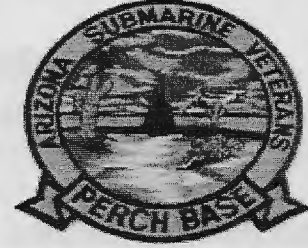




The "MidWatch"



June 2009
Volume 15 - Issue 6

The monthly newsletter of
Perch Base - USSVI
Phoenix, Arizona

<http://perch-base.org>

What's "Below Decks" in the Midwatch

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Lest We Forget Those Still On Patrol

JUNE ETERNAL PATROLS

USS Runner (SS-275)	?? Jun 1943	78 Lost
Possible Japanese Mine between Midway Island and Japan		
USS Herring (SS-233)	01 Jun 1944	84 Lost
Japanese Shore Battery off Matsuwa Island, Kuriles		
USS S28 (SS-133)	04 Jun 1944	50 Lost
Foundered off Hawaiian Islands		
USS R12 (SS-89)	12 Jun 1943	42 Lost
Foundered off Key West, Florida		
USS Golet (SS-361)	14 Jun 1944	82 Lost
Japanese Surface Attack off Honshu, Japan		
USS Bonefish (SS-223)	18 Jun 1945	85 Lost
Japanese Surface Attack off Honshu, Japan		
USS O9 (SS-70)	20 Jun 1941	33 Lost
Foundered off Isle of Shoals		

NEXT MEETING

12 noon, Saturday, June 13, 2009
American Legion Post #105
3534 W. Calavar Rd., Phoenix, AZ 85053

2009 Booster and Float Support Members

Perch Base, USSVI, cannot support its on-going operations and provide funds for the Base's float activities on dues alone. While the Base tries to develop activities to raise additional funds, we salute the members, listed below, who have supported the base with additional contributions. Shipmates, we salute you!

These are the 2009 Contributors. Have you given you support?

Jerry Allston, Reynaldo Altos, Gary Bartlett, Ken Becker, Walt Blomgren, Bradley Butler, Michael Dahl, Jim Denzien, Howard Doyle, Joe Errante, John Graves, Dave Harnish, Stephen Hough, Mike Keating, Darrell Lambert, DeWayne Lober, Burtis Loftin, George Marions, Ray Marshall, David Meese, Angus McPherson, Alan Miller, Tim Moore, James W. Newman, Craig Olson, Ernest Plantz, Stan Reinhold, Robie Robinson, Stanley Rud, Frank Rumbaugh (in memory), Garry Shumann, Rick Simmons, William Tippet, Forrest Watson, Donald Whitehead, Ed Wolf, Jerry Yowell, John Zaichkin, Ron Zomok.

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jimnewmanss483@q.com

Sailing Orders



Join the float and other Shipmates in cool Prescott for July 4th. Be part of the parade in the morning (the 4th is a Saturday) and stay for an afternoon or evening rodeo.

For details, contact Howard Doyle, Base vice Commander.

September 8 - 12, 2009

Don't wait! The next USSVI convention is right around the corner and this time, it practically next door. San Diego Base is hosting -- an easy few hours drive AND gas prices are low!

But the big news about this convention is that it's a joint venture with *the ISA-USA (International) Convention*. This is the first time (in recent memory) that the International is meeting in the US and the very first time, a joint convention is held.

Just think! Smooze with not just US boat sailors, but German, French, Russian and English.

Check the internet link just below to go to the special convention web site.

<http://www.ussvisandiego.org/Convention2009/index.htm>

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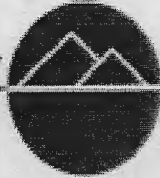
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Foundation Shipmates



These organizations and individuals have contributed to the Perch Base Foundation and deserve special recognition as "Foundations Shipmates." Perch Base members are encouraged to use these organizations as a way of saying, "thanks."

Avondale Toyota
Larry Harker Auto Repair Inc.
Fairings - Etc
White Shears Flowers
Frank Bono Metal Design
Southwest Steel Sales LLC
United Parcel Service (UPS)
David L. Meese, Jr. CPA PLC
ARC Impressions

From the Wardroom Base Commander's Message

Shipmates:

It has been a busy month for float usage: a parade in Flagstaff; a Memorial Day Remembrance at the Goodyear Marketplace; the annual Memorial Day Observance at the National Cemetery. All events went well and were better attended by base members. Thanks for participating!

BRAVO ZULU to Bob Gilmore for his work on the torpedo at the cemetery! BRAVO ZULU to Chuck Emmett for the "Tolling for the Boats"! The Tolling Ceremony was well attended by non-submariners.

We have a new Chaplain. Shipmate Walt Blomgren has stepped up and volunteered to assume those duties. We still need a COB. Contact either Howard Doyle or me if you are interested in this position. I will be asking again on the 13th.

See you at the June meeting.

Fraternally,

Jim Denzien, Base Commander

May Meeting Minutes

The regular monthly meeting of the Arizona Submarine Veterans Perch Base was convened at the American Legion Post #105, Phoenix, AZ at 1202 hours, 09 May 2009.

The meeting was called to order by Jim Denzien, Base Commander.

The "Call to Order" was led in a prayer of invocation by Howard Doyle followed by the Pledge of Allegiance and standard ceremonial opening. The tolling ceremony was conducted for all boats lost in May and a moment of silence was observed for our shipmates on eternal patrol.

According to the sailing list, twenty-six (26) members and guests were present. Visitors included Steve Day who is a Perch Base member as well as Commander of the White Mountain Base. Also visiting was Bob Snedaker who did the fiber glass work for our float. Two other visitors included Bill Allen and returning member Bill Lund.

A motion was made and seconded that the minutes from the April 2009 regular meeting be approved as published in the MidWatch monthly newsletter. The motion was carried by unanimous voice vote.

