



The MidWatch



THE MONTHLY NEWSLETTER OF PERCH BASE, USSVI, PHOENIX, ARIZONA

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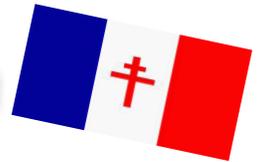
July 2011
Volume 17 - Issue 7

THE USSVI CREED GUIDES OUR EFFORTS AS PERCH BASE.

SEE PAGE FOUR FOR THE FULL TEXT OF OUR CREED.

Featured Story

THE SUB THAT WANTED TO BE A CRUISER



Big deck guns and aircraft on board too! Page 21.

What Else is "Below Decks" in the MidWatch

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NEXT REGULAR MEETING
Social hour 11 a.m. - Meeting begins 12 noon
Saturday, July 9, 2011
Dillon's Restaurant at Arrowhead
20585 N. 58th Avenue



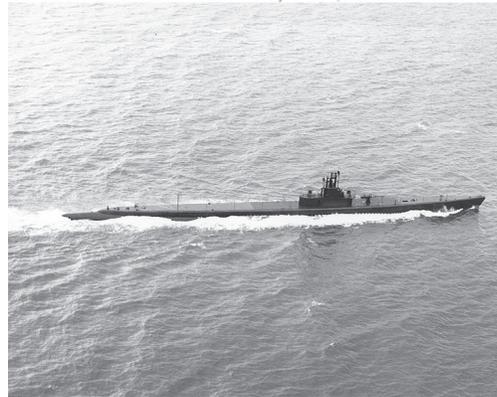
LEST WE FORGET THOSE STILL ON PATROL JULY ETERNAL PATROLS



USS S-28 (SS-133)

- *Lost: 04 Jul 1944*
- *42 men on Eternal Patrol*
- *Sunk by unknown causes while training off Hawaii*

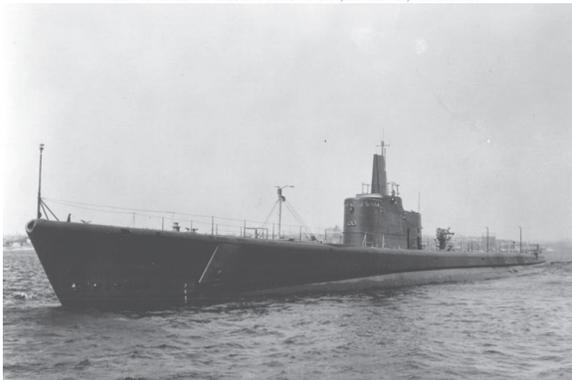
Photo # NH 98273 USS Robalo underway off Panama, 19 November 1943



USS ROBALO (SS-273)

- *Lost: 26 Jul 1944*
- *78 men on Eternal Patrol*
- *Possible Japanese Mine off Palawan*

Photo # NH 79757-B USS Grunion off Groton, Connecticut, 20 March 1942



USS GRUNION (SS-216)

- *Lost: 30 Jul 1942*
- *70 Men on Eternal Patrol*
- *Sunk by unknown causes off Kiska Island, Aleutians*

Take Time to Remember . . .

The Declaration of Independence

Action of Second Continental Congress,

July 4, 1776.

The unanimous Declaration of the thirteen united States of America,

WHEN in the Course of human Events, it becomes necessary for one People to dissolve the Political Bands which have connected them with another, and to assume among the Powers of the Earth, the separate and equal Station to which the Laws of Nature and of Nature's God entitle them, a decent Respect to the Opinions of Mankind requires that they should declare the causes which impel them to the Separation.

WE hold these Truths to be self-evident, that all Men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the Pursuit of Happiness—That to secure these Rights, Governments are instituted among Men, deriving their just Powers from the Consent of the Governed, that whenever any form of Government becomes destructive of these Ends, it is the Right of the People to alter or to abolish it, and to institute new Government, laying its Foundation on such Principles, and organizing its Powers in such form, as to them shall seem most likely to effect their Safety and Happiness. Prudence, indeed, will dictate that Governments long established should not be changed for light and transient Causes; and accordingly all Experience hath shewn, that Mankind are more disposed to suffer, while Evils are sufferable, than to right themselves by abolishing the forms to which they are accustomed. But when a long Train of Abuses and Usurpations, pursuing invariably the same Object, evinces a Design to reduce them under absolute Despotism, it is their Right, it is their Duty, to throw off such Government, and to provide new Guards for their future Security. Such has been the patient Sufferance of these Colonies; and such is now the Necessity which constrains them to alter their former Systems of Government. The History of the present King of Great-Britain is a History of repeated Injuries and Usurpations, all having in direct Object the Establishment of an absolute Tyranny over these States. To prove this, let Facts be submitted to a candid World.

He has refused his Assent to Laws, the most wholesome and necessary for the public Good.

He has forbidden his Governors to pass Laws of immediate and pressing Importance, unless suspended in their Operation till his Assent should be obtained; and when so suspended, he has utterly neglected to attend to them.

He has refused to pass other Laws for the Accommodation of large Districts of People, unless those People would relinquish the Right of Representation in the Legislature, a Right inestimable to them, and formidable to Tyrants only.

He has called together Legislative Bodies at Places unusual, uncomfortable, and distant from the Depository of their public Records, for the sole Purpose of fatiguing them into Compliance with his Measures.

He has dissolved Representative Houses repeatedly, for opposing with manly Firmness his Invasions on the Rights of the People.

He has refused for a long Time, after such Dissolutions, to cause others to be elected; whereby the Legislative Powers, incapable of Annihilation, have returned to the People at large for their exercise; the State remaining in the mean time exposed to all the Dangers of Invasion from without, and Convulsions within.

He has endeavoured to prevent the Population of these States; for that Purpose obstructing the Laws for Naturalization of foreigners; refusing to pass others to encourage their Migrations hither, and raising the Conditions of new Appropriations of Lands.

He has obstructed the Administration of Justice, by refusing his assent to Laws for establishing Judiciary Powers.

He has made Judges dependent on his Will alone, for the Tenure of their Offices, and the Amount and Payment of their Salaries.

He has erected a Multitude of new Offices, and sent hither Swarms of Officers to harrass our People, and eat out their Substance.

He has kept among us, in Times of Peace, Standing Armies, without the consent of our Legislatures.

He has affected to render the Military independent of and superior to the Civil Power.

He has combined with others to subject us to a Jurisdiction foreign to our Constitution, and unacknowledged by our Laws; giving his Assent to their Acts of pretended Legislation:

For quartering large Bodies of Armed Troops among us:

For protecting them, by a mock Trial, from Punishment for any Murders which they should commit on the Inhabitants of these States:

For cutting off our Trade with all Parts of the World:

For imposing Taxes on us without our Consent:

For depriving us, in many Cases, of the Benefits of Trial by Jury:

For transporting us beyond Seas to be tried for pre-tended Offences:

For abolishing the free System of English Laws in a neighbouring Province,

establishing therein an arbitrary Government and enlarging its Boundaries, so as to render it at once an Example and fit Instrument for introducing the same absolute Rule into these Colonies:

For taking away our Charters, abolishing our most valuable Laws, and altering fundamentally the forms of our Governments:

For suspending our own Legislatures, and declaring themselves invested with Power to legislate for us in all Cases whatsoever.

He has abdicated Government here, by declaring us out of his Protection and waging War against us.

He has plundered our Seas, ravaged our Coasts, burnt our Towns, and destroyed the Lives of our People.

He is, at this Time, transporting large Armies of foreign Mercenaries to compleat the Works of Death, Desolation, and Tyranny already begun with circumstances of Cruelty and Perfidy, scarcely paralleled in the most barbarous Ages, and totally unworthy of the Head of a civilized Nation.

He has constrained our fellow Citizens taken Captive on the high Seas to bear Arms against their Country, to become the Executioners of their friends and Brethren, or to fall themselves by their Hands.

He has excited domestic Insurrections amongst us, and has endeavoured to bring on the Inhabitants of our Frontiers, the merciless Indian Savages, whose known Rule of Warfare, is an undistinguished Destruction, of all Ages, Sexes and Conditions.

In every stage of these Oppressions we have Petitioned for Redress in the most humble Terms: Our repeated Petitions have been answered only by repeated Injury. A Prince, whose Character is thus marked by every act which may define a Tyrant, is unfit to be the Ruler of a free People.

