

Midwatch

Arizona Sub Vets Perch Base

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USSVI CONVENTION SCHEDULE

DULUTH - 2002 Sept. 17 - 22

RENO - 2003 - August 31 - Sept. 7

Two bases bidding for 2004, no decision yet
Kansas City MO - 2005 - Aug 30 - Sept. 4

June, 2002
Volume 8 – Issue 6



Lest We Forget Those Still On Patrol

JUNE ETERNAL PATROL DAYS:

USS HERRING	SS233	June 01, 1944	84 men lost
USS GUDGEON	SS211	June 07, 1944	78 men lost
USS R-12	SS89	June 12, 1943	42 men lost
USS GOLET	SS361	June 14, 1944	78 men lost
USS BONEFISH	SS223	June 18, 1942	85 men lost
USS S-27	SS132	June 19, 1942	0 men lost
USS S-70	O-9	June 20, 1941	33 men lost

Meeting June 8th 2002

American Legion Post 62, 11001 North 99th Ave. – Start Time 1200 Hours

From the Wardroom:

First of all, I am pleased to announce that shipmate **Douglas La Rock** has taken over the duties of Perch Base COB. Thank You Doug for stepping up, this fills a much needed position, and I know he will have the full cooperation of all base members. Well Shipmates what a busy month we have had and are having. First of all THANK YOU to all that made the meeting on the 11th and took advantage of becoming members of the American Legion or transferred your membership to Post 62. Post 62 has opened their doors to our organization and it is support like that from our membership that makes all this work. We will be looking into becoming involved one weekend a month by assisting in preparing, serving and doing the mess cooking at their breakfast. What a turn out for what is becoming our annual visit to Yarnell, Arizona. For our efforts we were awarded first place and without trying to sound to pre digested, we deserved it. It was amazing how well received our efforts were. Thanks also to **Kenny Wayne** for getting us involved with this fun filled event. Vice Commander **Glenn Herold** provided a great after parade splicing of the main brace and the food at the legion post there was great. We have been trying for some months now to get an inside storage for our float. These efforts are not stopping but we are looking at some alternatives. The best we have been able to come up with so far is to have a boat type cover that will cover the float and provide protection to keep damage to a minimum. In addition this type of cover will also allow us to protect the float as we move to parade or display areas. Vice Commander **Glenn Herold** has located a business that is willing to do this for us at a cost of \$1300 dollars. We now have pledges for \$600 of that and are looking for more. If you would like to donate to this cause please contact Vice Commander **Glenn Herold** and let him know or just send your donation to him. This cover will provide protection not only for the float but also the banners and trailer as well. While we are talking about donations we have reached a point where there is an urgent need for the membership to step up and assist with some of the duties that are required to keep our base growing and alive. Here is an opportunity for you to do a little so that the few do not have to do it all. We also need a few to step up and take on the duties of putting on our annual Christmas party. Here again this chore has been made easy by shipmate **Don Wannamaker**, and wife Judy as they have reserved the NCO club again for this annual event. All that is needed here is to follow up and get door prizes as well as setting up. We do have a volunteer to do the duties of DJ again so allot of the work has all ready been done. Ray Samson has been doing more than his share of the duties and is in need of some relieve. We need someone to do the newsletter. Anyone interested in taking on that

challenge should call 623-815-9247, and get the information from **Ray Samson**. Understand the pay is not good but there is allot of fun and rewards in doing these chores. Many of these duties are not as hard as we think and there is help if you would like to give them a try. Shipmates we need to share the load so please look around and jump in and see what you can do to make our base even better. Fraternally, **Dave Harnish**, Commander

Minutes from May's Meeting:

The regular monthly meeting of the members of the Arizona Submarine Veterans - Perch Base was convened at the American Legion Post #62; Peoria, AZ at 1300 hours, 11 May 2002. The meeting was called to order by the Base Commander - **Dave Harnish**. The members were led in the "pledge of allegiance"; followed by the dedication, moment of silence for our departed shipmates, "tolling of the boats" and the invocation by **Roger Cousin**. There were 22 members and two guests attending the meeting according to the sailing list. **Dick Caraker** introduced his guest and son **Gary Caraker** and **Mike Keating** introduced his guest and grandson. Both guest were warmly welcomed by the members. It was moved and the motion seconded that the minutes from the last meeting be approved as published in the Base Newsletter; "The MidWatch". The motion carried by voice vote of the members present. Treasurer (**Bob May**) reported the Base's financial status as of the first day of May, 2002. A motion was made and seconded, that the Treasurer's Report be approved as read. The motion carried by unanimous voice vote of the members. There were no reports by officers and committee chairmen.

OLD BUSINESS

Dave Harnish briefed the membership on the success of the 2002 District 8 meetings held in conjunction with the Southwest Caucus of the U.S. SubVets - WWII. Everyone that attended truly enjoyed the combined affair. It was believed that the same arrangements were possible with regards to the 2003 meetings, however, some difficulties have surfaced with regard to crowding and limited capacities. Hopefully these will be ironed out in time to repeat the experiences of the 2002 gathering. **Dave Harnish** reviewed the items of business brought up at the District 8 meeting. Action items are to be forwarded to the Western Regional Director and through him to the USSVI national Board of Directors. A report was made that the Executive Board of American Legion Post 62 had voted to provide Perch Base with a room to hold meetings and display plaques and pictures. This arrangement will provide that the room is available for Saturday meetings at the new building the post is erecting. Arrangements in the new building will include a storage room and wall space