Base Treasurer Dave Harnish reported the Base's financial status as of 01 May 2009. A motion was made and seconded to accept the Treasurer's report as read. The motion carried by unanimous voice vote.

Base Commander's Board of Directors Meeting Report

Items reported included but were not limited to the following:

1. The possibility of taking our float to the USSVI National Convention in San Diego.
2. Encouraging the membership to get registered for the National Convention which includes the International Submariners Association Convention.
3. Additional funds added to our treasury (SOS account) that were received from the Phoenix Commission as a result of its recent cessation.
4. Future float obligations and the results of recent float activities. Upcoming float obligations include; the Flagstaff Armed Forces Day Parade which will be held on 16 May 2009, the Goodyear Market Place Memorial Day Services on 23 May 2009, the National Veterans Cemetery Memorial Day Services on 25, May 2009 and the 4th of July Prescott Frontier Days in Prescott.
5. We recently updated our By-Laws to be in compliance with our national organization. We now are going to review the way we do business and will be updating the Policies and Procedures Manual accordingly. Chuck Emmett and Dave Harnish will be spearheading this project and may be calling on the membership to support this effort. We want to finish this project by the end of this year.

6. We have a draft of a proposed Perch Base budget. The budget items presented were based on what was reported for last year's income and expenditures as well as other activities and past experience and some projected future needs. The budget is a "work in progress" and will be used as a "preliminary budget" for the remainder of this year and will be used as a foundation for future budgets.

7. Jim Denzien spoke with an insurance agent, Mert Bean who was referred by Chuck Emmett. Mert is an independent broker who made a presentation to the Deer Valley Pilots Association. Jim discussed our float needs as well as full spectrum of general coverage for Perch Base based on our activities. Jim received an e-mail confirmation from Mert stating that he would keep us posted as to his progress related to researching our insurance needs.

8. We have been invited to an all Arizona base picnic. Jim received an e-mail from Jack Messersmith, Western District 1 Commander that went out to all base commanders in Arizona from Tautog Base Commander, Stu Hopper. The e-mail stated that the members of Tautog base in Casa Grande have invited all the other Arizona base members to an All Arizona Submarine Base Picnic to be held on 17 Oct 2009 Picacho Peak State Park which is located about half way between Phoenix and Tucson on Interstate 10. Tautog base will provide the hot dogs, hamburgers buns and condiments and further stated that participants should bring their own drinks. The consensus of the board was that we participate along with the other five bases.

9. Jim announced that we need to have meetings of the Arizona Submarine Veterans Perch Base Foundation and The SOS (Save Our Sail) Foundation. Currently the AZ SubVets Perch Base Foundation directors include Stan Reinhold, Bob Gilmore and Jim Denzien. The SOS Foundation directors include Dave Harnish, Tim Moore and Jim Denzien. We need Perch Base members to participate and be board members for both of these foundations. Dates for meetings will be announced in the near future.

10. We still have yet to come up with an acceptable meeting date to meet with the City of Phoenix Parks & Recreation Department to complete the work on the MOU (Memorandum of Understanding) for the Phoenix Memorial project. We also need to follow-up with the landscape architect, Chris Winters, so he can proceed with the things he wants to accomplish from the Phoenix Memorial architectural renderings.

11. Because of the importance of the Float Coordinator Position and the associated float activities, we came to the conclusion that we wanted to make Barry Bowers an active member of the Perch Base Board of Directors. Barry has been informed of this decision and is now the newest member of the board.

Reports of Officers and Committee Chairmen

Base Vice-Commander/Chaplain – Howard Doyle, had nothing to report.

Base Secretary – Tim Moore had nothing to report

Base Treasurer – Dave Harnish had nothing to report.

Base Chief of the Boat – Jim Edwards had nothing to report.

MidWatch Editor – Chuck Emmett suggested that if members could receive our newsletter electronically, it would save the base considerable expense related to printing and postage. Any member who has this capability should let Ray Samson know so you can be added to the electronic distribution list. There is also an official daily newsletter that is available on line. It is called Undersea Enterprise News Daily. Chuck will send out the link via e-mail and Ray will add the link to the website. He will be publishing a float schedule in the newsletter. He reminded the membership that float activity is a base activity and all members are encouraged to participate.

Base Storekeeper – DeWayne Lober had nothing to report.

Membership Chairman/Webmaster – Ramon Samson had nothing to report.

Historian – Jim Newman had nothing to report.

Float Coordinator – Barry Bowers had nothing to report.

Public Relations – Ben Acosta was not present.

Old Business

Jim Denzien reported on the status of the Perch Memorial at the National Cemetery. He wanted to pass along a Bravo Zulu to Bob Gilmore, who at some time in the past had signed up to be responsible for its maintenance. On a recent inspection, Bob noticed that the large plaque on the front of the memorial was in need of repair because the

black background had been severely scratched. This condition was also reported to us by cemetery personnel including the Director of the cemetery. Bob took it upon himself to take care of the problem and it was reported back that the memorial now looks great.

Jim reiterated that those who plan on attending the USSVI National Convention at the Town & Country Convention Center in San Diego should get their registrations in now.

We are still looking for a new chaplain. Howard Doyle is still acting as chaplain and is also Vice Commander and we would like someone to step up and replace Howard as chaplain to help spread the work load. Also because of Jim Edwards's work and travel schedule, he can no longer continue as COB. So we would like for someone to take over the responsibilities of Chief of the Boat.

New Business

As was mentioned in the Commander's earlier report, there will be an All Arizona Submarine Base Picnic on 17 Oct 2009 from 0800 until 1800 at Picacho Peak State Park locate on Interstate 10 about half way between Phoenix and Tucson. Membership participation is encouraged.