Nor have we been wanting in Attentions to our British Brethren. We have warned them from Time to Time of Attempts by their Legislature to extend an unwarrantable jurisdiction over us. We have reminded them of the Circumstances of our Emigration and Settlement here. We have appealed to their native justice and Magnanimity, and we have conjured them by the Ties of our common Kindred to disavow these Usurpations, which, would inevitably interrupt our Connections and Correspondence. They too have been deaf to the Voice of Justice and of Consanguinity. We must, therefore, acquiesce in the Necessity, which denounces our Separation, and hold them, as we hold the rest of Mankind, Enemies in War, in Peace, Friends.

We, therefore, the Representatives of the UNITED STATES OF AMERICA, in General Congress, Assembled, appealing to the Supreme Judge of the World for the Rectitude of our Intentions, do, in the Name, and by Authority of the good People of these Colonies, solemnly Publish and Declare, That these United Colonies are, and of Right ought to be, FREE AND INDEPENDENT STATES, that they are absolved from all Allegiance to the British Crown, and that all political Connection between them and the State of Great-Britain, is and ought to be totally dissolved; and that as FREE AND INDEPENDENT STATES, they have full Power to levy War, conclude Peace, contract Alliances, establish Commerce, and to do all other Acts and Things which INDEPENDENT STATES may of right do. And for the support of this Declaration, with a firm Reliance on the Protection of divine Providence, we mutually pledge to each other our Lives, our fortunes, and our sacred Honor.

— *John Hancock*

New Hampshire:

Josiah Bartlett, William Whipple, Matthew Thornton

Massachusetts:

John Hancock, Samuel Adams, John Adams, Robert Treat Paine, Elbridge Gerry

Rhode Island:

Stephen Hopkins, William Ellery

Connecticut:

Roger Sherman, Samuel Huntington, William Williams, Oliver Wolcott

New York:

William Floyd, Philip Livingston, Francis Lewis, Lewis Morris

New Jersey:

Richard Stockton, John Witherspoon, Francis Hopkinson, John Hart, Abraham Clark

Pennsylvania:

Robert Morris, Benjamin Rush, Benjamin Franklin, John Morton, George Clymer, James Smith, George Taylor, James Wilson, George Ross

Delaware:

Caesar Rodney, George Read, Thomas McKean

Maryland:

Samuel Chase, William Paca, Thomas Stone, Charles Carroll of Carrollton

Virginia:

George Wythe, Richard Henry Lee, Thomas Jefferson, Benjamin Harrison, Thomas Nelson, Jr., Francis Lightfoot Lee, Carter Braxton

North Carolina:

William Hooper, Joseph Hewes, John Penn

South Carolina:

Edward Rutledge, Thomas Heyward, Jr., Thomas Lynch, Jr., Arthur Middleton

Georgia:

Button Gwinnett, Lyman Hall, George Walton

USSVI CREED

Our organization's purpose is . . .

“To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution.

In addition to perpetuating the memory of departed shipmates, we shall provide a way for all Submariners to gather for the mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. We support a strong U.S. Submarine Force.

The organization will engage in various projects and deeds that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today.”



2011 Perch Base Foundation Supporters

These are the Base members and friends who donate monies to allow for Base operation while keeping our dues low and avoid raising money through member labor as most other organizations do.

Remember, if you contribute by check, it must be made out to the “Perch Base Foundation.”

These are the 2011 Foundation Donors



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JERRY N. ALLSTON
KENNETH R. ANDERSON
STEVEN BALTHAZOR
GARY BARTLETT
JEROME F. BECKER
KENNETH E. BECKER
RICHARD BERNIER
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JAMES F. NEWMAN
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ROYCE E. PETTIT
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LARRY M. RANKIN
DANIEL J. REEL

STAN REINHOLD
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ADRIAN M. STUKE
DONALD UNSER
ROBERT WARNER
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Sailing Orders



NEXT REGULAR MEETING
12 noon, Saturday, July 9, 2011
(social hour at 11 a.m.)
Dillon's Restaurant at Arrowhead
20585 N. 58th Avenue
Glendale, AZ 85308-6821

We are still on track to participate in the Prescott Rodeo Days parade on Saturday, July 2 at 8 a.m. Gudgeon Base usually takes the lead on this event. Incredibly, we still don't have information on where we will meet. (We usually have a map by this time.)

All we can do is produce a **Flash Traffic** when that information is available.

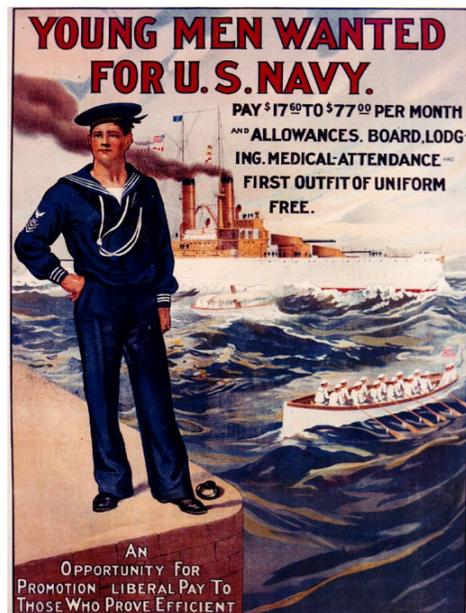


Photo # NH 65452-KN Navy Recruiting Poster, circa 1909

SPECIAL DILLON'S MEETING MENU

Our members deserve the enjoyment of lunch at our monthly meetings. We have for years had lunch available — catered in or provided by the meeting facility. We chose Dillon's partially because of the excellent food available.

At our March meeting there both ourselves and Dillon's staff realized there was a problem getting all members served correctly, efficiently, timely and with minimum meeting interruption.

Perch Base officers met with Dillon's management and agreed that the best solution may be to limit the menu. In the kitchen, wait staff would have colored "cards," a different color for each menu item. When a member orders, he is given that item's colored card. You change seats, you keep your card with you. Meals are delivered by card-Shipmates:

The cruise was fantastic! We really enjoyed it! We went from Port Canaveral to Haiti, Jamaica, Caiman Islands, Cozumel and back to Port Canaveral.



Perch Base USSVI Base Meeting - Food Menu

The following selections are available for service during our monthly meetings. Full bar service is also available at regular prices.

Item	Price
Turkey Sliders	\$9.49
Pulled Pork Sandwich	\$8.99
Hamburger/Cheeseburger	\$9.99
Nachos	\$6.99
Chicken Club Sandwich	\$9.99

- All sandwiches come with french fries.
- Prices are plus tax and gratuity.

From the Wardroom Base Commander's Message

Shipmates:

The cruise was fantastic! We really enjoyed it! We went from Port Canaveral to Haiti, Jamaica, Caiman Islands, Cozumel and back to Port Canaveral.

We are getting closer to Frontier Days in Prescott. The parade will be on Saturday July 2nd and we are participating with Gudgeon and Tucson bases. We have been entered as "Arizona Submarine Veterans". If you are planning on attending, let our Vice-Commander Howard Doyle know. Howard will return on June 27.

Hope to see you in Prescott and on July 9th at our meeting.

Fraternally,

Jim Denzien, Base Commander

June 2011 Minutes of the Regular Base Meeting

The regular monthly meeting of the Arizona Submarine Veterans Perch Base was convened at Dillon's Restaurant at Arrowhead, in Glendale, AZ at 1230 hours, 11 June 2011. The meeting was called to order by Howard Doyle, Base vice-Commander.

The "Call to Order" was followed by a prayer of invocation by Walt Blomgren, the Pledge of Allegiance and the Reciting of our Creed. 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.