committed to Perch Base memorabilia. The new building will be ready for occupancy in November, 2002 and will be just north of the current facility. **Dave Harnish** suggested that the membership should become directly active in events of the American Legion Post. One prospect is taking on the duties of hosting and servicing the Post members at their occasional Saturday morning breakfast feeds. It was offered from the floor that such would make sense if the Base performed such support on the days of our meetings. It was announced that the Yarnell Spring Festival parade is being held on Saturday May 18th. Perch Base is committed to participating in the annual event. The parade starts a 10:00 hours sharp. Perch Base will muster at the Assembly of God Church at 9:00 hours and move from their to the parade formation. We are providing a color guard, the USS Bang float and the Perch Base banner. At least 8 volunteers will be needed to carry the colors and banners. Perch Base participants may ride the float, in the back of the pickup pulling the float or walk in a loose formation. The parade was wonderful in 2001 and will probably do as well this year. American Legion Post in Yamell is holding a Chili Cook Off after the parade and everyone is invited. A call for volunteers was issued and more than enough members volunteered to carry flags and banners. **Dave Harnish** briefed the membership on the efforts being conducted by the Submarine Museum in Groton, CT to restore and preserve the battle flags from the submarines of WWII. The cost for restoration is estimated at \$130, 000. It was posed to membership as to what they felt Perch Base should do to support the effort. **Jim Nelson** made a motion that Perch Base contribute \$200 to help fund the restoration. The amount of the contribution was further discussed with other amounts suggested. After a review of the Base's finances, it was resolved that \$200 was appropriate. The motion was seconded and approved by voice vote. There was one NO vote. **Dave Harnish** also encouraged members to support the Holiday Meals Program for 2002. The program provides commissary gift certificates to be spent on food for needy submarine sailors and their families. This year, the program will encompass both the Atlantic Fleet and the Pacific Fleet. Donations made through the USSV Charitable Foundation are tax deductible. Checks should be forward to **Jim Strassels** (USSVI National Treasurer). **Dave Harnish** exhibited a newsletter published for the residence of Sun City Grand in which a Perch Base recruiting ad is printed. The ad asks those that have worn the Submariner's Dolphins to join us. Thanks go to **Ted Asbell** for getting this item in the neighborhood newsletter. More efforts such as this will help Perch Base meet its membership recruiting goals.

NEW BUSINESS

Dave Harnish initiated a call for volunteers to help

administer the Base's business. A committee is needed to plan and execute the annual Christmas Party - another committee is needed to plan and execute the annual picnic. **Ray Samson** has asked for help in taking over the duties of publishing the monthly newsletter. Everyone is invited to get involved in some way. Spreading the work load makes the overall operation smoother and less burdensome for those that carry the larger part of the load. **Glenn Herold** took the floor and briefed the membership on his efforts to find storage and protection for the Perch Base Parade Float. It appears that the most likely plan involves purchasing a vinyl boat-type protective cover so that the trailer can be stored outdoors. However, the price for such a cover will cost approximately \$1,300. Several members stepped up and offered to contribute to the cost of purchasing the cover - to the extent that approximately \$600 in pledges were made at the meeting. The remaining funds will have to be provided by other benefactors or voted, by the members, to be disbursed from the Base Treasury.

GOOD OF THE ORDER

Dave Harnish asked all Perch Base Holland Club Members to assemble - front and center. He then requested that shipmate **Robert Hanson** face him at the podium. With Robert's peers assembled, **Dave Harnish** conducted a short ceremony to induct **Robert Hanson** into the USSVI - Holland Club. In so doing, Dave reviewed the elements that distinguish a Holland Club member - Pride, Past, Present, Patriotism, Honor, Duty, Commitment, Professionalism, Courage, and Leadership. After explaining each of those elements and how they applied to Robert's life, he read a letter of congratulation from the National Holland Club Commander - Bill Britt. Robert was given a membership certificate and other items celebrating his induction into the Holland Club. Holland Club membership is restricted to members of the USSVI who qualified in submarines more than 50 years ago. The membership congratulated Robert with a resounding round of applause.

50/50 DRAWING

The 50/50 raffle was conducted and **Dave Harnish** was the winner.

ADJOURNMENT

All the outstanding business being concluded, it was moved and seconded that the meeting of the Arizona Submarine Veterans - Perch Base be adjourned. The motion carried by voice vote. **Roger Cousin** led the membership in the benediction and closing prayer. The meeting was adjourned at 1406 hours.

Meeting and Events:

Our June 8th meeting will be held at American Legion Post 62, located at 11001 North 99th Avenue. Meeting Starts at 1200 Hours. Post 62, is

North of West Peoria Avenue, in the city of Peoria, West of Hwy 101. Off HWY 101 take the Peoria exit and proceed West to 99th Ave., than right (North) to Post 62, which is on the East side of the street. We would hope to see a good turn-out as the members of this post have welcomed us with open arms. A lunch will be provided at a cost of \$3.00. A heck of a deal, at twice the price.



Perch Base Booster Club 2002:

Thank You for your "Above & Beyond" assistance:
Jerry N. Allston, Ken Anderson, Bob Bailey, Kenneth E. Becker, Jerry Becker, Joseph A. Bernard, Richard Bernier, Harold J. Bidigare, Wayne A. Braastad, Michael J. Breitner, Edgar Brooks, James F. Clewett, Roger J. Cousin, Earl Crowley, Stephen F. Day, Warner Doyle Jr., Jeff Duncan, Ronald D. Eddy, Tom Fooshee, Ray Lee Graybeal, Charles Greene, Billy A. Grieves, Warren A. Grossetta, Michael J. Haler, Robert Hanson, Dave Harnish, John T. Hellem, Glenn Herold, Lester R Hillman, Stephen F. Hough, Mike Keating, Ron Kloch, Larry L. Krieger, Paul Lake, Robert A. Lancendorfer, Doug La Rock, George Marions, Dale Martin, Robert E. May, Bill Mc Nay, Roger M Miller, Roger R Miller, Joseph R. Mullins, Jim A. Nelson, James W. Newman Sr., Joe Otreba, Thomas B. Patterson, Raymond A. Perron, Royce E Pettit, Scott Prothero, Larry M. Rankin, Dan Reel, Frank W. Rumbaugh, Ramon Samson, Dick Schiltneck, Douglas F. Schultz, Tyler Smith, Wayne Smith, Robert G. Sothern, Adrian M. Stuke, James Wall, Kenny Wayne, Richard Weber, Donald Whitehead, Ed Wolf, George Woods, Jerry D. Yowell.

