie also sent Jim a list of current USSVI members living in Arizona. Jim sent out a letter to these individuals about starting a local base and Frank Rumbaugh was the first to respond.

The first official meeting of the Perch Base was held on April 1, 1995. Those present at that meeting included; Joe Otreba (Prescott), Bill Hatcher, Steve Day, Whitie Johns (Nogales), Frank Rumbaugh, Jim Newman, and his son Jim. At this meeting they elected officers and Jim was elected to be the Commander. Frank asked Jim if he would be Commander and Jim said he would if Frank would be Vice-Commander and that is how it all began. Jim Newman's son Jim was elected Secretary/Treasurer. The early meetings were held at Jim's home. Eventually the base started meeting at the DAV in Glendale. Jim was very complimentary of all who have served as officers and board members of Perch Base. He commented that Billy Grieves, Frank Rumbaugh and Bob Mays were all very instrumental in contributing to the early success of our base. In closing Jim was most thankful for all the officers who served down through the years who have done such a fine job including the present group and to the current memberships who make this base what it is today. He said that it was beyond his imagination that Perch Base would have become what it is today and he expressed his thanks and gratitude to the entire membership.

A commemorative cake was shared by all who were in attendance. Jim Denzien complimented Jim Newman and the founding group about the work they did in getting this base started back in the mid 1990's. At that time Perch Base was the only Base in Arizona. Since that time we have grown to six bases in Arizona all of which were started as a result of our original base being here. We have bases in Yuma, Tucson, White Mountains, Casa Grande, and Prescott Valley. Even with the spinoff bases being formed, Perch Base continues to grow.

Jack Messersmith announced that he and Jim Dunn have come up with a patch for Western District 1 which can be ordered through our National Storekeeper Huey or through BC Patch. Jack also announced that he took over the Boat Sponsorship program from Michael Bircumshaw. Boat sponsorships can be obtained for \$30.00 a year.

Jim Denzien announced that although he couldn't be here today, Jim Dunn, Western Region Director passed along his regards to the Perch Base membership on this commemorative occasion. Jim wished he could have been with us today but he was on the road taking care of Western Region business for the USSVI.

50/50 Drawing

The 50/50 drawing was held and the winner was Jim Nelson who won \$41.00 of the \$82.00 that was in the drawing.

Adjournment

The benediction was offered by Walt Blomgren.

All outstanding business having been concluded, it was moved and seconded that the meeting be adjourned. The motion carried by unanimous voice vote and the meeting adjourned at 1315 hours.

Tim Moore

Secretary, Perch Base USSVI



A Submariner's Prayer

"Eternal Father, strong to save
Whose arm hath bound the restless wave,
Who biddest the mighty ocean deep
Its own appointed limits keep.
O hear us when we cry to Thee
For those in peril on the sea.

Bless those who serve beneath the deep.
Through lonely hour their vigil keep.
May peace their mission ever be,
Protect each one we ask of Thee.
Bless those at home who wait and pray,
For their return by night or day."

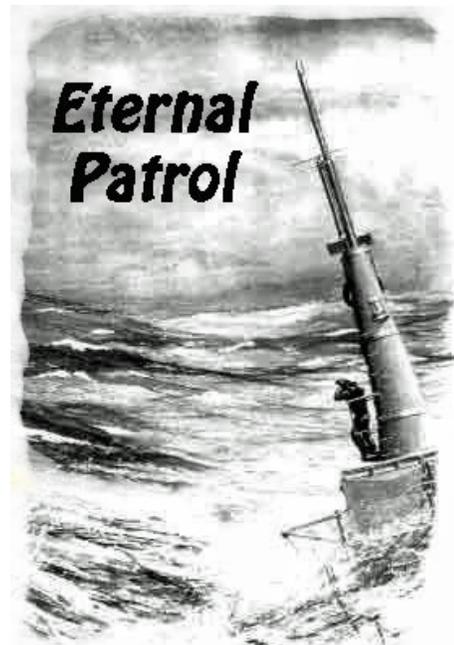
Do you know a shipmate who is on the lee side of a fair wind? Someone who could use the help of a shipmate? Remember, we are the "**Brotherhood** of the Phin."

Contact our Base Chaplain if you know of any way we can help:

Walt Blomgren
5120 W. Gelding Dr.
Glendale, AZ 85306
(602) 309-4407
chaplain@perch-base.org



The Chaplain has no new information to report this month.



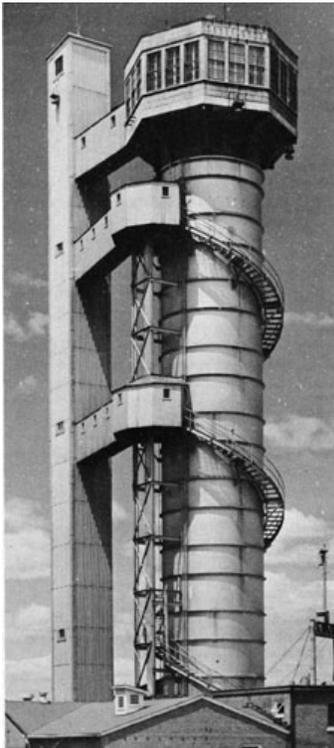


**Binnacle
List**

SHIPMATES RUNNING ON LESS THAN A FULL BATTERY CHARGE

- ◇ Our Chaplain, Walt Blomgren, spent a few days in the hospital a result of something we should all remember this time of year -- heat distress! Fluids, especially water, have to be a prime concern when the temperature is high and the humidity is low. Glad that's all it was, Walt.
- ◇ No other shipmates have been reported on the Binnacle List.

DID YOU KNOW?



From a sign outside the old Pearl Harbor Escape Training Tank:

This tower was constructed in 1932 for the instruction of submarine escape techniques. It was used for this purpose until 1983 when it was drained and converted into a crow's nest conference room by RADM Jack Darby. The room atop the tower is called "The House That Jack Built."