Good of the Order

Jim reported that our participation in the Riverside parade was very well received. Of the three submarine floats in the parade, ours, Tucson Base and the Trieste Base float, our float, by far, was superior to any of the others. Again, we encourage more membership participation in all float events.

Jim reported that Frank Bono, the man that did the welding on our float has been diagnosed with Stage 2 cancer in his lower intestinal track. A card for Frank was passed around for everyone to sign to be sent on to Frank. Frank has been in and out of the hospital and is now recuperating at home. We need to keep him in our prayers.

Tim Moore reported that he sent a letter to the family of Jack McCarthy inquiring about his death. If anyone knows the location of Jack's next-of-kin, please let Tim know. We are seeking information so that we can advise Jack's shipmates that he has gone on Eternal Patrol and make the appropriate announcements in the MidWatch and the American Submariner.

Steve Day announced that White Mountain Base will be sponsoring its annual charity golf tournament on 06 June 2009 in Show Low. The Perch Base membership is cordially invited. All proceeds go to local charities including The Love Kitchen, Hope House & Safe House. Steve announced that this year's tournament is dedicated to the memory of Armand DePrins an associate member of the White Mountain Base. Armand and his wife Simonne were tragically murdered outside of the Wal-Mart in Show Low.

Jim Denzien received information from Marty Zipser (Phoenix Commission) about a shipmate named Joe Bullock IC2(SS) who rode the USS Phoenix from 1983 – 1987 and went to the decommissioning ceremonies. Jim has been corresponding with him via e-mail. Joe told Jim he had a lot of on board pictures of which he made copies and will be sending them to Jim. This will be good to have to utilize with our float display.

50/50 Drawing

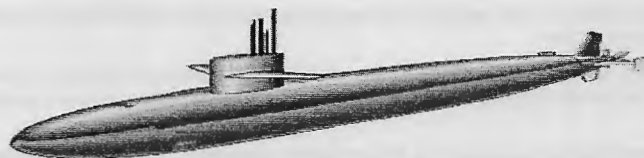
The 50/50 drawing was held and the winner was Howard Doyle who won \$35.00.

Adjournment

The benediction was offered by Howard Doyle.

All the outstanding business having been concluded, it was moved and seconded that the meeting be adjourned. The motion carried by unanimous voice vote and the meeting adjourned at 1258 hours.

Tim Moore, Secretary, Perch Base USSVI



SUBVETTES MEETING MINUTES - May Meeting

Present: Jacque Hawkins, Muriel Grieves, Linda Wall, Mary Denzien, JoAnne Norwood, Sonya Sleiner, Nancy Nelson and Carolyn Newman. President Mary Denzien called our meeting to order at 12:10 PM, followed by the Pledge of Allegiance. Invocation was given by Carolyn Newman

There were no minutes from the April meeting. Treasurer's report was not available.

OLD BUSINESS

Mary announced that the March 'Yard Sale' at the picnic at White Tanks Mountain Park made \$127.50. Mary asked if Sandy Bernard had contacted Jim Denzien and Jim Newman about organizing/pricing Joe's tools. No one had heard from Sandy; Jim Newman will call Sandy.

Nancy reported that she had not heard from Heather and Debbie. She will keep trying. Mary questioned how long we keep people who were not current with paying their dues on the membership roll. It was decided that the June meeting will be the deadline.

NEW BUSINESS

Mary advised when the Sub Vets would be involved in parades and ceremonies: in Flagstaff Saturday May 16; Goodyear May 23; Prescott July 4; and the Memorial Day ceremony at the National Cemetery.

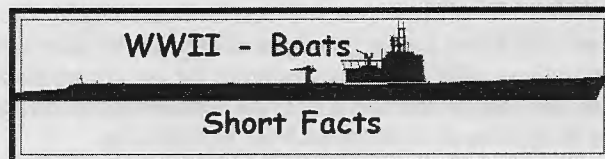
Muriel suggested that the Perch Base SubVettes have a logo. She showed the group the license plate the WW II ladies have. It was suggested that the Sub Vet Storekeeper be contacted to get a price for the plate and then a decision would be made. Mary will contact the storekeeper.

GOOD OF THE ORDER

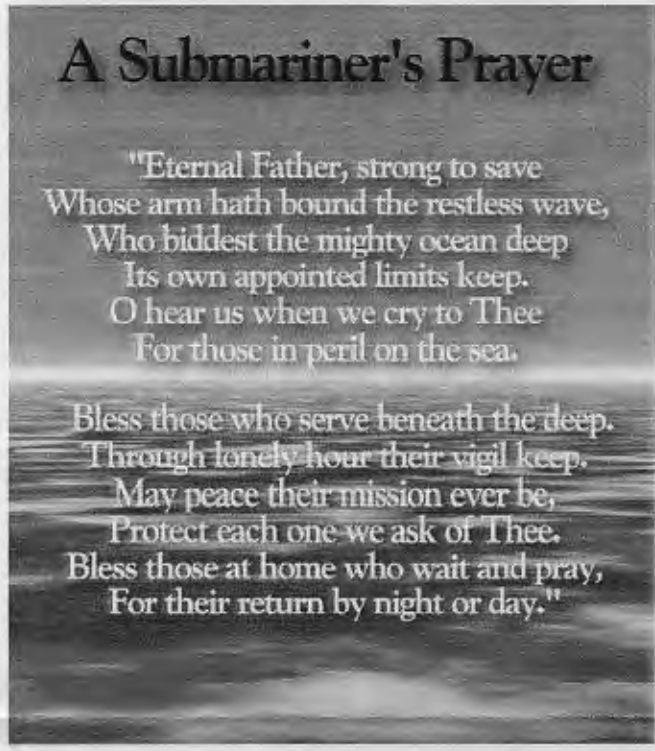
May birthday's ...

ADJOURNMENT

Linda made the motion at 12:40 to adjourn the meeting, Jacque 2nd the motion carried. Hope to see you ladies at the June 13th meeting.