Small Stores:

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

A Submariner's Life:

These underseas James Bonds ply the depths in cramped quarters. It seems crazy but there's nothing they'd rather do. By Christine Clarridge, Seattle Times staff reporter. They're a funny breed, these submariners. They score at the top of the military-entrance exams and can thrive for weeks beneath the surface of the sea in what amounts to a sophisticated tin can loaded with some of the

world's most lethal weapons. They have their own rituals and initiations; their own language and bars. They tell jokes, love a good prank and will wrestle on the floor like puppies. Their conversation can range from muscle cars to philosophy and physics - almost in the same breath. Without the benefit of a calculator they can calculate the ocean's salinity at 400 feet, the water pressure and the sub's buoyancy, then make adjustments on control panels that appear more scientific than military. Scientific Americans are in the head and Nietzsche in the galley. "There are a lot of really intelligent people in here. It's one of the best things about this job," said Lt. j.g. Paul Seitz, who joined the Navy after graduating from college with a degree in physics. "As a submariner, you get to have a James Bond life," explains Cmdr. Howard Trost, a former commanding officer of the USS Ohio. "When you're at home, you're helping the kids with algebra and working out in the yard. When you go to sea you go to a whole different world." Sailors who score at the top of the military-aptitude tests in math and science are generally offered a chance to join the submarine fleet. If they opt in, they attend one of several specialized training schools, teaching them how to run a reactor, say, or supervise the underwater launch of a nuclear missile. They also train for life below the sea, including how to cope with emergencies such as fire and flood. "There are two things we fear: water in the people tank and fire," said Master Chief Dave Johnson, the head of curriculum and instruction at the training facility. "And we train for the worst that could happen." The all-male crews -- submarines are one of the last bastions to prohibit women from serving aboard ship -- are part of an exclusive fraternity that few can imagine. "What is it like to go out to sea?" said Master Chief Jerry Coss, the USS Alaska's Chief of Boat. "Well, if you want an idea, first seal off your windows and doors and sleep under the coffee table. Hang a clipboard on your refrigerator and check something off on it every hour. "Then set your alarm to go off at random times, and when it goes off, get up, run around and do something that seems completely eaminingless," he said laughing. It's not surprising that with a schedule like that, the humor gets a little warped. "A sense of humor is very important. If you don't have one, you're not going to make it here," said Machinist's Mate 1st Class Zack Shepherd. They'll tell a new guy that someone has to swim to the mail buoy and then have him put on a wetsuit. They'll put a little hair remover in someone's shampoo while whispering about radiation poisoning. The lifestyle isn't for most, submariners admit, but for those who can hack it there isn't anything else they'd rather do. "Yes, we're a little bit crazy," said Command Master Chief Gary Flesher, the boss of all the enlisted submariners at Bangor. "People always say, 'How can you do it?' But we couldn't imagine doing

anything else. To us, this is still the best job in the world." I wish you "Big Mud Puddles and Sunny Yellow Dandelions". Master Chief Baxter, US Navy (Retired) 41 28' 1.2" north; 72 11'40" west.

Lost Boats and Crews for June:

USS HERRING SS233 June 01, 1944 - 84 men lost
After shakedown, the new submarine was one of five sent to the Mediterranean to take station off the North African coast prior to Operation Torch, the invasion of North Africa. On her third patrol HERRING attacked and sank a marauding Nazi submarine, U-163 21 March 1943. HERRING departed New London for the rich hunting grounds of the Pacific 9 August 1943. After intensive raining at Pearl Harbor, she sailed 15 November 1943 on her sixth war patrol. She scored two kills for 3,948 tons on 14 December and 6,072 tons to celebrate New Year's Day 1944. HERRING's next patrol was a frustrating one as 24 March 1944 she stalked a large aircraft carrier but was detected and driven deep before she could attack. HERRING's eighth war patrol was to be both her most successful and her last. Topping off at Midway 21 May 1944, HERRING headed for the Kurile Islands patrol area. Ten days later she rendezvoused with USS BARB (SS-220), and was never heard from or seen again. However, Japanese records prove that she sank two ships the night of 30-31 May. HERRING's exact manner of loss can be determined from these records also. Two more merchant ships were sunk while at anchor in Matsuwa Island, Kuriles, the morning of 1 June 1944. In a counter-attack, enemy shore batteries scored two direct hits on the submarine's Conning Tower and "bubbles covered an area about 5 meters wide, and heavy oil covered an area of approximately 15 miles." On her last patrol, HERRING had sunk four Japanese ships for a total of 13,202 tons. In all she had sunk six marus totalling 19,959 tons, an Axis cargo ship, and a German U-boat.

USS GUDGEON SS211 June 07, 1944-78 men lost
USS GUDGEON sailed for her 12th war patrol 4 April 1944. The battle-tested submarine stopped off at Johnston Island 7 April, and was never seen or heard from again. On 7 June 1944, GUDGEON was officially declared overdue and presumed lost. Captured Japanese records shed no light on the manner of her loss, and it must remain one of the mysteries of the silent sea. During her 3-year career, GUDGEON earned herself a proud place in the Pacific submarine fleet. Her total tonnage sunk, 71,047, placed her 15th on the honor roll of American submarines, and she had accounted for a total of 12 confirmed kills. For her first seven war patrols GUDGEON received the coveted Presidential Unit Citation. She earned 11 battle stars for World War II service.

USS R-12 SS89 June 12, 1943 - 42 men lost

During May of 1943, R-12 returned to the United States Naval Station at Key West where she trained submariners. Shortly after noon on 12 June 1943, R-12, while underway on the surface while transiting from Key West to her operating area, came to her end. While making preparations to dive for a torpedo practice approach, the Forward Battery compartment started to flood. The collision alarm was sounded and her Commanding Officer, LCdr E.E. Shelby, who was on the bridge, immediately ordered all hatches shut and to blow all main ballast tanks. But, those actions were too little and too late as the boat went down in only fifteen seconds. The six men on the bridge, including the Commanding Officer, were the only ones rescued while forty-two others, including two Brazilian naval officers, on board to observe the torpedo firing exercise, were lost. Luckily, eighteen other crew-members had stayed in that day and were on liberty at the time the boat went down for the last time. A Board of Inquiry concluded that the cause of the R-12's loss was not clear but was probably due to the flooding of the submarine through a forward torpedo tube, that is because of an accidental opening of both the inner and outer doors of a torpedo tube at the same time. This could never be confirmed as the R-boat sank in six hundred feet of water too deep for salvaging, or even investigation, in those days.