Howard Doyle introduced the guests present at today's meeting:

- William Tippet (he had a Saturday off from work and is a current member of Perch Base)
- George Baumann (he will be joining Perch Base)
- Herb Coulter (he will be joining Perch Base)
- Jerry Pittman (recently retired as Command Master Chief NRD, Phoenix, he will be joining Perch Base)

According to the Sailing List there were 30 members and guests present. The complete sailing list included:

Howard Doyle	Chuck Emmett	Bob Warner	Rick Simmons
Walt Blomgren	Richard Kunze	John Schlag	DeWayne Lober
George Baumann	Herb Coulter	Jerry Pittman	Bill Tippet
Rick Baxter	Jack Kimball	Robb Roberts	Peter Tardiff
Don DeMarte	Steven Balthazor	Davy Jones	Bob Gilmore
Richard Bernier	Dan Moss	Layne Moss	Ron Dutcher
Tom Clonts	Theodore W Hunt	Joe Varese	Charles Brady
Heather Diaz	Don Unser		

Base Commander's Board of Directors Meeting Report

Howard asked that the minutes from the May 2011 regular meeting be approved as published in the "Mid Watch" monthly newsletter. A motion was made and seconded. The motion was carried by unanimous voice vote.

Base Officers and Board of Directors Reports

Treasurer – Bob Warner reported on the base's financial status as of 31 May 2011. A motion was made and sec-

ended to accept the Treasurer's Report as read. The motion carried by unanimous voice vote.

Chief of the Boat – Richard Kunze had nothing to report.

Chaplain – Walt Blomgren reported that we had no new additions to the Binnacle List. Ed Hawkins was supposed to be here. He is not present. Walt, will call to verify. Howard added that some members that had been on the Binnacle list were at the meeting, Ted Hunt and Don Unser.

Membership Chairman – Rick Simmons had nothing to add.

Secretary – John Schlag had nothing to report.

Communications Officer - Chuck Emmett had nothing to report.

Base Storekeeper – DeWayne Lober announced that once again he had for sale shirts, decals, cups and patches for sale.

Old Business

Master Chief Pittman's Retirement – Friday May 20th – Perch Base's float helped make the ceremony very impressive and it was attended by people from all over the world who came to honor the Jerry. It was a good send-off for Master Chief Pittman.

Flagstaff Parade – Saturday May 21st – We took the float to Flagstaff on Friday. We were well represented. Howard received an e-mail from parade committee thanking us for our participation and asking that we continue to come every year. They were very appreciative of us coming to Flagstaff and bringing our float.

Memorial Day – Monday May 30th – At the Phoenix National Cemetery the Base presented our wreaths for the Submarine Veterans of WWII as well as USSVI. There were 15 members who showed up. After other events, we conduct a Tolling Ceremony for all of the Boats at the Circle of Life. In prior years we had maybe 4 or 5 non-submarine veterans. This year we had somewhere between 30 and 50 non-sub vets that came and attended our ceremony. It was very well received, the people were very respectful. As we were leaving the Assistant Director of the cemetery thanked us for being there and conducting our part of the ceremony. Next year we are hoping for a better turnout.

Howard stated that 'Flash Traffic' had been sent to the membership asking why there had been such a poor turnout. He emphasized that it was not being critical, we ask for return comments. The purpose was to ask the membership what they wanted Perch Base to be doing. Howard felt that the Memorial Day Service and the Veterans Day Parade should be the primary things attended by the Base. He stated that everyone's input either positive or negative as to what we are doing was welcomed. If any member has an idea of what we are doing they should bring it up at a Base Meeting or to one of the base officers. He stated that there are no bad ideas, except for the one that was not stated.

New Business

Prescott 4th of July Parade July 2nd 9 A.M. start time – We will take part along with both Gudgeon Base and Tucson Base. Gudgeon Base has paid the entrance fee for the combine entry. Both Tucson and Perch Base will take their floats. Members planning to attend get with Howard and Rick Simmons after this meeting.

Phoenix Veterans Day Parade Nov 11th – More Information to follow later

Veterans Day events are popular in the Valley and other events that do not conflict with Phoenix's will be considered. Gilbert has a parade that will be attended, however Mesa has a parade that is at the same time as Phoenix's parade.

Good of the Order

Binnacle list (normally at this place in the meeting, had already been covered by the Chaplain.)

There was discussion of how to obtain a ride to an event if needed, Let Howard, Jim Denizen or Rick Simmons know and we'll make the connection happen.

There was a question of supporting various charities. Ronald McDonald House was brought up. Howard stated that we have tried to maintain charities we are associated with the Navy and the Submarine Service, For several years at Christmas we have sent money to San Diego to The Command Master Chief for the Boats that are in port for the enlisted men that are having trouble, Food boxes and thing like that.

The Base received from Don DeMarte a painting of the USS Batfish donated by the artist's wife and the Daisy Mountain Veterans Association which will be mounted and displayed here at Dillions.

50/50 Drawing

Won by Bill Tippett Total \$98 = \$49.

Adjournment

All outstanding business having been concluded,

The benediction was offered by Walt Blomgren.

It was moved and seconded that the meeting be adjourned. The motion carried by unanimous voice vote and the meeting adjourned at 1318 hours.

John Schlag, Secretary, Perch Base USSVI



- *John Philip Holland built several submarines before the USS Holland, which became the first undersea craft commissioned by the U.S. Navy. The Holland was accepted on April 11, 1900 for a price of \$150,000. Today's nuclear powered submarines cost in excess of \$30,000,000 exclusive of the power plant.*
- *The first boat known to have been navigated under water was built in 1620 by a Dutchman, Cornelius Van Drebbel. Van Drebbel is said to have developed a chemical which would purify the air and allow the crew to stay submerged for extended periods.*
- *Alexander the Great (356 to 323 B.C.) ruler of Macedonian and conqueror of the known world in his time, is the first person known to have descended into the sea in a vessel of any kind.*
- *Over three hundred years ago, Mother Shipton, famous English prophetess, predicted the coming of the submarine when writing, "under water men shall walk, shall ride, shall sleep, shall talk."*
- *Records of attempts to utilize submarine warfare go back to the earliest writings in history. Herodotus (460 B.C.), Aristotle (332 B.C.) and Pliny, the elder, (77 A.D.) mention determined attempts to build submersibles.*
- *Interest in submarines extends to royalty and presidents. The King of England and the King and Queen of Spain are among those who have made submerged cruises in submarines. As a result of a trip in an early United States submarine, President "Teddy" Roosevelt ordered extra compensation for personnel serving in the "Silent Service." President Harry Truman made a 440 foot dive in a captured German submarine. The first President to cruise aboard a nuclear submarine was President Eisenhower who rode the USS SEAWOLF out of Newport, Rhode Island on September 26, 1957.*
- *Dollar for dollar and man for man, the submarine is the country's most economical weapon. Comprising only 1.6 percent of the Navy's World War II personnel, the submarine service accounted for 55 percent of all enemy shipping destroyed.*
- *Leonardo da Vinci, the Florentine Renaissance inventor and artist, developed plans for an underwater warship but kept them secret. He was afraid that it would make war even more frightful than it already was.*
- *Many instances of submarines being 'caught' by fishing vessels are on record. The NAUTILUS, world's first nuclear powered vessel, was caught in a fish net and towed the fishing vessel several miles before the situation was cleared up. There is one instance of a submarine being captured by an abandoned balloon, and on another occasion a submarine rescued a blimp and towed it to safety.*
- *A church in Kyoto, Japan calls its congregation to worship with a bell from a submarine. The bell, from the submarine USS RAY was purchased for the church, and was transported to Yokosuka, Japan by another submarine, the USS RONQUIL.*
- *For entertainment on U.S. submarines movies, television, ice cream machines and stereo music players are available. The USS SEAWOLF also had an electronic organ. There have been instances of boxing matches held onboard, and the crew of one submarine had a kite flying contest from an anchored submarine.*
- *Modern submarines can travel faster submerged than they can on the surface. They can fully submerge in less than a minute.*
- *Robert Fulton, inventor of the steamboat, was an avid submarine enthusiast. He built several submersible warships, one of which was known as the Nautilus.*



CHAPLAIN'S COLUMN

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."

(Please see the information from the National Chaplain on the next page.)

IMPORTANT

Shipmates, you should ensure that your next of kin is aware of the information in the box, right.

In the case of my death, please immediately notify the U.S. Submarine Veterans Inc., (USSVI) at 877-542-3483 or 360-337-2978 and give the person on duty the information regarding my death, funeral, and burial arrangements, plus who they can contact for follow-up and support.

Please ask them to contact my local chapter's Base Commander with this information as well (they can look it up in their membership records).