- Initially there were only seven pay grades (actually eight). They ran from one to seven with Apprentice Seaman (AS) as one, Seaman Second Class (S2/c) as two, Seaman First Class (S1/c) as three, Petty Officer Third Class (e.g. MM3c) as four, Petty Officers Second and First Class as five and six. For all of the Seaman ratings there was a comparable Fireman (F).
- Chief Petty Officers were initially promoted to "seven A" for one year (Acting Appointment) and then to Chief Petty Officer as pay grade seven. There was no Master or Command Chief, etc. The "C" for Chief Petty Officers preceded the rate designation, for example CMM not MMC as today.
- The Officer's rank structure has remained consistent with minor exceptions. During WWII, a five star Fleet Admiral rank was added and bestowed on Nimitz and King. No one has been promoted to that rank since WWII.
- Another thing there was no Commodore rank utilized. Officers were promoted from Captain to Rear Admiral (lower half) and hence to Rear Admiral (upper half). The Rear Admiral (Lower Half) replaced the Commodore rank. As it is custom to call any Commanding Officer "Captain," it also was custom to call a Submarine Squadron Commander "Commodore."
- Before WWII, an Apprentice Seaman's pay was \$21 per month. Pay increased in WWII with Apprentice Seaman going to \$50.00 per month and to around \$120 per month for a Chief.
- All personnel on Submarines got an additional 50% as submarine pay and 20% sea duty pay. If you were married and/or had dependents your pay was reduced by \$28 per month. The Government kicked in an additional \$22 and your dependent was sent a monthly check for \$50.
- Consequently, an Apprentice Seaman would get \$22.00 per month. However, enlisted personnel below pay grade four could not marry without the permission of their Commanding Officer. This breached more often than observed and obviously many entered the service married.



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."

NANCE

Mary Lou Nance, wife of Holland Club member Bob Nance, passed away the week of May 22.

GREENE

Shipmate Charles Greene departed on Eternal Patrol On April; 1. Green is survived by his wife, Sunny.

Shipmate Green joined USSVI in 1996 and had qualified on the USS Tusk (SS-426) in 1960 and was a ETC(SS) when he left the Navy.

Dear Tim Moore

Thank you for your letter about Jack. I'm living with my daughter and family now. We miss him very much.

Ruth McCarthy

Jack McCarthy Memorial –

The scripture verse chosen was the Twenty-Third Psalm.

The memorial notes read:

In Memory

Jack Ronald McCarthy

Entered Into Life

December 12, 1929
Nampa, Idaho

Entered Into Rest

March 8, 2009
Banning, California

Graveside Services

Riverside National Cemetery
Riverside, California
Thursday – March 12, 2009
1:45 PM

Interment

Riverside National Cemetery
Riverside, California

Ruth's current address is:

Mrs. Ruth McCarthy
6961 Prescott Avenue
Yucca Valley, CA 92284

Shipmate Hubert W. Maxey departed on Eternal Patrol May 18. Shipmate Maxey was WW II Submarine Veteran, Life member of USSVI and a member of Holland Club.

Maxey qualified in 1940 on SS-190 and also served on SS-261, SS-412, SS-333, SS-424 and SS-435. He was a MoMM1(SS) when he left the Navy.

The attached undated photo shows Maxey with Rear Admiral "Big Al" Konetzi. The Admiral is a past COMSUBPAC.



Shipmate



Shipmate

Want the Base Float for an Event?

Take charge and use the following checklist:

1. Contact Barry Bowers (see contact information, below) and make sure he has it free on the float calendar and places your event on it.
2. Plan on who will staff the event. What coverage is required and who will man it when
3. Plan on who will pick up the float and tow it. (Remember, its now located in eastern Mesa, an almost 50 mile trip from the west side
4. Ensure the vehicle/person towing the float has insurance that will cover this action.
5. Ensure that someone on the crew that will setup the float has been checked out fully on the electronics and other float equipment.

Now that Perch Base has a world-class float, the USS Phoenix (SSN-702), the demands for usage have skyrocketed. So the base has a new position, the FLOAT COORDINATOR. If you know of a chance to show off the float, contact:

Barry Bowers
(623) 237-1121
barry85305@gmail.com

JUNE 2009		FLOAT EVENTS			as of Thursday, May 28, 2009	
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	If you would like to help with the float, contact Barry and you will be added to the list below. Thanks. Float Coordinator: Barry Bowers 623-237-1121 barry85305@gmail.com			

!!! ONE WEEK ADVANCE NOTICE IS NEEDED TO SCHEDULE THE FLOAT!!!

FLOAT SUPPORT VOLUNTEERS: [Barry Bowers (623-237-1121)], [Tex Lofen (602-942-8669. Available until mid-July)].

FUTURE FLOAT EVENTS:

1. Prescott 4th of July Parade.
2. Gilbert Veterans Day ceremony. The ceremony will begin at 1100 on 10 November 2009 at the Gilbert Municipal Center, 50 E. Civic Center, Gilbert. (John Sentz, CAPT USNR (Ret)).

Take charge and use the following checklist:

1. Contact Barry Bowers and make sure he has it free on the float calendar and places your event on it.
2. Plan on who will staff the event. What coverage is required and who will man it when
3. Plan on who will pick up the float and tow it. (Remember, its now located in eastern Mesa, an almost 50 mile trip from the west side
4. Ensure the vehicle/person towing the float has insurance that will cover this action.
5. Ensure that someone on the crew that will setup the float has been checked out fully on the electronics and other float equipment.

Base Celebrations during May



The Base had a tremendous turnout for the Goodyear Armed Forces Celebration on May 16. The city of Goodyear likes Perch Base and our float – this is our second appearance this year at the Goodyear swap meet facility. Well done, shipmates on the great support!