Perch Base July Birthdays



DOUGLAS R. EWEN	1-JUL
WAYNE A. BRAASTAD	7-JUL
BERNARD JURACKA	7-JUL
RICHARD MILLER	8-JUL
JIM FOOTE	12-JUL
KURT ESELGROTH	12-JUL
NICHOLAS POVIO JR.	16-JUL
RICHARD P. WEBER	16-JUL
DAVID FLEDDERJOHN	16-JUL
RICHARD BERNIER	21-JUL
BRADLEY L. BUTLER	25-JUL
CARL SCOTT	26-JUL
FORREST J. WATSON	27-JUL
HOWARD S. GOLDMAN	30-JUL
JACK MESSERSMITH	31-JUL

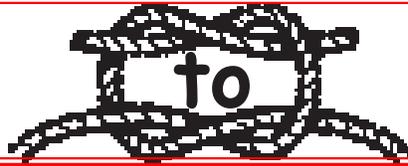
WHAT'S NEW ONLINE

You may have wondered, "Why don't we have a counter on our web page so we'll know how many visitors we get?" Good question and that was the old way to do it. Now, running in the background, is a full set of demographic statistics that tell us so much more.

Have we had a visitor from Russia? Yep! (Two in fact.) How long does someone stay on our web page? Not long. The average is about a minute and a half.

So when you see little tweaks and fine tuning it's so we can try and "enhance our presence on the web." Who knows -- we may get future submarine sailors just by the interest in our web page.

Shipmate



Shipmate

Now, This Ain't No Sh*t . . .

We're still looking for stories! All of us have heard the one about the difference between a fairy tale and a sea story. The fairy tale starts, "Once upon a time," and a sea story starts, "Now this ain't no sh*t!"

Well, that's what we are looking for; sea stories. And they only need to be as true as a sea story ALWAYS is! So send something in. Here are the rules (or not, whatever):

1. We can use your name or not: your choice just let me know.
2. Grammar and spelling DO NOT COUNT. I will edit and change just enough to make it somewhat readable!
3. Remember, this is from "boat" sailors to "boat" sailors. BUT, since this publication may fall into skimmer hands (or worse, decent civilians!.) I may have to substitute punctuation marks in place of letters in certain words, as in the title.
4. There is absolutely no limit on how many you can send in. I will publish AT LEAST one each month as we get them.

So send them to:

Chuck Emmett
communications@perch-base.org
or
7011 West Risner Road
Glendale, AZ 85308.



**SHIPMATE TO SHIPMATE
STORIES THAT ARE
"ABSOLUTLY, POSITIVELY, THE TRUTH!"**

Well here's another of my stories, believe it or not, it's no sh*t. I don't recall the date or time as it was long ago and past my recollection of all the details. But as I try to relive the memory of the occasion we were performing a highline transfer at sea, mainly for the reason of practice so that if we ever had to do it we would have some idea as to what had to be done.

We took on mail and movies from a tin can that was scheduled to meet us at a certain time and place ,I think they would call that coordinance?

However to continue with me story, the LTJG that was going in the boatswains chair to get the mail and movies was not liked very much and we were going to get even with him in a not so obvious way, can you see what is about to happen. Use your power of intuition and imagination to guess what happens next.

As you know a highline transfer is a matter of team work between two ships steaming side by side with a line strung between them so a boatswains chair can be pulled over to the other vessel and a transfer of material can be achieved, usually this is used to refuel at sea.

The telegraph line and the highline are manned by a team of men on both ships, the team on the telegraph line has the job of pulling the exchange material across the highline, the highline teams have to keep it taught at all times which call for a man usually the COB to keep the highline team in unison with the boats roll in the sea, he will call out heave and ho as the boat rolls port and starboard to keep the high line taught, any idea yet what we did to this poor LTJG that no one liked very much?

When the COB called out heave well you know we all went ho and let the highline got slack and dunked the LTJG in the drink, well by the time we got the cadence down to the letter we had achieved dunking him about three or four times before the exercise was completed. I don't believe we got the mail or movies wet but we had a good time

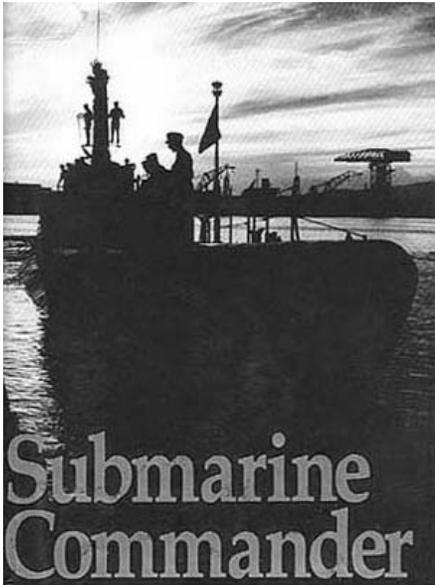
(CONTINUED)

getting even with him, he took it very well, I guess he learned a good lesson ,because his attitude towards how he spoke to the crew and handled his duties changed for the better of all concerned.

That's my story and it aint no sh&t believe it or not, its your decision

NOW LET ME HEAR YOUR STORY I WANT TO HEAR THEM ALL ,I DON'T KNOW IF ILL LIVE LONG ENUOUGH TO HEAR ALL OF THEM ,BUT IT WILL BE FUN TO HEAR YOUR STORY

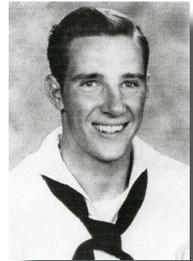
SUBMITTED BY SHIPMATE WALT BLOMGREN



SKIPPERS TRIBUTE

By Billy Grieves Tm 1/c

The sea was calm off Tokyo Bay that morning. The date was April 10, 1942 and my boat, the USS THRESHER, was on station patrolling the channel into Tokyo harbor. Our skipper was CDR Bill Anderson and as he raised the periscope on his regular sweep he sighted a freighter coming out of Tokyo with one destroyer escort off her port bow.



He immediately commenced our approach. Taking a bearing on the freighter, the orders came in rapid sequence, "Range, 7000 yards. Angle on the bow, five degrees starboard. Estimated speed, 12 knots. Down Scope!"

Now this was the way a torpedo approach must be made. We knew the periscope was leaving a white feather on the surface of the water. And there were lookouts on the flying bridge of that freighter whose job it was to search for periscopes. So a torpedo approach consisted of a series of very brief bearings . . . 12 . . . 15 . . . sometimes more — depend-

ing on the chase until the skipper could determine the target's course, range and speed. These factors, together with our own course and speed plus the torpedo speed were fed into the torpedo data computer in the conning tower. The computer then transmitted the angle the fish must take to contact the target.