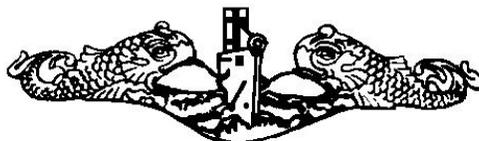
This information can alternatively be E-Mailed to the National Office at "office@ussvi.org".

SHIPMATES RUNNING ON LESS THAN A FULL BATTERY CHARGE



Binnacle List

AS THIS ISSUE OF THE MIDWATCH IS PRODUCED, THERE ARE NO REPORTSD OF ANY SHIPMATES BEING SICK OR HOSPITALIZED.





USSVI National News

USSVI OFFICIAL BUSINESS: SubVet News - #2011-052

Date: 6/11/2011

To: Distribution List

NEWS-01:

Submitted by: Carl Schmidt on 6/11/2011

Base Commanders please post the Retiree Checklist in the next Base newsletter. You will be providing a great service to your base members by making sure that USSVI has up-to-date information about next of kin in each member's record. All too often when a member passes away, the notated next of kin has also passed on, or there is nothing noted there. Each record has a section to enter Spouse/Partner, child etc. The address and phone information is needed when the N.O.K. contact is not living at the same address. The National Chaplain and Base Chaplain want to properly honor all Shipmates who leave on Eternal Patrol. While we hope each Shipmate's day is far off in the future, we must never the less prepare for that time.

Fraternally,

Carl Schmidt

National Chaplain USSVI

Create a military file that includes a copy of retirement orders, separation papers, DD Form 214, medical records, and any other pertinent military paperwork. Make sure your spouse knows the location and telephone number of the nearest military installation.

Create a military retired pay file that includes the following contact information for the Defense Finance and Accounting Service (DFAS) and Navy Personnel Command:

Defense Finance and Accounting Service
U S Military Retirement Pay
Post Office Box 7130
London , KY 40742-7130
(800) 321-1080 or (216) 522-5955
(800) 269-5170

(for issues regarding deceased members)

Navy Personnel Command (N135C)
Retired Activities Branch
5720 Integrity Drive
Millington , TN 38055-6220

(This file should also include the number of any pending VA claim as well as the address of the local VA office; a list of deductions currently being made from retired pay or VA benefits. Also include the name, relationship and address of the person you have designated to any unpaid retired pay at the time of death. This designation is located on the back of your Retiree Account Statement)

- Create an annuities file. This file should information about the Survivor Benefit Plan (SBP), Reserve Component Survivor Benefit Plan (RCSBP) or the Retired Serviceman's Family Protection Plan (RSFPP), or any applicable Civil Service annuity, etc. Additional information regarding SBP, RCSBP and RSFPP annuity claims can be obtained from DFAS office at (800) 321-1080.
- Create a personal document file that has copies of marriage certificates, divorce decrees, adoptions and naturalization papers.
- Create an income tax file. Include copies of both of your state and federal income tax returns.
- Create a property tax file. Include copies of tax bills, deeds and any other related documents/information.
- Create an insurance policy file. Include life, property, accident, liability and hospitalization policies in a secure location, maintain a list of all bank accounts (joint or individual). Include the location of all deposit boxes, savings bonds, stocks, bonds and any securities owned.
- In a secure location, maintain a list of all charge accounts and credit cards. Include account numbers and mailing addresses.
- Maintain a list of all associations and organizations of which you are a member. Some of them could be

helpful to your spouse.

- Maintain a list of all friends and business associates who may be helpful. Include name, address and telephone number.
- Discuss your plans/desires with respect to the type and location of your funeral service. You should decide about cremation, which cemetery, ground burial, etc. If your spouse knows your desires, it will resolve some of the questions that might arise at a later date.
- Visit a local funeral home and pre-arrange your services. Many states will allow you to pre-pay for services.
- Investigate the decisions that you and your family have agreed upon. Many states have specific laws and guidelines regulating cremation and burials at sea. Some states require a letter of authority signed by the deceased in order to authorize a cremation. Know the laws in your specific area and how they may affect your decisions. Information regarding Burials at Sea can be obtained by phoning the Mortuary Affairs Division at (866) 787-0081.
- Once your decisions have been made and you're comfortable with them, have a will drawn up outlining all your wishes and store it in a secure location with your other paperwork

When all the decision-making and documenting is completed, sit back and continue to enjoy life.

Who should be notified in the event of my death?

1. Defense Finance and Accounting Service (800) 321-1080 or (216) 522-5955
2. Social Security Administration (for death benefits) - (800) 772-1213
3. Department of Veterans Affairs (if applicable) – (800) 827-1000
4. Office of Personnel and Management (if applicable) - (724) 794-8690
5. Any fraternal group that you have membership with such as MOOA, FRA, NCOA, VFW, AL, TREA, USSVI NATIONAL OFFICE notify when a shipmate goes on Eternal Patrol. Provide Name, Base and date of death and obituary if available.
6. Any previous employer that provides pension or benefits
7. The above information is not all-inclusive and should be used with other estate planning tools to lessen trauma to your loved ones



WHAT We've BEEN UP To ...

- Our newsletter usually contains very little information from USSVI National. It isn't that we don't think this information is important. In fact, we think it is so important that, unlike most other Bases, we don't want to wait for a newsletter publishing date to get the information out to members. Instead, we send out **Flash Traffic** e-mails to get information to members right away.
- Past **Flash Traffic** messages are saved but aren't available publically. If any Member wishes a paper copy of any past message, please contact the Base Communications Officer.





HOLLAND CLUB MEMBERS

Holland Club members are USSVI members who qualified in submarines at least 50 years ago.
(There were no Holland Club activities during this this period.)



4th of July Little Known Facts

- On July 2, 1776, the Congress secretly voted for independence from Great Britain. The Declaration of Independence was first published two days later on July 4, 1776. The first public reading of the Declaration of Independence was on July 8, 1776.
- The first description of how Independence Day would be celebrated was in a letter from John Adams to his wife Abigail on July 3, 1776. He described “pomp and parade, with shows, games, sports, guns, bells, bonfires, and illuminations” throughout the United States. However, the term “Independence Day” was not used until 1791.
- \$3.2 million - In 2010, the dollar value of U.S. imports of American flags. The vast majority of this amount (\$2.8 million) was for U.S. flags made in China.
- Interestingly, Thomas Jefferson and John Adams, both signers of the Declaration of Independence and presidents of the United States, died on July 4, 1826 - exactly 50 years after the adoption of the declaration.
- For promoting national pride and unity, the Continental Congress on June 14, 1777, adopted the national flag. “Resolved: that the flag of the United States be thirteen stripes, alternate red and white; that the union be thirteen stars, white in a blue field, representing a new constellation.”
- The word ‘patriotism’ is derived from the Latin patria, meaning ‘homeland’ or ‘fatherland.’
- The first public event of Fourth of July was held at the White House in 1804.
- Firecrackers and other celebration items happen to be the main elements of 4th July.
- On June 24, 1826, Thomas Jefferson declined an invitation from Roger C. Weightman, to come to Washington, D.C., for celebrating the 50th anniversary of the Declaration of Independence.
- July 4, 1826 – the day in the history of America’s independence when Thomas Jefferson and John Adams both died.
- The official event of signing the declaration was held on August 2, 1776, when 50 men signed on it.
- For the purpose of protecting the signers, the names of the signers of the Declaration of Independence were withheld from the public for about 6 months.
- In January, 1777, Thomas McKean was the last person to sign.
- In 1941, Congress declared 4th of July as a federal legal holiday.

July Base 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

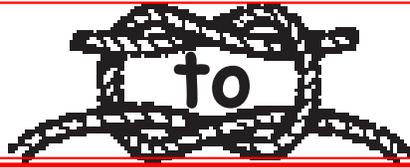
WHAT'S NEW ONLINE

I'm still running various submarine-related videos on the main web page but the big news is an Adobe Acrobat (pdf) version of the Submarine Classes PowerPoint presentation I created.

If you had any trouble viewing or printing the original PowerPoint, try this "pdf" version. Just click the icon at the left of the main 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!"

My summer of 1963 was aboard the USS Seal Leopard (SS-483), my qual boat. I had enlisted as an ET "nuke" and in those days, a "9901" went through boot camp, "A" school, sub school and then a diesel boat for about a year to qualify before nuke school and the prototype. My career had been right on track.