On Memorial Day, we honored those fellow submariners who have given their last full measure of devotion by conducting the "Tolling for the Boats" ceremony. Often wrongly named "Tolling of the Boats," tolling means, "to cause (a large bell) to sound with single strokes slowly and regularly repeated," and a submarine, of course, cannot be rung.



Eternal Patrol June 18, 1945

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 Bonefish (SS-223) June 18, 1945 85 men



The Gato-class submarine was the state of the art in American design at the start of World War II. Using the previous Tambor-class submarine as a basis, Gatos incorporated improvements to increase their overall patrol and combat abilities. Modifications to the diesel engines and batteries increased patrol duration over Tambors, and internal alterations provided more amenities for the crew. The class is named after its lead ship, USS Gato (SS-212).

Displacement: 1,526 tons surf, 2,424 tons sub.
Length: 311ft 9 in, Beam: 27 ft 3in, Draft: 15 ft 3in
Test depth: 300ft., Speed: 20 knots surf., 9 knots sub.
Armament: 10 x 21 in torpedo tubes (6 forward, 4 aft, 24 torpedoes)
1 x 3/50 cal AA gun, 2 x .50 cal, and 2 x .30 cal machineguns
Crew: 80 – 85 officers and men
Powerplant: 4 x 1000 hp (6000 BHP) Diesels
(except SS228-239 and SS275-284 10cyl Fairbanks-Morse 38D-1/8),
2 x 1370 hp GE electric motors
(except SS228-235 Elliott Motor or SS257-264 Allis-Chalmers),
two 126-cell Exide main storage batteries
(except SS261, 275-278, & 280 Gould)
Range: •11,800 nm at 10 knots surf., 100nm at 3 knots sub.
Submerged Endurance: 48 hours

USS Bonefish (SS-223) was a Gato-class submarine, the first United States Navy ship to be named for the bonefish, which is a name for the ladyfish, dogfish, and sturgeon.

Operational history

Bonefish's keel was laid down by the Electric Boat Company of Groton, Connecticut on 25 June 1942. She was launched 7 May 1943 (sponsored by Mrs. F. A. Daubin, wife of Rear Admiral Freeland A. Daubin), and commissioned on 31 May 1943, Lieutenant Commander Thomas W. Hogan (Class of 1931) in command.

The submarine conducted shakedown training out of New London, Conn., and Newport, R.I., until 23 July, when she set out for the Pacific. She transited the Panama Canal on 4 August and arrived at Brisbane, Australia, on the 30th. Following a week of training out of that port, she again got underway for more days of drills in Moreton Bay. The submarine departed there on 16 September for her first war patrol.

First patrol, September – October 1943

After transiting Balabac Strait on 22 September, Bonefish continued on to her patrol area in the central part of the South China Sea. Three days later, the submarine attacked a convoy of eight ships, scoring three hits on a freighter before the escorts forced her to go deep to avoid a depth charge attack. Bonefish encountered another convoy on 27 September and launched four torpedoes at the lead ship, the largest of the five, and sank the 9,908 ton transport Kashima Maru. The escort ships pursued Bonefish, but she was able to dive and elude her attackers. On 6 October, the boat approached a third convoy and scored hits on two heavily laden cargo vessels. Again forced to go deep to avoid the counterattack, she failed to evaluate the damage that her torpedoes had done to the targets. On 10

October, in her last action of the patrol, Bonefish fired a spread of four torpedoes at two ships of a convoy off Indochina, sending both the 4,212 ton cargo ship Isuzugawa and the 10,086 ton transport Teibi Maru to the bottom. Bonefish concluded her first war patrol back at Fremantle, Western Australia on 21 October.

Second patrol, November – December 1943

After refit and training, the submarine got underway on 22 November for the South China Sea and her second war patrol. She entered the Flores Sea on 28 November and, the next day, intercepted two enemy ships. Bonefish made a submerged approach and launched four torpedoes. Two of the four — one hit amidships and another struck the freighter under her mainmast — sent the 4,646 ton cargo ship Suez Maru down rapidly by the stern. The escort increased speed and headed for Bonefish, but the sub went deep and escaped the barrage of depth charges. Unknown to Bonefish, Suez Maru was carrying 546 British POWs. Minesweeper W.12 picked up the Japanese survivors although recently released documents state that W12 machine-gunned the surviving POWs (a minimum of 250) in the water.[5]

On 1 December, the boat sighted a convoy of three ships with two escorts hugging the Celebes coast. In two separate attacks, the submarine scored a hit on a large passenger/cargo ship Nichiryo Maru which later sank and another on a destroyer escort which apparently survived.

Bonefish conducted a submerged patrol of Sandakan Harbor, Borneo, from 4 – 6 December and then sailed for Tarakan. On 11 December, she surfaced to engage small cargo vessel Toyohime Maru [5] with gunfire, scoring several hits before a mechanical problem put her gun out of action. The next day, the boat made a submerged approach on an unidentified Japanese vessel and fired six torpedoes, scoring one hit; Bonefish never learned the fate of her target. She cleared the area and arrived at Fremantle on 19 December.

Third patrol, January – March 1944

Following refit and training, the submarine sailed from Fremantle on 12 January 1944 to conduct her third war patrol. While operating in the vicinity of Makassar Strait on 22 January, Bonefish encountered a large sailing vessel. The stranger's crew of seven acted suspiciously as the submarine approached, and despite repeated orders to do so, the crew refused to abandon ship. When Bonefish opened fire with her machine guns, the natives leaped overboard. As the vessel began to sink, Japanese troops emerged from below decks; Bonefish counted 39 men going over the side.