USS GOLET SS361 June 14, 1944 - 78 men lost

Lt. James S. Clark took command of GOLET and departed Midway 28 May 1944 to patrol off northern Honshu, Japan. A door of silence closed behind her and GOLET was never heard from again. GOLET was scheduled to depart her area on 5 July 1944, and was expected at Midway about 12 or 13 July. On 9 July 1944, she was sent a message which required an acknowledgement, but none came. On 11 July, a sharp lookout was posted at Midway for a submarine coming in without being able to transmit. By 26 July 1944, the boat had not returned, and it was reported as presumed lost. In the reports covering Japanese antisubmarine attacks, made since the war's end, one is recorded as having been made on 14 June 1944, at 41°04'N; 141°30'E. This attack is considered to explain GOLET's loss, since the enemy, in his report, states, "On the spot of fighting we later discovered corks, raft, etc., and a heavy oil pool of 50 by 5,200 meters." Eighty- two gallant men perished with GOLET.

USS BONEFISH SS223 June 18, 1942 - 85 men lost

In company with USS TUNNY (SS-282) and USS SKATE (SS-305), USS BONEFISH (SS-223), departed Guam on 28 May 1945 to conduct her eighth war patrol. This coordinated attack group under Cdr. G.W. Pierce in TUNNY, which was one of three

groups then penetrating the Japan Sea, was ordered to transit Tsushima Strait on 5 June 1945, and to conduct offensive patrol in the Sea of Japan off the west central coast of Honshu. This area was further subdivided, with **BONEFISH** assigned to patrol the northern portion. **BONEFISH** successfully transited Tsushima Strait, and made rendezvous with **TUNNY** on 16 June 1945, in position 36°40'N;135°24'E. **BONEFISH** reported she had sunk one large transport and one medium freighter to date. On the morning of 18 June, **TUNNY** and **BONEFISH** rendezvoused in the vicinity of 38°15'N;138°24'E. **BONEFISH** asked permission to conduct a submerged daylight patrol in Toyama Wan, in the mid part of western Honshu, and having received it, departed for Suzu Misaki. She was never seen or heard from again. Japanese records of antisubmarine attacks mention an attack made on 18 June 1945, at 37°18'N;137°25'E in Toyama Wan. A great many depth charges were dropped, and wood chips and oil were observed. This undoubtedly was the attack which sank **BONEFISH**.

USS S-27 SS132 June 19, 1942 - No Men Lost

USS S-27 departed San Diego on 20 May; steamed to Port Angeles ordered north, to the Aleutians, she; thence, continued on to Alaskan waters where she commenced patrol operations in June. In mid-afternoon, she rounded East Cape and that night when she surfaced, fog obscured her position. Lying to, to charge her badly depleted batteries on two engines after running submerged during the very long Aleutian "day," she was carried about five miles from her estimated (DR) position. The fog prevented knowledge of the drift. At midnight she got underway, slowly, on one engine and continued to charge on the other. Soon after 0043 on the 19th, breakers were sighted about 25 yards forward of the bow. "Back Emergency" orders were given. Seconds later, **S-27** grounded on rocks off St. Makarius Point. Waves bumped her violently against the rocks, rolling her 10 to 15 degrees on each side. Her motors were continued at "back emergency," but she was held firm by a submerged rock. Efforts to back off were continued, but the lightened ship swung harder against the rocks. Her starboard screw struck a rock and was disabled. By 0330, the pounding had increased and plans were made to move the greater part of the crew off. Dispatches of her plight, sent first at 0115, were continued. Six were sent it all. One, giving no position, was received at Dutch Harbor. A ferry system, using a rubber boat and lines rigged between the ship and the beach, was set up shuttling supplies and crewmen. By 1100, all but six, the commanding officer and five others, were ashore. All equipment was destroyed. Classified material was burned. At 1530, three of the remaining men went ashore. The side plating was

now loose; the torpedo room was flooding. At 1550, the radioman, executive officer, and commanding officer left the submarine. On the 24th, a PBY on a routine flight spotted the activity at Constantine Harbor; landed; and took off 15 of the survivors. On the 25th, three planes were sent in to bring off the remainder. No member of the crew was lost during the disaster.

USS S-70 O-9 June 20, 1941 - 33 men lost

Sailing up to Kittery, ME, in January 1930, the sub returned to New London in March; the following February, she sailed to Philadelphia, to decommission there 25 June 1931. Remaining on the Navy List, O-9 was recalled to training service as U.S. involvement in WWII became more imminent. She recommissioned at Philadelphia 14 April 1941 and went to New London 31 May. O-9 was to see but brief pre-war duty, however. On 19 June, O-9 departed New London with other O-boats, for tests off the Isle of Shoals. After the other 2 subs had successfully completed their tests 20 June, O-9 submerged at 0738 to conduct deep submergence tests; the sub did not surface thereafter but was crushed by the pressure of the water 402 feet below. The sub went down 15 miles off Portsmouth, in the area where **USS SQUALUS** (SS-192) had been lost. Rescue ships swung into action immediately. **USS O-6** (SS-67), **USS O-10** (SS-71), **USS TRITON** (SS-201) and **USS Falcon**, plus other ships searched for the sub, and divers went down from 1300, 21 June until 1143, 22 June. Divers went to record depths for salvage operations but could stay but a brief time; salvage operations were cancelled as they were considered too risky. The boat was declared a total loss as of 20 June. On 22 June, Secretary of the Navy Knox conducted memorial services for the 34 officers and men lost on the boat. The boat remains in the depths off Portsmouth.