The diesel boat crews in SubRon 6 weren't in love with any of us one-year nuke transients so we remained in the deck gang no matter our rate or rating. I, like the boat's other three nuke want-to-be sailors spent our lives as lookouts helmsmen/planesmen or mess cooks.

During that summer, Sea Leopard as part of Task Group Alpha, spent two months in the Caribbean as a "target" for various friendly navies that needed to hone their ASW skills. Long daylight hours "rigged for deep submergence" and surface battery charges on four diesels all night. With seawater injection temperatures in the 80's, no air conditioning and four hot diesels when we dove in the morning, things got kinda' rank real quick.

One hot evening, we quit exercises early about 1700. We had been the target for two U.S. destroyers. Ready to surface — green flares out the fore and aft signal ejectors and confirmation over the "gertrude" — we blew tanks and came up parallel to, and on course with, one of the destroyers about 500 yards to starboard. Quickly up, I as the starboard lookout promptly steadied my binoculars on the destroyer's port side where her crew was lined up near the rail to enter the mess deck. Niece little skimmers all dressed in pretty whites.

Now, we diesel boat sailors know we could get stinky: diesel fuel, hydraulic oil, sweat, sewage, old food and just plain boat smell! But I'm not sure we ever really knew how bad it could be to an outsider. As I watched the destroyer, the wind, blowing from port to starboard, carried our "smell" over to the tin can. Appetites were lost in an instant! Here I was, three-week old beard, cut-off dungarees, tennis shoes and little else, watching sailors gag and retch over the rail as the invisible cloud came out of the conning tower hatch and flowed across the waves.

It was almost better than getting sub pay and better food.

Submitted by Chuck Emmett



**“Old Glory”, The “Star Spangle Banner”, the “Red white and Blue”
– in short**

Our Flag

Washington Post

Five myths about the American flag

By Marc Leepson, Published: June 10

Americans love our flag. We display it at concerts and stadiums to celebrate, and at times of national tragedy to show our resolve. We have our schoolchildren pledge allegiance to it; we have consecrated it in our national anthem; we have a holiday to honor it — Tuesday, in fact. Yet the iconography and history of the American flag, especially its early history, are infused with myth and misrepresentation. Here are five of the most prevalent myths.

Five Myths

A semi-weekly feature, hosted by The Post's Outlook section, aiming to dismantle myths, clarify common misconceptions and make you think again about what you thought you already knew.

1. Betsy Ross made the first American flag.

The Betsy Ross story is the most tenacious piece of fiction involving the flag. There simply is no credible historical evidence — letters, diaries, newspaper accounts, bills of sale — that Ross (then known as Elizabeth Claypoole) either made or had a hand in designing the American flag before it made its debut in 1777.

The story cropped up in 1870, almost 100 years after the first flag was supposedly sewn, when William Canby, Ross's grandson, told the Historical Society of Pennsylvania in Philadelphia that his grandmother made the flag at George Washington's behest. Canby's sole evidence: affidavits from family members. The iconic 1893 painting of Ross sitting in her Philadelphia parlor with the sun beaming down on the flag in her lap is a scene invented by Charles H. Weisgerber, the artist and entrepreneur who profited from the Betsy Ross legend.

While Ross did make flags in Philadelphia in the late 1770s, it is all but certain that the story about her creating the American flag is a myth.

As President Woodrow Wilson, who presided over the first official national Flag Day on June 14, 1916, is said to have replied when asked his thoughts on the story: “Would that it were true.”

2. The red, white and blue colors symbolize American sacrifice.

No federal law, resolution or executive order exists providing an official reason for the flag's colors — or their meaning. The closest thing to an explanation are the words of Charles Thomson, the secretary of the Continental Congress, who was instrumental in the design of the Great Seal of the United States. Thomson's report to Congress on June 20, 1782, the day the seal was approved, contained a description of the colors, the same as those in the flag: “White signifies purity and innocence. Red hardiness and valour and Blue . . . signifies vigilance, perseverance and justice.”

Various official documents and proclamations — including one by President Ronald Reagan marking 1986 as the “Year of the Flag” — have echoed that reasoning.

But the colors do not have, nor have they ever had, any official imprimatur. Historians believe that the use of red, white and blue in the Stars and Stripes has to do with the simple fact that they were the colors of the first flag of the American colonies, the Continental Colors. And there is little doubt where the red, white and blue of the Continental Colors came from: the Union Jack of England.

3. The Pledge of Allegiance has long been recited in Congress and other governmental bodies.

The pledge was written by magazine editor Francis Bellamy in 1892 for a nationwide public school celebration of the 400th anniversary of Christopher Columbus's landing. In 1898, during the Spanish American War, New York became the first state to mandate that public school students recite the Pledge of Allegiance at the beginning of each school day. Many states followed suit, and the pledge remained a staple of the daily routine in many schools until 1988, when it became an issue in the presidential campaign.

Vice President George H.W. Bush criticized his opponent, Democrat Michael Dukakis, for vetoing a bill as governor of Massachusetts that would have required the pledge to be recited in public schools. Dukakis said he did so after being advised that the law was unconstitutional.

At the height of the campaign, on Sept. 13, 1988, the pledge was recited on the floor of the House of Representatives for the first time. Republican members of the House, who were in the minority, offered a resolution to that effect, and it was accepted by Speaker Jim Wright, a Democrat. Wright ruled that from then on, the pledge would be recited at the start of business each day that the House was in session.

The Senate did not begin daily recital of the pledge until June 24, 1999. Since then, the pledge has become part of the opening rituals of nearly all state and local governmental bodies.

4. It is illegal to burn the American flag.

It was illegal until 1989, when the Supreme Court ruled 5 to 4 in *Texas v. Johnson* that burning the flag is a form of symbolic speech protected by the First Amendment. The case involved Gregory Lee Johnson, a member of the Revolutionary Communist Youth Brigade, who had burned the flag during a protest at the 1984 Republican National Convention. He was convicted of violating Texas's flag-desecration law, fined \$2,000 and sentenced to a year in jail. The Texas Court of Criminal Appeals overturned the conviction, ruling that Johnson was exercising his First Amendment right to freedom of speech.

The Supreme Court's decision invalidated a 1968 national flag-desecration law, as well as similar laws in 48 states (all except Wyoming and Alaska). In response, Congress passed the Flag Protection Act, but that law was also challenged and wound up in the Supreme Court. The court in 1990 essentially affirmed its earlier ruling, stating that any law banning flag burning violated free speech.

Those decisions led to a national movement to amend the Constitution to make flag desecration illegal. The leading voice in that effort has been the Citizens Flag Alliance, which was founded in 1994 by the American Legion. Proposed amendments have come up regularly in the House and Senate since then but have yet to receive sufficient support.

5. It's okay to wear a Stars and Stripes T-shirt.

The U.S. Flag Code frowns on the use of the flag "for advertising purposes." It goes on to warn against the sale or display of any "article of merchandise . . . upon which shall have been printed, painted, attached, or otherwise placed a representation of" the flag to "advertise, call attention to, decorate, mark, or distinguish the article or substance on which so placed."

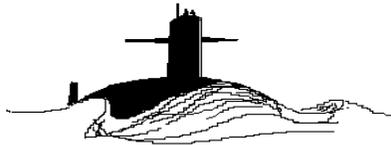
In other words, when you wear a flag T-shirt or hat while reclining on an American flag beach towel near your American flag camping chair, you are violating the Flag Code. The code, which was drawn up at the first National Flag Conference in Washington in 1923, is part of the law of the land. But it is not enforced, nor is it enforceable. It is merely a set of guidelines, letting Americans know what to do — and what not to do — with our red, white and blue national emblem.

There is no Flag Police. You will not be arrested for wearing a flag-embossed T-shirt on Flag Day — or any other day of the year.





One of the most commonly ignored and misunderstood aspects of the Flag Code is section 8. “The flag should never be used as wearing apparel, bedding, or drapery.” Section 3 of the Flag Code defines a flag for the purposes of the code. It clarifies the definition to include any picture or representation of the flag purporting to be of the flag of the United States of America. Therefore T-shirts, or other apparel made of or containing a representation of the flag are in violation of the code.



Navy’s Top Ranks Seeing Turmoil

Firings of commanders increase; Most offenses related to personal misconduct

By Craig Whitlock, The Washington Post, June 18, 2011

The Navy has fired a dozen commanding officers this year, a near-record rate, with the bulk getting the ax for offenses related to sex, alcohol or other forms of personal misconduct.