On 6 February, the submarine sighted a convoy composed of at least 17 ships. As she maneuvered into attack position, Bonefish selected a large oiler as her primary target and launched four bow "fish" at it. She fired the other two bow tubes at a cargo ship and then tried to swing her stern into position to fire her after tubes. With escorts charging her, the boat suddenly lost depth control and ducked her periscope below the water. Nine tons of water rushed into her forward torpedo room before the proper valves were secured. Bonefish managed to evade the escorts, and her crew heard explosions which they interpreted as at least two hits on the oiler and one on the cargo ship. Nevertheless, it seems that neither target sank.

The submarine next trained her torpedo tubes on a convoy of 13 ships which she contacted on 9 February in Camranh Bay. Although detected by a Japanese destroyer, Bonefish succeeded in firing five torpedoes at a tanker before making an emergency dive in shallow water. The submarine escaped damage from both the destroyer's depth charges and from aerial bombs which enemy aircraft dropped, but they prevented her from observing the results of her attack. Following this action, she continued to seek targets for more than a month before returning to Fremantle on 15 March.

Fourth patrol, April – May 1944

Underway again on 13 April, Bonefish headed for the Celebes Sea and her fourth war patrol. On 26 April, she intercepted a convoy of four ships steaming along the Mindanao coast. The submarine maneuvered into a position suitable to attack Tokiwa Maru, launched four torpedoes, and then turned to evade the escorts. Two torpedoes struck the 806 ton passenger/cargo ship amidships and aft, sinking her. The next day, Bonefish fired a spread of four torpedoes at a cargo ship headed for Davao Gulf but, in spite of three hits, failed to sink the target.

While in the Sulu Sea on 3 May, Bonefish approached a convoy but was forced to dive when an enemy plane dropped two depth bombs which exploded close aboard. The boat sustained minor damage and surfaced to make repairs, but two Japanese ships began to close in on her. Bonefish went deep once again and rigged for the depth charges, 25 in all. When her pursuers left the area, so did Bonefish. She moved to the northern approach to Basilan Strait. She attacked a convoy in those waters on 7 May, firing four torpedoes at an escort vessel, but could not observe the results.

On 14 May, Bonefish approached a convoy of three tankers and three escorting destroyers, steaming off Tawitawi in the Philippines and headed for Sibutu Passage. The submarine fired five torpedoes. One hit under the bridge of a tanker and another struck under the stack, enveloping the ship in smoke and flames. The destroyers converged on Bonefish for counterattack, but she escaped into the depths. Postwar records show that, while her torpedoes only damaged the tanker, they sank one of the escorting destroyers, Inazuma.

Bonefish then set course for Sibutu Passage on a reconnaissance mission. She sighted a Japanese task force consisting of three battleships, one aircraft carrier, three heavy cruisers, and one light cruiser, screened by eight destroyers. The submarine relayed the information, then continued her reconnaissance. She again sighted and reported the same task force on the 17th, this time anchored in Tawitawi Bay. Upon completing this mission, she headed for Australia and arrived at Fremantle on 30 May.

Fifth patrol, June – August 1944

Under the command of Lt. Cmdr. Lawrence L. Edge, the submarine began her fifth war patrol on 25 June and headed again for the Celebes Sea. On 6 July, she surfaced to destroy a wooden-hulled schooner by gunfire. She then cleared the area and, the next day, engaged and destroyed another small ship with gunfire. Later that same day, the boat fired eight torpedoes at a small cargo ship, scoring several hits. On 8 July, she used her guns to touch off a blazing fire in a small, inter-island steamer and, two days later, sank a sampan with gunfire.

On 29 July, Bonefish commenced tracking a large, but empty, tanker with escorts and, early the next morning, gained a favorable attack position. She fired six torpedoes and scored four hits. The target, Kokuyo Maru, immediately settled by the stern, and Bonefish headed for the traffic lanes north of Sibutu and Tawitawi. On 3 August, she damaged a tanker with one torpedo hit. She set course for Fremantle the next day, ending her patrol there on 13 August.

Sixth patrol, September – October 1944

With her crew refreshed and her provisions and ammunition replenished, Bonefish got underway on 5 September for the Sibuyan Sea. After three days there without encountering any enemy ships, she departed those waters on 24 September. Four days later, while patrolling off Mindoro, the submarine sighted a large, heavily laden tanker escorted by two destroyers. She fired all of her bow torpedoes and heard and felt the hits on the 2,068 ton Japanese ship Anjo Maru. Bonefish tracked the target whose rapidly falling speed indicated her distress until the crippled tanker's escorts forced the boat to retire. A postwar examination of Japanese records confirmed that Anjo Maru sank later that day.

During the later part of this patrol, Bonefish joined Flasher (SS-249) and Lapon (SS-260) in forming a coordinated attack group. Patrolling in the vicinity of Cape Bolinao on 10 October, the boats attacked a convoy of cargo ships, and Bonefish scored three hits for undetermined damage. Four days later, while en route to a lifeguard station, she sank cargo ship Fushimi Maru. On 18 October, the submarine rescued two naval aviators. She departed her lifeguard station the next day, stopped at Saipan for fuel on the 27th, and continued on to Pearl Harbor, where she arrived on 8 November.

From Hawaii, Bonefish continued on to San Francisco, California, where she underwent overhaul at the Bethlehem Steel Submarine Repair Basin from 18 November 1944 to 13 February 1945. Then, after refresher training off Monterey, Calif., she returned to Pearl Harbor where she conducted exercises until 20 March.

Seventh patrol, March – May 1945

Bonefish then set sail via Guam for the East China Sea and her seventh war patrol. Despite thorough coverage of the waters assigned her, she made few contacts and each of these was a small antisubmarine vessel. On 13 April, she attempted to sink a patrol vessel, but the target's radical maneuvers enabled it to escape. While on lifeguard duty off Korea's southern coast on 16 April, Bonefish rescued two Japanese aviators who had been shot down by a Navy plane. On 7 May, the submarine returned to Apra Harbor, Guam, ending a short and unsuccessful patrol.