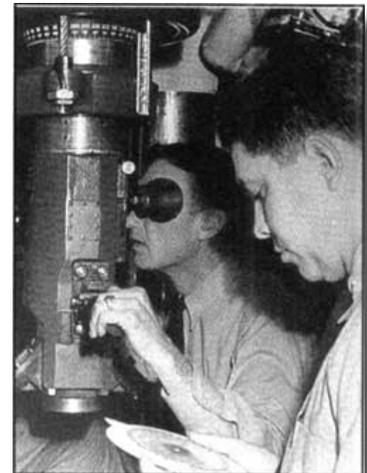
As the target came closer, that angle slowly came down to zero angle on the bow. The Mark XIV torpedo can turn as much as 160 degrees either to port or starboard but there is an error called "advance and transfer" as the torpedo makes a turn so the ideal set up is a straight bow shot — zero angle on the gyros. In the torpedo room, we knew exactly when the skipper was going to fire as the gyro angles approached zero.

Slowly the target came nearer as Captain Anderson took constant bearings. When the freighter came within range the skipper ordered, "Make ready Number One tube."

When the gyro angle approached zero the order came, "Final bearing and shoot. Up scope." Then shortly after, "Fire One!" The boat recoiled as the torpedo left the tube.

The torpedo was on its way but the torpedo was not set to strike the target. The torpedo was set to pass beneath the target. The Mark Ten exploder at the base of the warhead had a magnetic feature which, when the fish passed within the magnetic proximity of the hull, detonated the warhead at the ship's most vulnerable spot, the keel.

Salt water is incompressible. Any explosion in salt water can predominately go only one way, straight up. And when the torpedo passed beneath the stacks of the freighter, it blew the 3,039 ton SADO MARU into two sections. Within two minutes, both sections slipped beneath the surface and we could plainly hear breaking-up



noises as her water tight compartments reached crush depth.

But the destroyer, following the torpedo wake, was right on top of us. Her first spread of depth charges was close aboard our port quarter and drove us down to 410 feet, well below Thresher's test depth.

Hanging, as if suspended, down by the stem, the planes-men fought to regain our lost trim. Slowly we struggled back up to 350 feet and as sea pressure decreased, the hull cracked loudly as the pressure hull regained its configuration.

But then a more ominous problem became evident: The severe concussion had knocked the port propeller shaft out of alignment causing the boat to fish tail wildly. In the torpedo room, cans of food stowed in the frame spaces behind the reload torpedoes, sprang loose and crashed into the reload racks. In the engine room, a large heavy wrench suspended on the side of a locker, set up a loud, drum-like thumping: THUMP . . . THUMP . . . THUMP.

In every compartment men pounced on the sources to eliminate the noise but we couldn't find them all. And when power was placed on the port shaft the noise was intolerable. But without the port screw, depth control was impossible. Then two more destroyers joined the hunt.

In the hours that followed the destroyers trailed tenaciously. Whenever we came up above 300 feet, depth charges drove us back down. At 11:30 that night after 14 hours under attack and 18 hours submerged, the batteries were running critical and the oxygen content in the boat was perilously low. Normal breathing was in deep, rapid gasps, each man deeply inhaling the breath that the man sitting next to him had just exhaled. An air of hopeless resignation settled over the crew. There was no alternative, we had to surface.

It was then CAPT Anderson made a precarious decision. He ordered a 180 degree course change back toward Tokyo. This was closely followed by, "ALL AHEAD FULL! SURFACE!"

When the power hit our screws the destroyers closed for the attack. As we came up past 300, depth charges rained down all around and close aboard on all sides violently rocking the boat. Amazingly, we came up through them.

We broke the surface 500 yards astern of the closest destroyer which was playing the water with powerful search lights. But a submarine in a low flooded down condition upon surfacing and one that is going away has a very narrow silhouette. And the sea was so filled with depth charge echoes the sound of our screws went unnoticed. When we were clear, four main engines were placed on the line and from the horizon we could still see the sweeping search lights and hear the probing pings of their sonar as they echo ranged on an empty ocean.

Thresher was too badly damaged to make another attack. We should be heading back to Pearl but we had another mission. Just at that time LT COL James Doolittle with a force of sixteen B-25 bombers aboard two aircraft carriers and escorted by a fleet of four cruisers and 8 destroyers known as "Doolittle's Raiders" were heading for Tokyo. Sea and weather reports were needed. On April 18 the bombers took to the air about 550 miles off the coast and when they arrived over Tokyo about noon, Thresher was submerged on the horizon.

That night we came to the surface and three men at a time were allowed to come up to the cigarette deck and view the spectacular scene before us. Tokyo appeared to be ablaze from one end to the other with flames reaching for the clouds. For those of us who witnessed the damage at Pearl Harbor, it was the most moving and accelerating thing we had ever seen.

The crew was worn out from the prolonged Tokyo attack but all this was forgotten and replaced by a spirit of exciting jubilation for the next several days. We turned our bow eastward and headed back to Pearl.

We pumped water all across the Pacific and when we put into Pearl Harbor, Thresher was immediately put into dry dock. Both sides of the hull were dented in and rippled like a wash board. A wide strip 100 feet long was replaced on the starboard side and another wide strip 60 feet long was replaced on the port side. The propeller shaft was removed and realigned.

But many of our boats had exciting stories to tell, didn't they? We submariners have been trading these stories for many years. And yet, there is one story that has never been told: And that is the story of the skippers, the commanding officers who took their boats out on patrol, gave them direction through attack after attack and then led them home. Is there anyone here today who would care to change places with skipper, Bill Anderson, when he gave that order to surface? And yet, many of our skippers who took their boats out on patrol were repeatedly faced with these life or death decisions.

CAPT George Grider, skipper of FLASHER, once wrote, "When we went out on patrol we were on our own. There

was no one to give us orders how to make the approach, how to attack, how to follow through. It was us against the enemy. We were corsairs in a world that had almost forgotten the word.”

And when the boat was being rocked by depth charges and the lives of 80 men hung in the balance, it was up to the skipper to maintain his focus and give the orders to get his boat free and home safely into port. Because on a submarine there is one man who cannot escape for an instant the onerous grasp of responsibility for the safety, and the performance, and the morale of his boat. He is the skipper. It is the most lonesome, overwhelming responsibility God ever placed on a man.