Nautilus back at museum, all ship-shape :

Electric Boat completes \$4.7M overhaul of historic submarine By Robert A. Hamilton - As the historic submarine **USS Nautilus** made its way upriver sporting a fresh coat of paint after a \$4.7 million, four-month refurbishing at Electric Boat, about 150 submarine veterans lined the pier at the Submarine Force Library and Museum to honor its passing. At 2:30 p.m., the shouted command, "Sub vets, hand salute!" brought the veterans' arms up as tugs pushed the **Nautilus** the world's first nuclear-powered submarine, toward the Naval Submarine Base, where it will be readied to be rebolted to the pier at the museum later this month. "It's the first time I've seen her under way since April '86, when she came back from the West Coast," said John Yuill of Cumberland, R.I., who was a quartermaster on **Nautilus** from April 1957 until September 1960. "It was sad seeing her under tow, knowing she

couldn't get under way on her own power, but it was great just to see her on the water." The retired submariners were in town for the 38th anniversary celebration of the Groton chapter of U.S. Submarine Veterans Inc., which included a trip back to Naval Submarine School. It was Robert "Soupy" Campbell's first trip to the school, even though he made three war patrols on the Pilotfish in the 1940s. "They needed some good men, like the Marine Corps, so they sent me right to Midway," Campbell joked. As the submarine force grew rapidly during World War II and again during the early days of the Cold War, some men reported right to the boats out of basic training. And what was so important that Campbell had to miss sub school during World War II? "Dishes," Campbell said. "They didn't have automatic dishwashers back then, so I spent my first two patrols as a mess cook washing dishes." Eventually, he qualified as an electrician's mate and was relieved of dish duty. Campbell was made an honorary graduate with distinction of the Basic Enlisted Submarine School class that graduated Friday morning. John Carcioppolo, commander of the Groton base, said some of the people attending the events this weekend think he's a genius for organizing the movement of the Nautilus at the same time as the anniversary celebration, though he acknowledged it was just a happy coincidence. For a short time Friday, it appeared that it might not happen, though, because stiff winds threatened to make it difficult to get the Nautilus out of drydock at EB and tow it to the base. As the appointed time passed, one retired submariner quipped that maybe the ship had gotten lost. Carcioppolo said Cmdr. D. Benton Howard, officer in charge of the museum, didn't want to disappoint the waiting veterans if at all possible. "Commander Howard and the other powers that be got things turned around, and they're doing it," Carcioppolo said moments before the Nautilus hove into view. Carcioppolo said he wasn't surprised that so many of the veterans turned out to see the Nautilus after spending the entire morning touring sub school. "This is a big part of our heritage," Carcioppolo said. "Progress. It means progress," said Charlie Sutton of Milford as he watched the Nautilus pass. "It means no more running on the surface to charge batteries. Today, they only surface to re-enlist." Sutton qualified in 1950 on the diesel-electric submarine Torsk, now a museum ship in Baltimore. Russell Perreault of Rhode Island, who qualified in submarines aboard the John Adams in 1963 and made six patrols on the boat, said nuclear power made possible the entire concept of ballistic-missile submarines like the John Adams, which submerged for 60 days at a time. "Before nuclear power, submarines were basically surface ships that could submerge," Yuill said. "With nuclear power, we could make our own air and water. Nuclear power enabled us to stay

submerged until the food ran out." Yuill recalled that when he first reported to the Nautilus, "it looked like a rocket ship, everything was so modern." The Nautilus shattered all underwater speed and endurance records during its era and logged an estimated 500,000 miles during a 25-year career. As part of his tour of the Submarine School, Yuill got to see renderings of the next-generation Virginia class of submarines under construction at EB. "Today the Nautilus is the Model T of nuclear subs," Yuill said. "But the Nautilus started it all."

New fuel-cell submarine christened:

Howaldtswerke-Deutsche Werft AG (HDW) in Kiel has christened the first of four 212A class submarines as the "U31". This submarine is destined for the German Navy. HDW and Thyssen Nordseewerke are currently constructing the four boats. After comprehensive test trials, "U31" is scheduled for commissioning on 30 March 2004. The new class 212 submarine has an air-independent propulsion system using a hydrogen fuel cell. HDW is the first shipyard in the world to offer a fuel cell propulsion system ready for production. The fuel cell plant, which produces electrical energy from oxygen and hydrogen (which Nazi Germany was toying around with at the close of WWII), allows this new class of submarines to cruise under water for weeks without surfacing. As we are well aware, conventional diesel-electric submarines used up their battery power after about two days cruising under water. In addition, the fuel cell makes no noise and produces no give-away exhaust or heat. These factors help to make the submarine virtually undetectable states the manufacturer. Advances in detection capabilities and the increasing ability of anti-submarine warfare operations prompted the development of the new 212A. The extremely favorable signatures, the fuel cell propulsion plant, and the boat's detection and weapon systems, enable these new low-cost but efficient submarines to be suited for successful deployment in every conceivable area of operation. At the same time, the design allows for high availability and low maintenance cost. In his speech at the name-giving ceremony Mr. Hanfried Haun, Vice-Chairman of the Board of Directors of HDW, remarked that the decision in favor of incorporating the fuel cell in the submarine building program had laid the foundations of continued long-term employment for the German shipyard as they expect orders from countries from around the world. The development of the fuel cell propulsion system also furnished HDW with a number of follow-on building contracts. Orders are on hand for export version submarines of class 214, for the Greek and Korean Navies. The Italian Navy has followed the lead of the German Navy and is building two class 212A boats at the Fincantieri

shipyard in Italy under contract by the German firm. Technical Data of "U31" at a glance. General characteristics: Length over all - about 184 ft Height to top of bridge - about 38 ft Maximum diameter - about 23 ft Displacement - about 1450 tons Crew - 27 Pressure hull - non-magnetic steel Fully integrated control system Command and weapon control system Propulsion plant: Diesel generator Propulsion motor - SIEMENS Permasyn motor Fuel cell plant Low-noise stern propeller Weapons: Torpedoes. Torpedo tubes with water pressure expulsion system

Ghost Boat Part 1:

The Discovery: Mark Casey made his way up the starboard ladder to the operations room from which the various contractors conducted their experiments and tests. He had a computer, a desk and a filing cabinet like the other seven guests on the ship. They were not members of the crew but paying passengers with some scientific purpose. Woods Hole, like several other institutions, had oceanographic research ships capable of blue water ocean activity, which were very expensive to operate. So, various institutions and manufacturers of oceanographic equipment and the like would share the costs of operating the ship so that they could conduct their particular open ocean activity. After breakfast he would check his emails and then follow his plan for the day. Time was very costly in such an arrangement, so he typically put in 14-hour days. Since there was nothing else to do aboard this ship but eat, work and sleep, 14-hour days were the norm. Part of each day was often spent waiting and watching while other experiments were conducted. On this cruise there were two men from Scripps Institution of Oceanography doing something involving the continental shelf which they could only do off the East Coast; a meteorologist from Stanford; three guys and a woman, sponsored by the Smithsonian, studying the effects of oil industry seismic exploration on marine mammals, and, of course himself. He had written new software for underwater remotely operated vehicles (ROVs), which he could only test at sea. He hoped it would improve both maneuvering and the use of the manipulator arms. His company made these vehicles, which were structurally and mechanically pretty effective, but a bit limited in their actual use. This naturally affected the Navy's and oil industry's interest. He thought he had figured out a way to make these ROVs, particularly the tethered ones, more effective through software modifications. His particular test day was two days away. Several emails were from his girlfriend, some of it was spam and the last one was from his boss in Baltimore; Mark. We have been requested, as a favor, to investigate what is presumed to be an object, which happens to lie on the bottom near your ship's course back to Norfolk.

Our Navy friends at the Blockhouse have a location of what they believe to have been either an explosion, or an implosion. Their SOSUS hydrophones recorded, three days ago, something far exceeding their usual energy threshold. As you know, they record everything, but the stuff that exceeds the normal activity is flagged for closer scrutiny. They have eliminated all the usual suspects of maritime traffic blade counts, seismic sub-bottom profiling, etc. They lean toward an implosion at this point, which is probably more hunch than data. This event does not correspond to any Navy activity in the area of the sound. No submarines were in the area, and besides, all their boats are accounted for. There is a remote possibility that it was a foreign sub but they think that is doubtful. They ran the sound pattern against their data base profiles of all sorts of sounds, and the closest match was the sound from U.S.S. Scorpion imploding, which is a pretty grim thought when you think about it. I'm sure they never wanted to hear that sound again. What we need is a side scan sonar search to see if we can locate and then identify the source then let me know what develops. Do you think you can prevail on the Scripps people to help out on this one? Aren't they using side scan sonar for their project? I seem to remember that. Get back to me so I can let our friends know what's up. They have been good to us and maybe they'll buy your new stuff. *Bob Patton* - Mark thought how peculiar it was to have a boss like Patton who was phobic about being underwater and yet he was in a business associated with diving, ROVs, submarines and other underwater stuff. Personally, he would love be a diver or operate a manned underwater vehicle - instead he had somehow gotten on the software tract. He thought there was practically not much difference between what he was doing and writing an accounts payable program for Etna or State Farm Insurance. He was close to the action and yet miles away. The best lecture in his entire college career was about, of all things, debris fields given by a world-renowned oceanographer named Don Walsh. He could nearly recite the whole lecture - it was fascinating: debris fields are like a fingerprint of a disaster - the clues of what became of a sunken vessel. They are all different, yet they can tell us a lot about a sinking. Surface vessel's bulkheads are designed to withstand and hold back seawater at surface pressures. So when a surface vessel sinks, its bulkheads collapse at pretty shallow depths. The energy produced by the collapse spreads the compartment's contents around - throws it out into the surrounding sea where it all either floats up to the surface, or sinks to the bottom. In the case of a submarine, whose bulkheads are designed to withstand the considerable pressures of, say a depth of 900 feet or so, when they finally implode the energy

released is huge. So, to begin with the first big distinction is the type of vessel that sinks. Now when the contents of a compartment, which are heavier than water, start to sink, they sink at much different rates and that, Ladies and Gentlemen, is very significant. Take a T-shirt and a typewriter. The T-shirt is going to sink very slowly because it is not much heavier than water, plus it has a whole lot of drag. The typewriter is going to down almost like a rock. The key to the debris field is how long the stuff blown out of the compartment is in the current in that particular area and at that depth. If the current is one knot, the T-shirt is going to be influenced by that current far longer than the typewriter. If you imagine the shirt taking maybe a week to sink to, say 10,000 feet depth, while the typewriter maybe took 45 minutes, you can immediately see that a debris field will have the lightest stuff with the most drag at the farthest point and the heaviest stuff closest to the hull itself. Keep in mind that there are often cross currents at different depths so the fields do not always end up in a straight line. Many places in the ocean have particularly swift currents. Straits and other narrow places where water is always moving fairly fast, are going to have fields spread out in length. That T-shirt we talked about is going to be way out there and may not even be in the field at all. On the other hand there are places, particularly in very deep water, where the debris will sink uninfluenced by anything except time. The T-shirt and that typewriter will be in close proximity on the bottom. The only difference is that shirt will take much longer to arrive. Mark sat back in his chair and stretched, remembering how interesting Walsh's lecture was. One of the things he missed on these trips was a good run. He was a triathlete and was hooked on conditioning. Being at sea ten or twelve days threw his schedule off so much, that it took a few weeks to get back to normal. He thought to himself, 'I'll go find those two geeks from Scripps. They'll probably let me take a few passes at this 'object' with their side scan sonar. I'll have to bullshit them a bit, which shouldn't be too hard. What do they care? It's not going to cost them anything to let me use their gear. I can't believe they still use pocket protectors.' He started to laugh to himself. 'I wish it were that girl from the Smithsonian instead of these two. Man has she got legs. Damn! Those legs ought to be IN the Smithsonian instead of hanging off that outstanding tush she has working for her. Jesus! I've been at sea too long. How the hell do those sailors go to sea for so long anyway?' Mark was surprised at how easily the two agreed to his use of their side scan sonar rig. He actually felt bad about his condescending thoughts toward them. It seems that part of their prior test was contaminated by something, and had to be done again anyway. "We've got to scan something, so it might as well