Eighth patrol, May – June 1945

Upon completion of refit on 28 May, Bonefish got underway in company with Tunny (SS-282) and Skate (SS-305), as part of "Pierce's Pole Cats", commanded by Tunny's skipper, Commander George E. Pierce. Equipped with a new mine-detecting device, the submarines were ordered to penetrate the Sea of Japan to sever the last of the Japanese overseas supply lines. Bonefish successfully threaded her way through the minefields by Tsushima Island



as she transited the Korea Strait to enter the Sea of Japan for an offensive patrol off the west central coast of Honshu.

During a rendezvous with Tunny on 16 June, Bonefish reported sinking Oshikayama Maru, a 6,892 ton cargo ship. In a second rendezvous two days later, she requested and received permission to conduct a daylight submerged patrol of Toyama Wan, a bay farther up the Honshu- coast. The attack group was to depart the Sea of Japan via La Perouse Strait on the night of 24 June. Bonefish did not make the scheduled pre-transit rendezvous. Still, Tunny waited in vain off Hokkaido- for three days. On 30 July, Bonefish was presumed lost.

Japanese records reveal that the 5,488 ton cargo ship Konzan Maru was torpedoed and sunk in Toyama Wan on 19 June and that an ensuing severe counterattack by Japanese escorts, the Okinawa, CD-63, CD-75, CD-158 and CD-207, brought debris and a major oil slick to the water's surface. There can be little doubt that Bonefish was sunk in this action.



Fact #1: The REAL Cold War

Most Americans have no idea that the United States and Russia did openly engage each other in war. In 1918, about 11,000 American soldiers and Marines were sent to Russia to support what remained of the Czarist Russian army, where (in future irony) they joined Japanese troops fighting in support of the Czarist forces. In September of 1918, 7000 Marines landed in Vladivostok, and shortly thereafter, 4000 soldiers arrived in the far north of Russia, where British troops were already fighting the Bolshevik army. It was not until 1920 that Woodrow Wilson decided that he could not stop the Bolshevik takeover and quietly withdrew all American forces from Russia. American involvement in the Russian Revolution was well remembered in Russia, especially during the Cold War, even though it has been nearly forgotten in the United States. The number of American dead has still not been officially released to the American public.

Fact #2: The Black and the Baddest

The US Army's 369th Infantry Regiment, a black unit with white officers, served with amazing distinction in the First World War, earning much praise (especially from the French) and setting many records. They served in combat for 191 days in a row, more than any other American ground unit. But they trumped all Allied regiments in that they were the first to reach the Rhine. They were cited eleven times for bravery. They never lost a single foot of ground to the Germans and not one man was captured by the enemy. 171 men and officers were awarded the French Croix de Guerre by war's end.

Fact #3: Southern Gentleman

Long before his stint as Confederate President, a young US Army Lieutenant named Jefferson Davis dealt with insubordination in a rebellious private by beating him senseless with his fists, then refused to put the young man on report, stating that it was a fair fight. No one was insubordinate in Lt. Davis's unit again.

Fact #4: If you want peace...

Woodrow Wilson is remembered as the 'peace president,' because he tried to keep America out of World War I. But during his terms of office, he sent Marines to Haiti in 1915, troops to the Dominican Republic and Mexico in 1916, more troops to invade Cuba in 1917, even more troops to Panama in 1918, and then sent a few more the same year to Nicaragua (to force the country to elect a hand-picked pro-American presidential candidate, who was then forced to sign a commerce treaty with the US on favorable terms to US businessmen), sent most of the military to Europe to fight the Great War, then sent soldiers and Marines to the aforementioned Russian Revolution, and in 1919 sent ships of the US Navy to blockade Russian ports. Peace, huh?

Fact #5: While we're on that subject...

When US Marines took control of Haiti in 1915, they did so in support of a Haitian statesman with pro-American views, but when he toured the bases the Marines established there, he was not allowed to enter the officers' club...because he was black.

Fact #6: Bad Luck of the Irish

It is well known that at the beginning of the Mexican War, John Riley, a career sergeant, deserted with a number of Irish-American soldiers to Mexico and ended up forming an artillery battalion in the Mexican Army known as the San Patricios. He left because of the harsh treatment of Irish soldiers at the hands of their officers, but about half of the regular US Army, and a huge portion of citizen soldiers, were Irish. Irish soldiers despised the San Patricios as traitors and deserters, and fought the San Patricios with a particular ferocity. It was Irish American soldiers who finally captured their erstwhile countrymen, and treated them roughly while they awaited trial, disgusted that fellow Irishmen could so easily cast aside their new homeland and disgrace all Irishmen. The San Patricios were truly elite soldiers in the Mexican Army, fighting with greater vigor than other Mexican units, for the simple fact that Mexican soldiers would be treated as prisoners of war, while the San Patricios would be treated as deserters and traitors and tried accordingly. This, of course, is exactly what happened. Those who defected after war was declared were hanged. Riley and many of his men who defected before the declaration of war were whipped and branded. Riley never returned to the United States. He mustered out of the Mexican Army in 1850. His fate is unknown.

(continued next month)



The Submarine

Submarines in History

More Tales (Tails?) from the . . .

The After Battery Rat

Those Who Sail Beneath the Swells

by Bob 'Dex' Armstrong

In every generation, the navies of the world always seem to find the necessary number of that 'special breed of man' needed to man their undersea ships. Those truly magnificent fools with the requisite pride and spirit of adventure needed to voluntarily crawl into an iron cylinder full of similar mental defectives and take the contraptions to sea.

I can't speak for the rest of the Navy. The only 'rest of the Navy' I ever met, were perpetual shore duty shore patrols. Looking back I can't remember one positive interaction I had with any sonuvabitch sporting an SP armband. The last thing they were interested in, in the old days, was spreading goodwill.