The terminations, which follow a similar spike in firings last year, have shaken the upper ranks of the Navy, which has long invested enormous responsibility in its commanding officers and prides itself on a tradition of carefully cultivating captains and admirals.

Over the past 18 months, the Navy has sacked nine commanding officers for sexual harassment or inappropriate personal relationships. Three others were fired for alcohol-related offenses, and two on unspecified charges of personal misconduct. Combined, they account for roughly half of the 29 commanding officers relieved during that period.

Adm. Gary Roughead, the chief of naval operations, called the increase in firings “bothersome” but said the Navy was duty-bound to uphold strict behavioral standards, even when commanders are off-duty. He attributed the rise in part to the revolution in communications and technology, which has made it easier for sailors and their families to snoop on one another and then instantly spread the word — even from once-isolated ships at sea.

“The divide between our private and professional lives is essentially gone,” Roughead said in an interview. “People can engage in the debate — does it really matter what a commanding officer does in their personal life? We believe it does, because it gets right to the issue of integrity and personal conduct and trust and the ability to enforce standards.”

Capt. Donald Hornbeck, commander of a destroyer squadron attached to the aircraft carrier USS Carl Vinson, was fired April 23 while deployed in the Arabian Sea after Navy officials said they found evidence of an “inappropriate personal relationship.” Four days later, the Navy dismissed Cmdr. Jay Wiley, the commanding officer of the USS Momsen, a destroyer, citing “misconduct,” according to a Navy statement. As a general rule, being fired as a naval commanding officer is a career-ending move that leads to retirement.

Military officials did not elaborate on the alleged transgressions. The Navy Times newspaper, citing an anonymous naval source, reported that Hornbeck was found to have had a relationship with another officer’s wife and

that Wiley's problems involved alcohol and inappropriate behavior with a sailor under his command. Neither Hornbeck nor Wiley responded to requests for comment.

April was a particularly tough month for Navy commanders. On April 11, Cmdr. Timothy Murphy, a squadron commander at Whidbey Island Naval Air Station in Washington state, was fired after he was cited by police for driving under the influence, according to a Navy statement. Two other commanders were sacked the same month for on-the-job performance woes.

None of the fired Navy commanders named in this article responded to requests for comment submitted through Navy public affairs officials.

The Navy is not the only military service dogged by poor performance in its upper ranks. The Army has relieved or disciplined three brigade commanders this year who were en route to — or returning from — war zones in Iraq and Afghanistan.

One case involved Col. James H. Johnson III, commander of the 173rd Airborne Brigade, whom the Army fired in March for "inappropriate conduct" after his wife accused him of carrying on a long-term affair with an Iraqi mistress and repeatedly visiting her in Europe, according to an Army statement and divorce papers. Johnson declined to comment through an Army spokesman.

"It would be silly to say I wasn't concerned," Gen. Martin E. Dempsey, the Army chief of staff, told reporters recently. He said the Army was considering amending its command selection process to rate officers based on feedback from subordinates and peers, instead of just superiors.

The Navy's rash of firings has stirred special anxiety, however, with some officials and analysts characterizing the problem as a leadership crisis.

Since January, the Navy has booted a dozen commanding officers and temporarily removed a 13th, pending an investigation. At that pace, the Navy will match the record total of 26 commanders it fired in 2003.

"It's a phenomenally high number," said Norman Polmar, an Alexandria-based naval historian who has been an adviser to several top Navy officials. "There is something seriously wrong."

He said the trend is a clear sign that the Navy's screening process for promotion is flawed. "Perhaps we don't have the best and brightest," he said. "It's also the naval leadership's responsibility," he said, to ensure that commanders are qualified and to articulate appropriate standards for officers.

Navy officials said they have been consistent and rigorous in holding their commanders responsible.

In a telephone interview, Navy Secretary Ray Mabus said he didn't think the firings illustrated a broader problem, noting that only a tiny percentage of the roughly 1,500 commanding officers in the service have been affected. About 285 of those commanders are in charge of ships and submarines; the remainder oversee various agencies in the Navy.

"We hold absolute standards of conduct, and if you breach those, you're going to be relieved," he said. "But I don't see a pattern, and I don't think it's an epidemic in that sense."

After the record number of sackings in 2003, the Naval Inspector General conducted a review of terminations over the previous five years. Although the review found that personal misbehavior was the largest single cause, it found "no systemic factors relating to the increase," such as shortcomings in the Navy's promotion system.

Some officers and analysts suggested that the rash of inappropriate relationships stemmed from the Navy's continuing adjustment to the presence of women on ships. "Many commanding officers didn't deal with women when they were junior officers, and now they have to," Polmar said.

The Navy opened its entire surface combat fleet to women in 1994 and began training female officers to serve on submarines last year. Overall, women make up about 15 percent of the active-duty Navy.

But Roughead, the chief of naval operations, scoffed at the idea that gender integration was to blame. "I've never heard anybody say, 'I wouldn't have strayed if there were no women on this ship,'" he said.

Of the 29 commanding officers fired since last year, three have been women.

Cmdr. Mary Ann Giese, the commanding officer of the Naval Computer and Telecommunications Station in Bahrain, was relieved of command Aug. 21 after a Navy investigation found that she had engaged in "inappropriate relationships" with sailors.

The two other female commanders were terminated for excessively harsh leadership styles.

Capt. Etta Jones, commander of the USS Ponce, was fired April 23 after a sailor called an anonymous Navy hotline to report a “hostile command climate” while the warship was in the Mediterranean Sea to support the war in Libya. Navy investigators found that Jones endangered two sailors with a loaded weapon, failed to prevent hazing and cultivated “a hostile work environment permeated by verbal abuse, fear and intimidation.”

The Navy also had to intervene on the USS Cowpens, a warship operating in the Pacific, after sailors complained that their commander, Capt. Holly Graf, was verbally abusive, forced them to take timeouts like toddlers and created an “environment of fear and hostility,” according to a Naval Inspector General report. When the Navy dismissed her in January 2010, officials concluded she had subjected the crew to “cruelty and maltreatment.”



- *The rig for dive in a modern submarine requires the crew conduct more than 225 individual and operational checks.*
- *The submarine was not generally recognized as a legitimate instrument of warfare until the Civil War.*
- *Only the cream of Navy manpower is considered acceptable for submarine service. Volunteer applicants are given exhaustive physical and psychological screening before being accepted for training. Those who make the grade are trained in the Submarine School at New London and aboard operating submarines. After graduation from the Submarine School and actual service in submarines, those who pass all tests may wear the Dolphins, insignia of the submarine service.*
- *Both nuclear and modern diesel powered submarine are now equipped with a breathing device known as a snorkel, which permits the vessel to draw fresh air from the surface while running submerged.*
- *One of the first women to submerge in a submarine is believed to have been Clara Barton, founder of the American Red Cross.*
- *Submarines have been invented which have been propelled by cars, sails, treadles, hand operated screws, clockwork, springs, steam stored in tubes, chemical engines, compressed air, stored gases, electric motors, and nuclear power.*
- *In clear water, a submerged submarine can be spotted from the air at depths up to 100 feet.*
- *The self-propelled torpedo, which gets its name from the eel TORPEDO ELECTRICUS, was invented by Robert Whitehead in 1868, a number of years before a practical submarine was developed.*
- *Insignia of the Navy's submarine service is a submarine flanked by two dolphins. Dolphins, or porpoises, the traditional attendants to Poseidon, Greek God of the Sea and patron deity of sailors, are symbolic of a calm sea, and are sometimes called the 'sailors' friend. In addition to the Dolphins, those World War II submariners who participated in successful combat patrols may wear the coveted Submarine Combat Insignia.*
- *The first submarine which actually sank another enemy vessel under combat conditions was the CSS HUNLEY built during the Civil War. The Union frigate HOUATONIC on blockade station off Charleston, S. C. was the victim. The incident occurred on February 17, 1864.*
- *Traditionally, United States submarines have been named after fish and other marine creatures. One exception was the Navy's first submarine HOLLAND which was named after its inventor, John Philip Holland. Today, ballistic missile submarines are named for famous American patriots, with the newest class, the OHIO class, named after states. The LOS ANGELES class of attack submarines are named for United States cities.*
- *Records for enemy shipping sunk by U.S. submarines during World War II are held by two boats built by Electric Boat. The USS FLASHER sank 100,231 tons of Japanese shipping, while the USS TAUTOG holds the record for the most ships - 26.*
- *Per cubic inch, there is more science packed into a submarine than into any other warship. Submariners say 'There is room for everything aboard a submarine except a mistake.'*
- *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.*