be your 'object'. It will be fun, actually looking for something instead of just calibrating the equipment. We're actually on this afternoon. They squeezed us back into the schedule. Can we be over this thing this afternoon?" Mark took his source's coordinates to the ship's master, told him the story so far, and asked if they would be over the source by mid-afternoon. The master did a quick look at the chart and said, "Probably be about 1700 hours Mark. What are you going to need?" "Ideally, I'd like to do a box search say, five miles by five miles. You know, just pass back and forth until we pick up the source." "That's going to take more time than we've got. Can't you narrow it some? I'd agree to a three-mile box Mark. Will that do?" By 2:30 AM Mark was feeling guilty about imposing upon the Scripps guys generosity with their side scan sonar. "God I feel bad about all this work you are doing for us. Can I do anything for you two? I really thought this would be a lot shorter search. Ten hours is a bitch. I'm really sorry." "Hey, no problem. All we'd be doing is sleeping anyway. We got all our calibrating done hours ago though, but this is a good cause." The two Scripps guys just looked at each other leaving Mark with the impression that they'd rather be in their bunks than staring at a green screen when the one at the console shouted, "HELLO." On the side scan sonar display, the unmistakable image of a WWII submarine appeared. Mark had two small buoys ready and he quickly went to the port side and dropped one over the side and came back to look at the screen. He thought the image was remarkable. It was very clear and they had gotten lucky in that they were almost perpendicular to the sub's port side. It was also clear that the sub was sitting on the bottom nearly upright. Another thing, which was clear and unmistakable, was the damage to the after part of the sub. All three of them said almost simultaneously, "DAMN, that's unbelievable!" Mark's enthusiasm was understandable since he really didn't have too much experience with this sonar stuff, but he was impressed that the two 'geeks' were wowed by the image and he felt doubly bad about his disparaging thoughts about these two. He stepped out of the room to the rail again and dropped the second buoy and headed for the bridge to inform the master. The buoys marked the course for the last pass. "Hey, thanks so much you guys. Really, you were a lifesaver. I couldn't ask for better images then we've got. Can I email them to my boss right away?" He was very excited and hoped Bob Patton would be in the office early. He wanted to dive on this sub and get real pictures of her and maybe try to look down a hatch or something. He didn't have to wait long for a response to his email since Patton, 'Ever the optimist', had spent the night in his office Mark. Nice Job! Those images are outstanding! I'm stunned! I didn't know those

things were that good. I have just forwarded your email and attached images to our friends. I think they may ask us to get up close and personal with your vehicle. Surely they will want to know which sub that was, or if it was maybe a U-boat and not one of ours. Film everything. Don't hold back. Ask the captain if we can squeeze in some time. You can do it tonight since you don't need natural light, particularly at that depth. If it goes well with your software, then you can blow off the scheduled tests tomorrow or whenever they are. Let me know what he says and if it will involve more money. I doubt it will since you won't be using any more time really. Either way, I think we should explore the wreck. It will be a good test for your software anyway. Is the weather holding up? Standby Bob Patton He was out on deck getting his vehicle prepared when Miss Smithsonian said, "Hey Mark. I thought you were scheduled for tomorrow or the next day for that contraption." She was smiling at her little joke, "We found a WWII sub down there an hour ago! They rescheduled me for this evening. I can do what I do in the dark." He thought he detected a little reaction and just a hint of a smile, which he found to be the most scintillating experience of the entire cruise. "You ought to look at those images. They are fantastic! Go ask the Scripps guys if they'll let you look at them." Mark smiled and stared at her tight Patagonias as she walked forward, and thought, The chances that those two geeks from Scripps would not let a girl with a tush and legs like hers, particularly in today's little grape colored Patagonia standup shorts number, see their images, would be measured in exponential terms.' Back in Norfolk the phone rang in Bob Patton's office, "Patton." "This is Captain Hurlocker over at SubLant. Our mutual friend Commander Wilson forwarded the images to us since it was a submarine. Does your man out there have a deep submergence vehicle aboard? Oh, and what is the depth of the boat? We know generally, but I'd like to know specifically." "His other message said it was at 550 feet. He does have a vehicle aboard. In fact, that is why we are out on this trip, to test something. What do you want us to do here Captain?" "Well, it's surprising really. We all stared at the images and knew right away that it was a Gato class boat. There is a retired guy who works up here as a volunteer a couple days a week - a former Chief of the Boat. Anyway he looked at the images, and went into our little library. He came back within 20 minutes and told us it was *Cutterfish*. Can you imagine? Apparently there were only four boats of that class with a particular modification, which we all missed entirely, but not this guy. The modification was clear in the images you sent. Two of the four boats survived the war and one was sunk off of Tulagi and - you guessed it - one was lost off the Mid-Atlantic coast in June 1942." "Jesus! That gives me the creeps. I don't

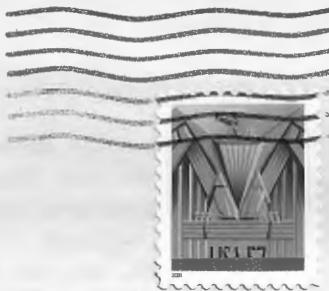
know how you guys go down in those things. It would scare the shit out of me! Has the Navy determined what made the sound you picked up?" "The consensus is that the submarine sank in shallow enough water to have had a compartment survive. You know, not get crushed by the pressure. But after 50 years of corrosion, all that pressure, at that depth, finally caused the failure. Because of the lack of external damage forward, my guess is that one of the forward bulkheads failed as opposed to the pressure hull caving in. Had it been the pressure hull, the damage would have been very obvious in the side scan sonar images." "Captain, I'm going to go ahead and tell my man, his name is Mark Casey by the way, to do what he can to sort of confirm your deduction, shoot plenty of tape, look around and maybe bring back a memento from the debris field. Maybe you can send him a nice 'Attaboy' letter when this is all done. He'd love that." "I've got a better idea Bob. We'll take the both of you for a ride on a fast attack boat. You know, a day trip out of Norfolk for some 'angles and dangles'." "No thanks Captain. I believe I'll be busy that particular day. But Mark would probably love to go." "I didn't tell you which day we'd go out."..."Yeah .. I know." The next email came in surprisingly fast. Mark couldn't believe how this thing was taking on a life of its own; Mark. Congratulations. This is really splendid work on your part and we are proud of you. I'll tell you what. The Navy is about to pee their pants at your discovery. I told them you'd send down the ROV (Remotely Operated Vehicle) and have a look. I even told them that you might bring back a memento from the boat. Maybe the debris field will still have something, although it feels a bit morbid, knowing that there must be 80 or 90 guys on that thing. Incidentally they deduced what the boat's name was, or rather is...I wonder how those guys view that stuff? U.S.S. Cutterfish is supposedly the name of the boat. See if you can confirm that although with 50 something years of saltwater, maybe you can't. The good thing is that they can close the case on this sub. From your pictures, they'll probably know just what sank her. That is a nice thing when you think about it. We're directly helping all those families put some closure on the death of a loved one. Probably not too many loved ones left though. Too bad it took this long. Part Two of this is to see if you can tell what imploded to made that big noise. I think they may have already figured it out. Sounds like an intact compartment finally imploded after all these years. I know that 550 feet is deeper than the test depth of those old boats, but knowing the government, it is probably less than their crush depth. I'll bet you anything on that. The boat was hit by something obviously, but it evidently had a compartment survive both the attack and when it hit the bottom. If you get enough tape, they'll be able to figure out a whole