What was this rare, innate quality our skippers called upon to handle such formidable responsibility? Was it guts? Could you call it that? Evel Knievel has guts. Guts can be foolhardy. Guts can be fatal. It took more than guts. It took unshakeable determination. It took superb competence. It took unprecedented concentration. On life or death missions there are no rules. Success rests on leadership . . . and composure.

And let’s not forget the ability of the crew. On a submarine every man knew his duty and every man could do his job with or without supervision. But in the final analysis, the success or failure of the mission belonged to the skipper.

It wasn’t long after World War II was over, about five years, when America became involved in the “Cold War”. What was the Cold War? Many Americans couldn’t answer that question. But for our submariners, the Cold War was forty years of intensive, unabated undersea warfare with the Soviet Union in a war that ranged from beneath the Arctic ice cap, to the shallow waters of the Mediterranean, to the depths of the Pacific with submarine war patrols of 90 to 124 days.

It was a war in which encounters with Russian submarines were so close there were 20 underwater collisions with Russian submarines. In one of those collisions involving the TAUTOG, the Russian sub was sent to the bottom with all hands.

The Russians never knew the fate of this boat until years later when negotiations were resumed. And all the while this war was going on, America slept, unaware of the crucial conflict that was going on all about them.

When the USS Alabama, a new FBM, went into commission back in 1985, I was one of a team of civilian plank owners who contributed to her commissioning. We raised \$70,000 which was used to sponsor a lavish commissioning party at the officers club at New London. We also bought jackets and athletic equipment for the crew. As a reward for our efforts we were afforded one day — the day before commissioning — to tour the boat, to ask questions and then have lunch in the crews mess. Tomorrow the boat belonged to the navy but today a lot more could be said.

When the tour was over the skipper gave a short talk and then I asked him, “Captain, how accurate are these missiles you carry?”

And the captain said , “We can leave the west coast and head for Pearl Harbor. Half way to Pearl we can launch one of these missiles. It will travel back across the Pacific, across the continental United States and it will fall in the center of Shea stadium in New York.”

Now at this time, the Russians were bragging about their new, giant, land based ICBM. They mounted them on huge trailers and paraded them through the major cities of Russia. They said they could fire them from Russia and they will cross the Atlantic and they could strike any major city on the American east coast.

But what they didn’t say was this: If that missile came within ten miles of its intended target the Russians called it a hit. And what they didn’t know was this: If they had fired just one of those missiles it would never have reached our shores before every major city in Russia would have come under direct missile attack from not one, but two, of our submarines. When the Russians learned this from the Walker spy testimony, that was the start of “glasnost”. It wasn’t political diplomacy or the Russians depleted economy that brought an end to the Cold War and removed all threat of World War III. It was our submarines. To a submariner there’s no such thing as, “enemy controlled waters”.

But let’s bring this story up to date. As any submariner will tell you today, the demand for dedicated, cool-headed competence in our submarine skippers didn’t expire with World War II. It didn’t expire with the Cold War or any of the subsequent wars of lesser magnitude. That demand is out there today across the oceans of the world wherever potential conflict exists, protecting this country against an ever changing enemy which will be forever with us. And there is one man who cannot escape for an instant the onerous grasp of responsibility for the safety and the success of the mission . . . he is the skipper.

Several times back during the war after a successful torpedo attack or a prolonged depth charge attack, as I

walked forward through that narrow passageway in the forward battery compartment to my torpedo room, usually with a cup of coffee in my hand, I would pass that tiny compartment on the port side known as the Captain's Cabin, I was fiercely tempted to put my head in and say, "Good job Skipper. Thanks a lot." But it wouldn't have been appropriate then. Because, had the crew heard about it, they would have accused me of patronizing the skipper, or worse yet, trying to make chief on my first cruise. So there were things that could not be said back then.

Then, in 1991, our national Subvets convention was held in San Antonio and our first "Skippers Brunch" was on the agenda. On the day of the general membership meeting, about 300 of us were assembled in a large meeting room. But the entire front row of seats was reserved. It was reserved for skippers and there must have been about forty of them there.

When the meeting was called to order, Joe McGrievy took the floor and called out the name of each skipper together with his boats. As the skippers name was called, he stood and faced the audience. And when all of them were standing, that group burst into the loudest, most prolonged applause I have ever heard in my lifetime. And as the line of skippers filed out of the room to their breakfast, the applause continued, and continued until the last man had left the room.

And it was then that it came to me. These were the "thank you" that were never said. These were the congratulations that were never offered. When I recognized this, I couldn't speak for the lump in my throat.

As I said before, there were things that could not be said back then. But thanks in large part to the leadership and the peerless performance of our submarine skippers, those of us who survived those years on and under the sea,



EDITOR NOTE:

DVD VIDEO COPIES OF SHIPMATE GRIEVES ORIGINAL PRESENTATION OF THIS TRIBUTE MADE AT A BASE MEETING ARE STILL AVAILABLE. THIS IS THE SECOND PRINTING AND THESE DISKS WILL PLAY ON ANY DVD INCLUDING THE ONE FOR YOUR TV. EACH COPY IS \$5 PLUS ANOTHER \$2 IF YOU WISH TO HAVE IT MAILED TO YOU.

CONTACT THE MidWATCH EDITOR AT COMMUNICATIONS@PERCH-BASE.ORG TO ORDER.



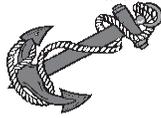


Eternal Patrol July 30, 1942

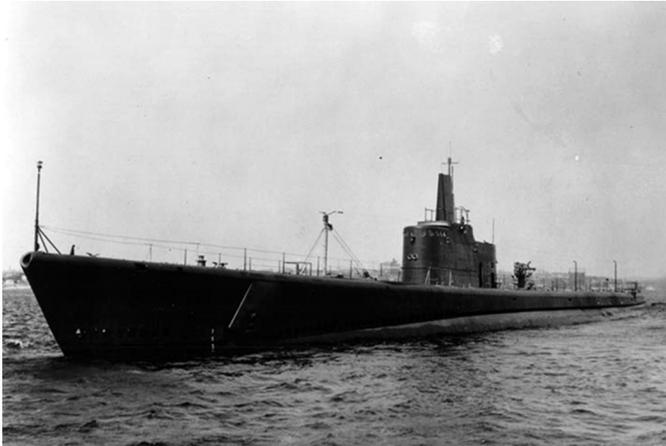
Editors Note: *Less we forget, each month, one boat on eternal patrol will be highlighted in this newsletter. Sailors, rest your oars.*

The Final Patrol

Lord, this departed shipmate with dolphins on his chest
Is part of an outfit known as the best.
Make him welcome and take him by the hand.
You'll find without a doubt he was the best in all the land.
So, heavenly Father add his name to the roll
Of our departed shipmates still on patrol
Let them know that we who survive
Will always keep their memories alive.