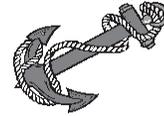


Eternal Patrol July 26, 1944

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

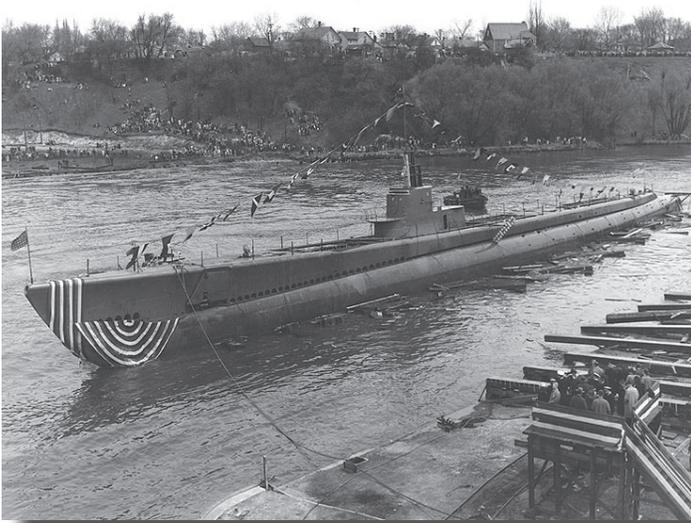
The Final Patrol

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 Robalo (SS-273) July 26, 1944 78 men lost

Photo # NH 69262 USS Robalo afloat just after launching, at Manitowoc, Wisconsin, 9 May 1943



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 Model 38D8-1/8 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

USS Robalo (SS-273), a Gato-class submarine, was the only ship of the United States Navy to be named for the róbalo or common snook. Her keel was laid down on 24 October 1942 by the Manitowoc Shipbuilding Company at Manitowoc, Wisconsin. She was launched on 9 May 1943, sponsored by Mrs. E.S. Root, and commissioned on 28 September 1943.

After passage by inland waterways and being floated down the Mississippi River, Robalo deployed to the Pacific. On her first war patrol (under the leadership of Commander Stephen Ambruster, Annapolis Class of 1928), she sortied from Pearl Harbor, hunting Japanese ships west of the Philippines. There, en route to her new station in Freemantle, she damaged a large freighter, firing four torpedoes at 3,100 yards (2,800 m). She spent 36 of her 57-day mission submerged. When she arrived, her commanding officer was summarily relieved by Admiral Christie and replaced with Manning Kimmel (Class of 1935).

In March 1944, Christie (based on Ultra) feared surprise from a strong Japanese force. When Chester W. Nimitz, Jr. in USS Haddo (SS-255), made contact on his SJ radar and reported "many large ships", Christie scrambled to respond. Robalo, along with USS Flasher (SS-249), USS Hoe (SS-258), USS Hake (SS-256), and USS Redfin (SS-272) all ran to intercept. No attack ever materialized.

For her second patrol, Robalo went to the South China Sea, assigned to interdict Japanese tanker traffic from French Indochina to the fleet anchorage at Tawi Tawi. On a "wildly aggressive patrol" lasting 51 days, Robalo fired twenty torpedoes in four attacks. She was bombed by a Japanese antisubmarine aircraft, suffering shattered and flooded periscopes and loss of radar, while taking a harrowing plunge to 350 feet (110 m) after her main induction was improperly closed (a casualty frighteningly



Photo # NH 98273 USS Robalo underway off Panama, 19 November 1943



reminiscent of Squalus) in diving to escape. When she returned to Fremantle, Captain "Tex" McLean (commanding Subron 16) and Admiral Christie both considered relieving Robalo's skipper for his own safety. She was credited with sinking a 7500-ton tanker which was not confirmed postwar by JANAC.

Robalo departed Fremantle on 22 June 1944 on her third war patrol. She set a course for the South China Sea to conduct her patrol in the vicinity of the Natuna Islands. After transiting Makassar Strait and Balabac Strait (which was well-known to be mined), she was scheduled to arrive on station about 6 July and remain until dark on 2 August 1944. On 2 July, a contact report stated Robalo had sighted a Fusō-class battleship, with air cover and two destroyers for escort, just east of Borneo. No other messages were ever received from the submarine and when she did not return from patrol, she was presumed lost.

Fate of survivors

On 2 August, a note was dropped from the window of a cell of Puerto Princesa Prison Camp on Palawan Island in the Philippines. It was picked up by an American soldier who was on a work detail nearby. The note was in turn given to H.D. Hough, Yeoman Second Class, who was also a prisoner at the camp. On 4 August, he contacted Trinidad Mendosa, wife of guerrilla leader Dr. Mendosa who furnished further information on the survivors.

From these sources, it was concluded Robalo was sunk on 26 July 1944, 2 miles (3.2 km) off the western coast of Palawan Island from an explosion in the vicinity of her after battery, probably caused by an enemy mine. Only four men swam ashore, and made their way through the jungles to a small barrier northwest of the Puerto Princesa Prison Camp, where Japanese Military Police captured them and jailed them for guerrilla activities. On 15 August, they were evacuated by a Japanese destroyer and never heard from again. Robalo was stricken from the Naval Vessel Register on 16 September 1944.

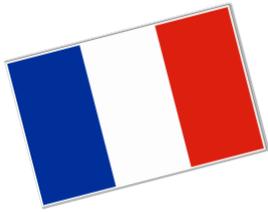
There are two Japanese destroyers lost in August 1944 in either of which the four survivors could have been held:

- Akakaze, sunk on 23 August 1944 off Cape Bilinao, Luzon, by USS Haddo (SS-255).
- Yūnagi, sunk on 25 August 1944 off northwest Luzon by USS Picuda (SS-382).

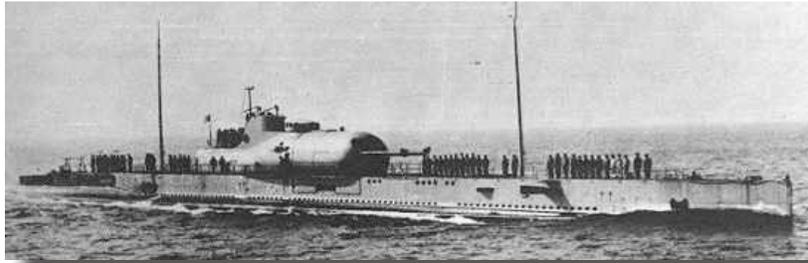
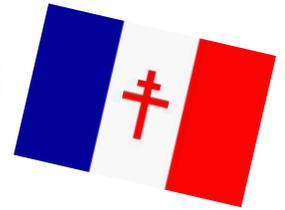
Robalo earned two battle stars for World War II service.



- *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.*

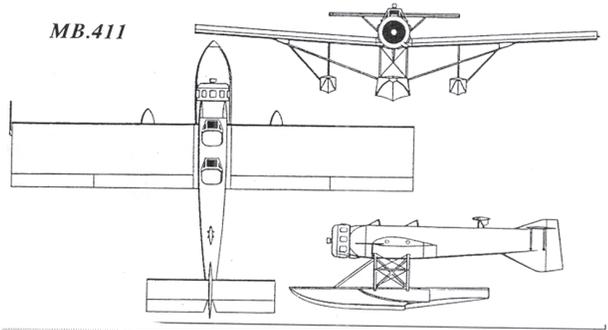


THE SUB THAT WANTED TO BE A CRUISER



Surcouf (N N 3) was a French submarine ordered to be built in December 1927, launched on 18 October 1929, and commissioned in May 1934. Surcouf—named after the French privateer Robert Surcouf—was the largest submarine ever built until surpassed by the Japanese I-400s. Her short wartime career was marked with controversy and conspiracy theories. She was classified as an “undersea cruiser” by sources of her time.