lot. Nice work! *Bob Patton* Mark was at the controls of the ROV just inside the main workroom the contractors used, and liked what he was seeing of his new software. He had not used the manipulator arms yet, but the directional control was clearly better. He was thinking about just how he was going to go to the head, when he saw the submarine over to the right. The systematic search for the boat had taken four and a half hours. The first view was the after part of the boat, which seemed badly damaged. As he moved forward up the starboard side, he noticed that the rest of the boat was in surprisingly good shape. He thought it must have sunk by the stern, and when the stern struck the bottom the forward part of the boat probably slammed against the sand. There were some parts of that round tank-like things near the forward torpedo room, which had sprung out, but otherwise it looked pretty sound. As he passed the side of the bridge he looked for a hull number but could not tell anything visually. He got close and panned up and down the length of the hull twice. Then he did the same for the sail and bridge area. His plan was to exit the area after taping every single square inch of this sub, and then go back down the debris field if he could find it, and bring the vehicle back up. For some reason he stopped the ROV and stared at the forward room upper hatch. He wanted to test the new software as it related to the manipulator arms and said to himself, 'What the hell.' With that, he positioned the arm so he could grab the dog wheel in the center of the hatch and tried to move it. To his surprise, it moved easily, so he kept doing it until the hatch appeared to pop up a bit. He positioned the opposing arm under the lip of the hatch and moved it to the vertical. Then he moved the vehicle around to the other side of the boat where he noticed there were no lifelines to get tangled in, and got close enough to actually look into what he thought was the escape trunk submariners used to get out of their boats in an emergency. He expected to see rust and destruction, but what he saw was orderly but mouldy. The room below was obviously flooded otherwise he could never have opened the hatch but otherwise everything he saw looked orderly – nothing like he expected a blown up sub to look like. Then he noticed the rusting, once battleship gray, metal toolbox and he knew he had his memento. He reached into the bottom of the escape trunk, barely making it given the length of the arms, and very carefully picked up the toolbox. He had a very strange feeling, which reminded him of Harrison Ford in *Raiders of the Lost Arc*. A feeling that he had something very special and sacred. A Chief Petty Officer met the Woods Hole research ship at the pier in the commercial port of Newport News, and boarded her as soon as the brow went over to the pier. He

did not salute or perform any of the formalities of a Navy ship. He thought to himself, 'These here are just a bunch of skimmers, and civilian skimmers to boot! Merchant ships give me the creeps. Full of goddamn foreigners. I can't wait to get off this ship.' Then he saw Miss Smithsonian in her khaki Patagonias and said, "Hmmmm." She had a tall civilian flat belly next to her with a toolbox that had to be what he came for. "Chief Reader?" "Yeah." "I'm Mark Casey. Here is the tool box and the *Cutterfish* log I told my boss about." Reader took the toolbox and started back down the brow saying nothing, when Mark shouted out, "Say, Chief. Take real good care of that log, will you?" Reader waved over his back and said "Yeah sure." He got into the 'duty, gray pickup truck' with the serial number on the doors and took off back to where he was most comfortable...U.S. Navy property - The Submarine base at Norfolk, Virginia. 'Greek' Reader was a crusty Senior Chief Petty Officer who had been Chief of the Boat on three fast attack submarines. He had a little too much old navy in him to suit a majority of the Navy's hierarchy. He was apolitical and suffered fools and incompetence poorly. ComSubLant liked him ever since they served together years ago on U.S.S.*Pogy*. When Reader's name popped up for shore duty the Admiral made only one call and Reader was on his staff. Chief Reader's desk was now located in the outer office of ComSubLant where he was in charge. The Admiral often sent him on missions he either wished to keep secret or errands he had to have done properly. The other staff officers depended on him as well, since they all knew that, as the ad said, "if it absolutely, positively has to be there tomorrow, call Federal Express." They all just substituted Senior Chief 'Greek' Reader in place of that carrier. Reader walked into the office and asked Commander Vandergrif, the Admiral's aide, "Is the Admiral in Sir? He wanted me to show him this." He held up the log not even slowing down. "Yes Chief. Go ahead in he is expecting you." Vandergrif smiled and shook his head and returned to shuffling papers. "I got the log Admiral, and I got an idea of how to dry it out so you can read it. Can I tell you the idea Sir?" "Let's hear it Greek." "Well Sir, you mentioned having the city or the State Police crime lab do it. But I think that would take time and you may not want them reading it. My guess is that this is probably very personal stuff Sir, maybe those feather merchants shouldn't be reading it." "I agree. So what's your idea?" "I've got two female sailors with nothing to do so I'm sending one back to their barracks for their hair dryers. I figure that within one watch they'll have it all dried out. I'll bet they have it ready for you to take home with you this afternoon Admiral." "Do it Chief, I'm very anxious to read it. Thanks."

Return To:
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