**USS Grunion (SS-216)
July 30, 1942**



USS Grunion (SS-216) was a Gato-class submarine that was sunk at Kiska, Alaska, during World War II. She was the only ship of the United States Navy to be named for the grunion, a small fish of the silversides family, indigenous to the western American coast.

Her keel was laid down by the Electric Boat Company in Groton, Connecticut on 1 March 1941. She was launched on 22 December 1941, (sponsored by Mrs. Stanford C. Hooper, wife of Rear Admiral Hooper), and commissioned on 11 April 1942 with Lieutenant Commander (Lt. Cmdr.) Mannert L. Abele, USNA class of 1926 in command.

After shakedown out of New London, Grunion sailed for the Pacific on 24 May. A week later, as she transited the Caribbean Sea for Panama, she rescued 16 survivors of USAT Jack, which had been torpedoed by the German U-boat U-558,[5] and she conducted a fruitless search for 13 other survivors presumed in the vicinity. Arriving at Coco Solo on 3 June, Grunion deposited her shipload of survivors and continued to Pearl Harbor, arriving 20 June.

Departing Hawaii on 30 June after ten days of intensive training, Grunion touched Midway Island before heading toward the Aleutian Islands for her first war patrol. Her first report, made as she patrolled north of Kiska Island, stated she had been attacked by a Japanese destroyer and had fired at her with inconclusive results. She operated off Kiska throughout July and sank two enemy patrol boats while in search for enemy shipping. On 30 July the submarine reported intensive antisubmarine activity, and she was ordered back to Dutch Harbor.

Grunion was never heard from nor seen again. Air searches off Kiska were fruitless; and on 5 October Grunion was reported overdue from patrol and assumed lost with all hands. Her name was stricken from the Naval Vessel Register on 2 November 1942. Captured Japanese records show no antisubmarine attacks in the Kiska area, and the fate of Grunion remained a mystery for 65 years until discovery in the Bering Sea in August 2007 of a wreck believed to be the ship. In October 2008, the U.S. Navy verified that the wreck is the Grunion. The reason for her sinking is still a mystery.

Grunion received one battle star for World War II service.



Gato-class diesel-electric submarine

Displacement: 1,549 tons (surf); 2,463 tons (sub)
Length: 311 ft 9 in; Beam: 27 ft 3 in; Draft: 17 ft 0 in]
4 × Fairbanks-Morse 9-cylinder diesel engines
driving electrical generators; 2 × 126-cell Sargo batteries]
4 × high-speed GE electric motors with reduction gears
two propellers]
5,400 shp (surf); 2,740 shp (sub)
Speed: 21 kn (surf); 9 kn (sub)
Range: 11,000 nmi surfaced at 10 kn
Endurance: 48 hours at 2 kn submerged
75 days on patrol
Test depth: 300 ft
Complement: 6 officers, 54 enlisted
Armament: 10 × 21-inch torpedo tubes
(six forward, four aft)
24 torpedoes
1 × 4-inch/ 50 caliber deck gun
Bofors 40 mm and Oerlikon 20 mm cannon

A COLD WAR “DID YOU KNOW?”



USS GUARDFISH (SSN-612) vs. USSR's K-184



A RARE ACCOUNT FROM BOTH AMERICAN AND RUSSIAN PERSPECTIVES. IN THE FOLLOWING, THE AMERICAN ACCOUNT IS IN ITALICS AND THE RUSSIAN STORY IS IN REGULAR FONT.

Details about American submarine special operations aren't very common. While it is “common knowledge” and “everyone knows” that American submarines conduct special operations off the coasts of foreign countries, especially with the publication of books such as “Blind Man's Bluff”, operational details are (rightfully) rare.

*There are exceptions. There is a little bit of operational detail of one particularly tense, wartime operation at Guardfish.org, a website dedicated to the men who have served on board the USS Guardfish (SSN 612). Entitled *The Saga of the 1972 Guardfish Patrol*, it is a little bit of Commander David Minton's account of operations by the USS Guardfish that ranged from the Sea of Japan to the South China Sea in the late spring of 1972.*

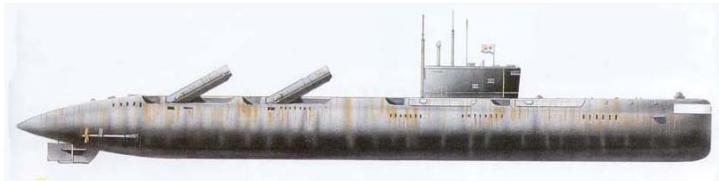
There are always men on the eyepiece of the other periscope and their stories (in English) are even rarer. In what may be a unique instance, we have the memories of two Cold War submarine captains on opposite sides of the periscope participating in the same events. Commander Minton has his story, as does Admiral Alfred Simenovich Berzin, who as a Captain First Rank (K1R) commanded Echo II class SSGN K-184, the Guardfish's target, in 1972 during its transit to Vietnam in response to the failure of the Paris Peace Talks.

This is his side of the story, “Guardfish vs. K-184”:

Not long ago, someone gave me a book, “United States Submarines”, in which I read an article by retired Navy Captain David Minton called “The Guardfish Trails an Echo”. I immediately understood that David Minton trailed the K-184, which I commanded at the time. I will tell you about this event from my side, paying attention to David Minton's commentary.