The Washington Naval Treaty had placed strict limits on naval construction by the major naval powers, but submarines had been omitted. The French Navy attempted to take advantage of this by building three “corsair submarines”, of which Surcouf was the first—and only one—to be completed.



Surcouf was designed as an “underwater cruiser”, intended to seek and engage in surface combat. For reconnaissance, she carried a Besson MB.411 observation floatplane in a hangar built abaft of the conning tower; for combat, she was armed with eight 22” and four 16” torpedo tubes and twin 8” guns in a pressure-tight turret forward of the conning tower. The guns were fed from a magazine holding 60 rounds and controlled by a director with a 16’ rangefinder, mounted high enough to view a 5.9 NM horizon, and able to fire within three minutes after surfacing.

Using her periscopes to direct the fire of her main guns, Surcouf could increase this range to 8.6 NM. Originally, an elevating platform was supposed to lift lookouts 49’ high, but this design was abandoned quickly due to the effect of roll. In theory, the Besson observation plane could be used to direct fire out to the guns’ 21 NM maximum range. Anti-aircraft cannon and machine guns were mounted on the top of the hangar.

Surcouf also carried a 14’ 9” motorboat, and contained a cargo compartment with fittings to restrain 40 prisoners. The submarine’s fuel tanks were very large; enough fuel for a 10,000 NM range and supplies for 90-day patrols could be carried.

Soon after Surcouf was launched, the London Naval Treaty finally placed restrictions on submarine designs. Among other things, each signatory (France included) may possess no more than three large submarines, each not exceeding 2,800 long tons (2,800 t) standard displacement, with guns not exceeding 6.1” in caliber. Surcouf, which would have exceeded these limits, was specially exempt from the rules at the insistence of Navy Minister Georges Leygues, but other “big-gun” submarines of her class could no longer be built.

Despite her impressive specification, Surcouf proved to be plagued by mechanical problems: her trim was difficult to adjust during a dive, on the surface she rolled badly in rough seas, and she took over two minutes to dive to a depth of 39’, making her vulnerable to aircraft.

Second World War

In 1940, Surcouf was based in Cherbourg, but in June, when the Germans invaded, she was being refitted in Brest. With only one engine functioning and with a jammed rudder, she limped across the English Channel and sought refuge in Plymouth.

On 3 July, the British, concerned that the French Fleet would be taken over by the German Kriegsmarine when the French surrendered, executed Operation Catapult. The Royal Navy blockaded the harbors where French warships were anchored and delivered an ultimatum: re-join the fight against Germany, be put out of reach of the Germans

or scuttle the ships.

Most accepted willingly, with two notable exceptions: the North African fleet at Mers-el-Kebir and the ships based at Dakar (see Battle of Dakar). These condemned the British “treachery” and (in the former instance) suffered hundreds of casualties when the British opened fire.

French ships lying at ports in Britain and Canada were also boarded by armed Marines, sailors and soldiers, and the only serious incident took place at Plymouth aboard *Surcouf* on 3 July, when two Royal Navy officers and French warrant officer mechanic Yves Daniel were fatally wounded, and a British seaman was shot dead by the submarine’s doctor.

The acrimony between the British and French caused by these actions escalated when the British attempted to repatriate the captured French sailors: the British hospital ship that was carrying them back to France was sunk by the Germans, and many of the French blamed the British for the deaths.

Free French Naval Forces

By August 1940, the British completed *Surcouf*’s refit and turned her over to the Free French Navy (Forces Navales Françaises Libres, FNFL) for convoy patrol. The only officer not repatriated from the original crew, Louis Blaison, became the new commander. Because of the British-French tensions with regard to the submarine, accusations were made by each side that the other was spying for Vichy France; the British also claimed that *Surcouf* was attacking British ships. Later, a British officer and two sailors were put on board for “liaison” purposes.

One real drawback of this ship was that it required a crew of 110–130 men, which represented three crews of more conventional submarines. This led to Royal Navy reluctance to re-commission her.

Surcouf then went to the British base at Halifax, Nova Scotia and escorted trans-Atlantic convoys. In April 1941, she was damaged by German plane at Devonport; on 28 July, *Surcouf* went to the United States Naval Shipyard at Portsmouth, New Hampshire for a three-month refit. After leaving the shipyard, *Surcouf* went to New London, Connecticut. It remains unclear why the U.S. would allow a ship under a flag the U.S. did not recognise at the time (i.e. Free France) to undergo repair in the U.S. *Surcouf* left New London on 27 November to return to Halifax.

In December 1941, *Surcouf* carried the Free French Admiral Émile Muselier to Canada, putting in to Quebec City. While the Admiral was in Ottawa, conferring with the Canadian government, *Surcouf*’s captain was approached by New York Times reporter Ira Wolfert and questioned about the rumours that the submarine would liberate Saint-Pierre and Miquelon (a French archipelago 10 kilometres from Newfoundland) for Free France from Vichy control. Wolfert accompanied the submarine to Halifax, Nova Scotia where, on 20 December, they joined the Free French corvettes *Mimosa*, *Aconit*, and *Alysse*, and on 24 December took control of the islands for Free France without resistance.

United States Secretary of State Cordell Hull—who had just concluded an agreement with the Vichy government for the neutrality of French possessions in the Western hemisphere—threatened to resign unless President of the United States Franklin Roosevelt demanded a restoration of the status quo. Roosevelt did so, but when Charles de Gaulle refused, he dropped the matter. Ira Wolfert’s stories—very favorable to the Free French (and bearing no sign of kidnapping or other duress)—helped swing American popular opinion away from Vichy.

Another rumor associated with this event is that, on 1 January 1942, Roosevelt did send an American destroyer to Saint-Pierre to restore it to Vichy control and *Surcouf* allegedly fired on the destroyer, killing one or two American sailors. No documentation supports this rumor, and significant circumstantial evidence contradicts it. It is documented that later that January the Free French decided to send *Surcouf* to the Pacific theatre of war after she resupplied at Bermuda. Her movement south triggered rumors that she was going to liberate Martinique for the Free French from Vichy.

After the outbreak of war with Japan, *Surcouf* was ordered to Sydney, Australia via Tahiti.[2] She departed Halifax on 2 February for Bermuda, which she left on 12 February, bound for the Panama Canal.[5]



Fate

Surcouf was sunk on 18 February 1942 about 70 NM north of Cristóbal, Colón, while en route for Tahiti via the Panama Canal. The American freighter SS Thompson Lykes—steaming alone from Guantanamo Bay on what was a very dark night—reported hitting and running down a partially submerged object which scraped along her side and keel. Her lookouts heard people in the water but the freighter carried on its course without stopping, as they thought that they had struck a German U-boat. A signal was sent to Panama describing the incident.

Inquiries into the incident were haphazard and late, while a later French inquiry supported the idea that the sinking had been due to “friendly fire”; this conclusion was supported by Rear Admiral Auphan in his book, “The French Navy in World War II” in which he says, “for reasons which appear to have been primarily political, she was rammed at night in the Caribbean by an American freighter.”

Charles de Gaulle stated in his memoirs that Surcouf “had sunk with all hands”.

The wreck lies 9,800’ deep at 10°40’North, 79°32’West coordinates. There is a memorial to Surcouf in Cherbourg harbor.

Theories

Like so much else about Surcouf, there are alternate stories of her end. Disregarding the predictable ones about her being swallowed by the Bermuda Triangle, one of the most popular is that she was caught in Long Island Sound refuelling a German U-boat, and both submarines were sunk, either by the American submarines USS Mackerel and Marlin, or a United States Coast Guard blimp.

Many stories add that much of the gold from the French Treasury was in Surcouf’s large cargo compartment, and that the wreck was found and entered in 1967 by Jacques Cousteau.

James Rusbridger examines some of the theories in his book, “Who Sank Surcouf?”, finding them all easily dismissed except one: the records of the 6th Heavy Bomber Group operating out of Panama show them sinking a large submarine the morning of 19 February. Since no German submarine was lost in the area on that date, it could only have been Surcouf. He suggested that the collision had damaged Surcouf’s radio and the stricken boat limped towards Panama hoping for the best.



- *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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Glendale, AZ 85308
E-Mail: communications@perch-base.org

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



NEXT REGULAR MEETING
12 noon, Saturday, July 9, 2011
Dillon's Restaurant at Arrowhead
20585 N. 58th Avenue
Glendale, AZ 85308-6821