My entire naval service career was spent with like-minded jaybirds who actually liked going to sea in what closely resembled a sinkable septic tank. I actually thought that to be a sailor, one had to go to sea. Sailing had to involve stuff like seagulls, saltwater and large metal objects that were painted gray, displaced tons of water and bounced around a lot in heavy weather. How guys who interpreted photographs in a windowless building in Omaha, Nebraska called themselves sailors was way beyond the level of comprehension of a seventeen-year-old who cut his teeth on books about Pacific submarine action.

Lads who turned up at New London back in the 1950s weren't the kind of young men whose sense of naval adventure could be satisfied inventorying jocks and socks in some damn quonset hut in East Rat's Ass, Minnesota, or typing liberty cards at some shore station where they hot-patched weather balloons.

Submariners had no desire to belong to any organization that issued clothing designed to blend in with poison ivy plants... required you to dig holes and own a personal shovel... or any desire to eat unidentifiable food out of little green cans in the rain.

We liked hydraulic oil-laced coffee, crawling up on a pre-warmed flash pad and freely exchanging insults with men as equally ugly as ourselves. We enjoyed knowing that in any unscheduled altercation, our entire crew would show up to extract our drunken fanny and chastise those we had stirred up.

Back in the old days, (before any of you modern day techno undersea swashbucklers get a twist in your bloomers, I only know about the old days. I never rode anything that was intended to go below 412 feet or stay down for several months at a time.) So, as I started to say... Back in the old days, the old leather-faced, hardboiled Chiefs used to say, "Gahdam sailors belong on ships and ships belong at sea."

There was some kind of selection process that they put you through at New London that eliminated the fainthearted, the not totally committed, guys lacking desire to engage in intimate cohabitation with members of the opposite gender, communists, bedwetters, whiners, and anyone who entertained the slightest desire to be stationed in Omaha, Nebraska. The system, God bless it, sorted out the true believers and packed the rest off to the surface fleet, Omaha and God knows where else.

And they put us on boats. A lot of us went to old, late in life boats with combat histories. They were old World War II boats with racks, that once bunked our heroes... the men we wanted to be accepted by and to be exactly like. We qualified and in so doing we joined the continuous chain that is and will always be the U.S. Submarine Force.

I don't know what the dreams and aspirations consist of for the young men of today. Ours was a far simpler time. We grew up chasing fireflies, shooting marbles, spinning tops, teaching each other yo-yo tricks, shooting each other



with BB guns, playing two hands below the waist tag football, neighborhood kick the can and pick-up-game after school hardball. Nobody cried, tattletailed or went home to pee.

Back then, you didn't have to have made all 'A's in diathermic razz-a-ma-tazz physics or have a working understanding of the components in the formulation of the universe, to ride submarines. You had to have an understanding of honor, loyalty, faithfully performed duty, obedience to command, respect for leadership, and total and absolute faith in your ship and shipmates. Added to these qualities, a true boatsailor had to have a wide-screen sense of adventure and the same brand of curiosity that has lived in the hearts of those in every generation who ventured beyond known limits. And you had to love dancing with the devil. Somewhere, real major-league devil dancing got shot out the garbage gun.

But some things never change. It's still pitch black dark below 150 feet, a boat is always no father than 9 miles from land (straight down) and the skipper's word is law. And so far, every generation has worn the same insignia and nobody ever forgets the hull number of their qual boat or the name of their first COB.

There are many common denominators among the worldwide community of undersea sailors. When the Kursk went down, I was struck and frankly dumbfounded by the genuine outpouring of sympathy for the families and loved ones of the lost boat sailors. To me, they had always been our enemy. Up to then, I had given no thought to the similarities found in our manner of service and the commonality of the danger of operating deep within a hostile environment surrounded by potential death on all sides.

Likewise, I never cease to be surprised by the way that submariners embrace their adversarial counterparts. There appears to be a universal acceptance with implied forgiveness of all German U-boat crewmen. You never hear the term 'Nazi' U-boatmen. The term 'German' has become substituted for the term 'Nazi'.

America has a short national memory and everybody gets out of the penalty box in one generation. I sat in a theater rooting for the former 'bad guys' in the film DAS BOOT. What we were seeing on the screen, was a boat full of sons of Hitler sneaking around and sinking our citizens. But the fact is that we, having lived a similar life inside a recognizably similar pressure hull, elicited a sympathy and irrational forgiveness. In short, we related to both the characters and their circumstances. I guess that in the final analysis, all submariners are brothers when you look into the depth of their souls.

That is good. In times of war, nobody who transits the surface of the world's oceans loves submarines. Submarines and submariners are viewed as implements and practitioners of the black arts...backstabbing, bushwhacking sonuvabitches. We slip up from hiding below the waves and blow ships to pieces in a totally unfair, unsportsmanlike fashion. Any way you cut it, that's the way we made our living.

We black sheep — we predatory sharks — we saltwater sneaky petes stick together. We are a very small group when you consider the total world population and the percentage that never had any desire to crawl into a steel tank and sink out of sight. Submariners, when all is said and done, are special unique people who are the only ones who truly understand each other and ever will. The old warhorses that fought submarine wars are leaving us. These submersible sea dogs passed down the lethal reputation we carried and the awesome respect our boats were given.

I for one have been both honored and extremely proud to have been a part of this fine body of extraordinary adventurers and patriots.



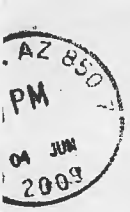


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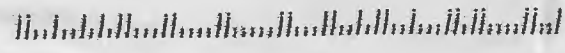
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American Legion Post #105
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(1/2 block northwest, 35th Ave. & Thunderbird)