While serving in the position of commander of the SSGN K-184 in the Pacific, I had to participate in reconnaissance operations against the strike carrier America, the anti-submarine carrier Ticonderoga and the submarine Guardfish. The experience received benefited me in my further service. During my education at the naval institute, at the post-graduate courses and at the Naval Academy, an officer had to receive a deep understanding of how to conduct reconnaissance, have a practical mastery of reconnaissance assets, know how to analyze information obtained about the enemy and make corresponding conclusions which is necessary to make a decision about employment of torpedoes or missiles or to decline (break off) from the anti-submarine warfare forces of the enemy. This learning process must continue even in the fleet, that is, it a constant process. For any submarine commander in peace time, the opportunity must present itself to get experience conducting a reconnaissance operation against surface and subsurface vessels of the probable enemy. Our commander must completely know the following facts about the submarine of the probable adversary:

- noise level,
- capability of the sonar system,



Echo II - General Characteristics

Disp: (surf) 4,415 tons, (sub) 5,760 tons
Length: 115.4 m (379 ft.); **Beam:** 9.3 m (30½ ft.)
Draught: 7.4 m (24 ft.); **Test depth:** 300 m (984 ft.)
Propulsion: Two PWRs (70,000 hp each)
Speed: (surf) 14 knots, (sub) 22 knots
Range: 18,000 - 30,000 miles; **Endurance:** 50 days
Complement: 104-109 men (including 29 officers)
Armament: 8 cruise missiles of system P-6,
4-533mm (21”) bow torpedo tubes, 2-400mm (16”) stern torpedo tubes.

- parameters of the radar set,
- tactical action,
- acoustic countermeasures,
- maximum and minimum speed,
- maximum diving depth, and
- capabilities of the torpedo and missile armament.

The submarine I commanded, K-184 was already on combat duty for a month in Bukhta Pavlovskaya on the 9th of May, 1972. That morning the whole division mustered on the parade ground, the division commander Contra-Admiral I.I. Vereniki greeted us and congratulated the whole crew on Victory Day and afterwards we marched past the division commander's reviewing stand. After that I went to the duty officer and read the intelligence summary:

"The area of the Indo-China Peninsula. Combat action against the patriotic forces of Indo-China from the Tonkin Gulf (130 miles to the north of Da Nang) carried out by the strike carriers Coral Sea, Kitty Hawk and Saratoga; and from an area 170 miles to the south east of Saigon the strike carrier Constellation with 38 ships in support. The carriers have launched 353 sorties, 256 of them strike sorties."

In the second half of the day the Pacific Fleet went to a higher state of readiness and our submarines sounded general quarters, while the alarm was sounded on our boat and the crew responded, the crew on the boat was ordered not to fire up the main reactor. That evening the division commander Contra-Admiral I.I. Vereniki called me to his office and said succinctly, "Go to the South China Sea and support our Vietnamese brothers." I also found out from him that behind us were going Echo I SSGN K-45 (Captain First Rank Yu.N.Ganzha, commanding) and Echo II SSGN K-57 (Captain First Rank Yu.F.Shipovnikov, commanding).

10 May. By morning both reactors were brought on line to the turbo-generators. The combat orders came in the form of a telegram, which was given to me along with the route charts by the Division Chief of Staff, Captain First Rank M.B.Abramov. I received my final instructions from the division commander and then we slipped away from the pier and got underway.

David Minton writes: in the summer of 1972, the USS Guardfish (SSN 612) was in the Sea of Japan when world events pushed her and her crew into participating in a key event. With the collapse of the Paris peace talks, the war in Vietnam took a more forceful turn on the 9th of May and our troops began to mine Haiphong and other important North Vietnamese ports in order to cut the North Vietnamese Army (NVA) off from sea resupply. A message came to the Guardfish warning of operations at sea on the part of the Soviets in response. The world situation was white hot. No one knew how the Soviet Union would react to the mining. The Guardfish took a position near the Soviet Pacific Fleet's largest base at periscope depth. Later that night on the 10th of May, a submarine was sighted visually, intersecting our course at a high speed and heading straight for the Guardfish, which was expecting her. Closer contact allowed us to visually identify the maneuvering black mass as a Soviet Echo II class SSGN. This SSGN, which displaced 5000 tons, was equipped with a nuclear reactor and carried eight surface to surface Shaddock cruise missiles which could destroy targets at a range of 200 miles. The Guardfish followed behind her. Soon the Echo II submerged and took a course to the south-east at high speed. Was this sortie the answer to the mining of Haiphong harbor?

K-184 suffers a potentially significant casualty and Captain Minton sends a CRITIC:

11 May. Depth 100 meters, speed 12.5 knots. We turn off course 090 every hour to listen astern – to hear if any American submarines are trailing us. Life on board a submarine is organized and falls into a routine. From the intel summary: "There are six strike carriers and two helo carriers in Vietnamese waters." During the broadcast, electronic support measures (ESM) detected an AN/APS-20 carried by a P-2 Neptune anti-submarine warfare (ASW) aircraft: the signal strength was weak. We changed course and dove to 200 meters. Thirty minutes later, the missile officer, K3R V.I.Tsimbalenko, came to the conn to report that there was a leak in the cable raceway in missile container six, that is, container six wasn't hermetically sealed and it contained the missile with the special combat section. If the container was flooded, that meant that the missile would have to be taken out of service, and actually, it was a potential weapons casualty. From the start of the deployment we were vexed by this situation: what to do in this case? Having heard the missile officer's report and suggestions from the engineer, K2R M.S.Bayburin, I decided to open the drain valve in compartment seven so that the water in the cable raceway in container six would drain into the bilge so the leakage rate could be measured – 10 liters a minute – and periodically I ordered the water to be pumped from the bilge overboard. In addition, I decided to surface and try to fix the opening (or crack) in the cable

raceway in container six. At 1520, we surfaced, raised containers five and six and a party of specialists went out to investigate container six. Ten minutes later, the silhouettes of two Japanese trawlers appeared on the horizon on a course headed away from us and at 1535 ESM reported a weak signal strength APS-20. I gave the command to make an emergency dive to avoid the aircraft. K3R Tsimbalenko and K2R Bayburin reported that the inspection was complete, everything was whole with no defects, and that is, there was no visible cause of the leak. Thirty minutes later water again came through the drain valve in compartment seven. I decided to surface in order to deal with the leak. K2R Bayburin suggested winding the flange joint with bindings impregnated with epoxy. At 2000, we surfaced and carried out his suggestion and also transmitted a report to shore about the leak in container six. We got the intel report:

The strike carriers "Coral Sea", "Kitty Hawk" and "Constellation" are located 190 miles north of Da Nang. The strike carrier "Midway" is east of Saigon with 47 vessels in support. The carriers flew 369 sorties in a 24 hour period, 279 strike sorties. In the last 24 hours ships of the 7th Fleet joined by bombers struck port structures with bombs and gunfire in Haiphong and Kam-Pha, the island of Kak-Ba and the Do-Shon Peninsula. As a result of the bombardment in Kam-Pha, the Soviet ship "G. Akopyan" was set on fire. The helicopter carrier "Okinawa" with accompanying amphibious group is located 180 miles north of Da Nang.

David Minton writes further: "In the course of the next two days, the Soviet SSGN often slowed and was at periscope depth for a long time, evidently receiving additional instructions from HQ. During the trail of the Echo II, Guardfish slowed her speed, significantly increasing the frequency response of her sonar. To the surprise of the crew, they could hear at least two, maybe three additional Soviet boats in the area. To follow three submarines is more complex than just following one, while following four is impossible. The tracking party on Guardfish has concentrated all of its efforts on maintaining contact with the Echo II, which we have already visually identified."

12 May. Water again began to come out of the cable raceway in container six through the drain valve in compartment seven. Accordingly I made the decision to continue at depths no greater than 80 meters. At 0600 we passed abeam of Ulin-Do. At 1200, I came to periscope depth to determine our position. There were up to 50 Japanese trawlers on a bearing of 120 to 250 on the horizon at a range of seven miles. The sonar officer, K3R V. Voronin reported that the depth finder went out of service. The navigator determined our position instead using the sun and Loran A and C. At 1634, we got the depth finder working again and thankfully passed abeam a bank with depths ranging from nine to thirty meters.

David Minton writes: Since the Echo II was proceeding to the south-east toward the exit of the Sea of Japan, as the captain, I had to make two important decisions. First, if it was worth breaking radio silence to report sighting three or maybe even four Soviet submarines. The first task during submarine surveillance operations is to report unusual Soviet vessel deployments as soon as possible after recognition. Those types of reports are known as "critics", and although one had not been sent before, I decided that this was one of those times when Guardfish should break radio silence and inform the CinC about the situation. Second, should Guardfish break off from its surveillance mission and trail the Soviet boat. The orders were silent on this issue. But it occurred to me that the CinC would want to know where the Soviets were going. Since I didn't have enough time to wait for orders, I remembered the motto of our CinC: "The faint of heart don't become heroes" and we pressed on.

K-184 continues her transit toward the Gulf of Tonkin. Damage control drills are conducted and hilarity ensues:

13 May. Sky was completely overcast, visibility 2-5 miles, sea state 3-4. We approached the Korean Straits, 15 miles from Okinosima Island. We determined our position with a single sweep of the radar and then continued at depth of 50 meters, speed 12 knots. We systematically swept the area with active sonar. We entered the East China Sea and the water temperature became warmer, +22 degrees Celsius.

14 May. We are in the South China Sea. We are approaching the area where the Kuro-Sivo Current reaches a speed of 2.5 knots. The Executive Officer K3R L.B. Shaipov reported on deficiencies which were discovered during watch drills and his suggestions on improving on them in the future.

David Minton writes: Trailing is a complicated task. In order to remain undetected, the boat must determine the position, speed and course of the contact by means of passive sonar. Estimation of range by passive sonar demanded from Guardfish constant maneuvering in order to get changing bearings to the contact. Too close and they can detect you, too far and contact can be lost. These maneuvers usually took place in the baffles, the dead zone behind the stern. Just about hourly the Echo II turned around to listen to this zone. From time to time it was a passive turn 90 degrees so that their sonar could hear everything that

was behind her, and sometimes it was pretty aggressive, turning 180 degrees and reversing course, heading directly at Guardfish. This was a very dangerous maneuver and risked collision. When the distance between us shrank, the Echo II had a real chance of detecting Guardfish. Each time the Echo II performed a baffles clear, Guardfish had to guess which way she was turning so that Guardfish could follow her from the opposite side. Additionally, Guardfish quickly slowed while trying to maintain silence so that the Echo II had enough time and distance to come about on her previous course.

15 May. We entered the Philippines Sea. We got a message giving us water space in area one in the approaches to the Gulf of Tonkin. The area is similar in shape to a coffin lid. K-45 was given area two, an area with a lot of bars and banks. We were ordered to be prepared to use conventional weapons on command and in self-defense. That night I received political information: "Officer Kuz'min said that he condemns the aggression by the USA in Vietnam". This was "very important" information for the boat.

David Minton writes: "Situation reports are often demanded in Washington so that they can determine the Soviet threat level and intentions. President Nixon and his National Security Advisor received these reports every day. Since radio broadcasts from Guardfish sent at high frequency and power could be intercepted and Guardfish's position fixed by the Soviets, we used an alternative way to get the message out. An ASW P-3 made a few secret fly overs to Guardfish's assumed position and received a short message transmitted in UHF at periscope depth or with the help of a SLOT buoy so that Guardfish could remain at proper depth to maintain trail. During this pursuit, any submarine in the Pacific Ocean would immediately re-position to support the carriers operating along the Vietnamese coast and also participate in the search for other Soviet submarines. This created a problem, both for Guardfish and for command. Guardfish was clearly following the Echo II wherever she went and so command had to move other submarines out of the way so as to guarantee that any other, quieter submarine didn't jeopardize the safety of Guardfish or any other submarines.

16 May. We continue to travel to the designated area after passing Okinawa and we only came to PD twice to get the broadcast. I called the missile officer, K3R Tsimbalenko, to the conn. Out of all the watch officers, Tsimbalenko was the most prepared, the best educated and he knew the missile business like no one's business. He reported that everything was normal in container six and the water flow from the cable raceway wasn't increasing.

17 May. Sea state three with swells, fog, tropical rains. We came to PD to determine our position before continuing through the Bashi Straits. We fixed our position using Loran A and C and also got a radar fix. From the intel summary: "A cruiser and destroyer left the Tonkin Gulf in the direction of Saigon. Nixon plans to be in Moscow for talks on the 25th of May. Intensity of military activity in Vietnam has significantly decreased."

David Minton writes: "Once, while in the Philippines Sea, the Echo II turned to the south-west, in the direction of the Bashi Strait between Taiwan and the islands to the north of Luzon. The Bashi Strait is the often-used entrance to the South China Sea and I was sure that it is the Soviet boat's goal, though it went further south than usual. The Echo II slowed, came to PD and then began to move quickly, orienting herself with high-frequency active sonar not usually used at that depth. She was lost. While at PD, she apparently fixed her position and then turned back on course for the Bashi Straits and increased speed to 16 knots. After sending a report via SLOT buoy about this quick change of course, Guardfish darted off after the Soviet boat, knowing that American boats may be re-locating to the area. In order to avoid collision with other American boats, Guardfish made her depth 100 meters, the depth often used by Soviet boats and which I knew American boats would avoid. My caution was vindicated when Guardfish detected an American boat, heading away to the north at high speed.

18 May. Today the commo, K3R V.F.Tereshchenko outlined his plan to search for enemy surface ships and submarines in area one as well as well as reporting on the bathymetry and possible measures that could be used to mask the boat from enemy ASW forces.

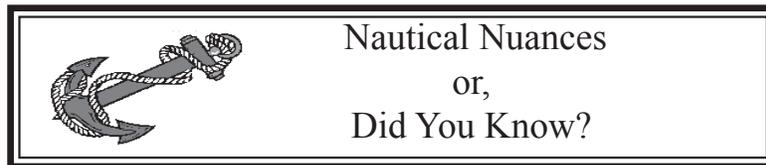
David Minton writes: "The Echo II has entered the South China Sea and has proceeded to a point located approximately 300 miles from the island of Luzon.

19 May. Today we conducted a check of all the emergency escape gear on the boat. A couple of discrepancies were discovered but they were quickly rectified. Before we went to sea back in April, our boat was inspected by a commission from the Navy General Staff headed by Contra-Admiral Ivanov. They inspected all the escape gear and the Chief of Navy Staff was of the opinion that it would work in the event of an emergency. There was nothing particular of note. At the end of the inspection, Admiral Ivanov initiated a drill. This was part of the scenario: "The boat has lost way. The sea state is four. You have to take on board a tow line from a salvage tug." I called the missile officer, Tsimbalenko and the forward line handling team to the bridge. We prepared a rocket for the shot line. I gave safety

instructions to Tsimbalenko and indicated the direction of the shot – to the side of the signal post. They shot and Tsimbalenko fell over from the recoil, into the sail, the damage limited to a soft spot and a scare. The rocket took off for the signal post, the line unwinding behind it, one end attached to the missile, the other to the boat. The missile smacked into the signal post, scaring the duty signalman sitting in the signal shack, who called up the division duty officer: “A rocket flew off of Berzin’s boat and hit the signal post!” The duty officer, confused at first, because when he heard “missile”, immediately thought a P-6 missile (SS-N-3 Shaddock), the main armament of the project 675 boat. Well, he called the fleet duty officer and quickly got straightened out. Everyone had a good laugh after that remembering that episode. The line handling team headed by Tsimbalenko didn’t laugh about it though. They had to collect up and store in its special configuration 300 meters of line.



EDITOR: THERE WILL BE MORE OF THIS TWO-VIEW STORY IN THE FUTURE IF THE SOURCE CONTINUES TO RELEASE MORE MATERIAL. STAND BY.



- ◇ *In 1921, a United States submarine, the R-14, having run out of fuel at sea, rigged sails from blankets, hammocks, curtain rods and the ramrod of a 3-inch gun, and sailed 100 miles to port at a speed of two knots.*
- ◇ *More decorations for valor have been awarded, per man, to the submarine service than any other Navy Branch.*
- ◇ *Habitability is heavily stressed in the construction of modern submarines. Specially designed color schemes, mechanical conveniences, air conditioning, and the best chow in the Navy are supplied to make the vessels more livable. A full time staff is maintained by Electric Boat Division to work out 'human engineering' problems.*
- ◇ *A typical modern submarine may require as many as 2,000 working drawings for the more than 7,000,000 items used in its construction. Blueprints from these drawings if placed end to end would make a strip 250 miles long.*
- ◇ *The first periscope used by the United States Navy was not built for a submarine. The ironclad monitor OSAGE utilized a periscope to discover a Confederate cavalry unit taking cover behind the high banks of the Red River in Arkansas.*
- ◇ *In World War II the Germans lost 782 submarines, the Japanese lost 130, and the United States lost only 52 submarines. Twenty-three of the Japanese subs lost were victims of the American Submarine Service.*
- ◇ *Submarine tenders, or 'mother ships' of the U.S. Navy usually bear the names of characters of mythology, the names of submarine inventors, or the names of persons who have made contributions to the Submarine Service.*
- ◇ *A submarine, the TURTLE, was employed by the American revolutionary army to attack the British. It was built by David Bushnell at Saybrook, Connecticut, just a few miles from the present site of Electric Boat Division of the General Dynamics Corporation, and the U.S. naval Submarine Base.*
- ◇ *George Washington endorsed the use of the first American submarine, David Bushnell's TURTLE, during the Revolution. Following the vessel's attack on a British man-of-war, he discussed the potential use of submarines in a letter to Thomas Jefferson.*
- ◇ *USS GEORGE WASHINGTON, the world's first ballistic missile nuclear powered submarine, constructed in record time, set a record of its own by remaining submerged 67 days on its initial Polaris missile deterrent patrol in the Atlantic.*
- ◇ *Nautilus has long been a popular name for a submarine. Some of the more famous of these are Robert Fulton's NAUTILUS (1800), Jules Verne's fictional Nautilus, and the NAUTILUS of Sir Hubert Wilkins in which he attempted a voyage to the North Pole under the ice (1931). There have also been three U.S. submarines of that name, including the world's first nuclear powered submarine built by the Electric Boat Division.*
- ◇ *Long considered a versatile and deadly instrument of war, the submarine has broadened her capabilities with the adoption of nuclear power. Today the submarine serves as a ballistic missile platform, early warning station, killer of surface and underwater vessels, scout, coastal raider, troop transport, supply ship, mine layer and seaplane tender.*
- ◇ *The United States submarine USS TRITON was fitted with twin reactors and was considered the longest submarine ever built until the advent of the OHIO class. The TRITON was designed for a surface displacement of 5,900 tons. Large submarines of other countries have been the Japanese I-400 (5,220 tons), and the French SURCOUF (2,880 tons).*

Return To:

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<http://www.perch-base.org>



NEXT MEETING

12 noon, Saturday, July 12, 2010
American Legion Post #105
3534 W. Calavar Rd., Phoenix, 85053
(1/2 block northwest, 35th Ave. & Thunderbird)