

# Arizona Sub Vets Perch Base



## Midwatch

March 1999  
Volume 5 • Issue 3

### Arizona Sub Vets, Perch Base Officers

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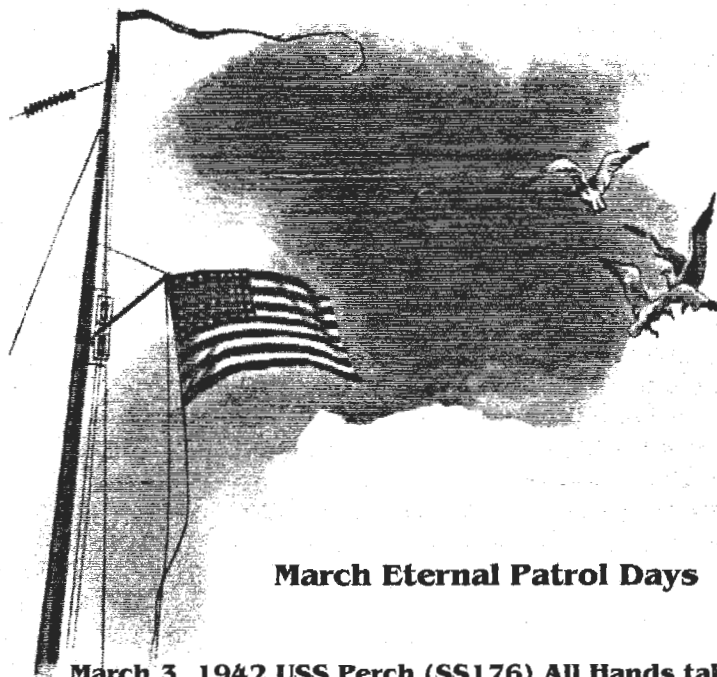
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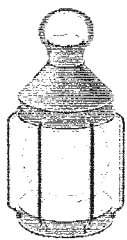


### March Eternal Patrol Days

- March 3, 1942 USS Perch (SS176) All Hands taken prisoner  
8 died as POWs
- March 5, 1943 USS Grampus (SS207) All Hands Lost
- March 15, 1943 USS Triton (SS201) All Hands Lost
- March 20, 1945 USS Kete (SS369) All Hands Lost
- March 26, 1944 USS Tullibee (SS284) 79 Men Lost  
1 taken POW
- March 26, 1945 USS Trigger (SS237) All Hands Lost

*Lest We Forget Those Still On Patrol*

## Range and Bearings



As I write what will be my last column as Base Commander, I reflect back on the last two years of Perch Base history. All things considered, Perch Base has flourished. There have been some rocky times and times when the sound of the shoals were loud, however through the perseverance of all hands, Perch Base is a viable and vibrant base. As of this writing, the reenlistment figures are not in, but at last count, better than seventy five percent have re-upped for another year. The treasury is sound and in a position to do some things that have been hanging fire. For this I give credit to all hands and especially to the support of the E-Board. The spirit of volunteerism during the hosting of the Western Regional Conference last year was indeed gratifying. I urge the same kind of support for the new Base Commander and Vice Commander.

I will continue to be active in Perch Base in any capacity that I can be of use. Having been involved from the outset when Perch Base was formed, and watched it grow to what it is today, I have high hopes that we can continue to grow and forge ahead to bigger and better things. My congratulations to the new slate of officers and with younger leadership I believe there is no end to what can be accomplished.

Again Bravo Zulu to all hands and thank you for your support.

Zero Bubble,

Rummy

## MEETING NOTICE

**The regular membership meeting will be held Saturday March 13, 1999 at the DAV Post #20, 8447 North 61st Ave., Glendale. That's between Northern and Dunlap/Olive. An E-board meeting will convene at 1200 followed by the membership meeting at 1300. Soupdawn will be served at 1200. Soupdawn was started at the last meeting and was received warmly and the decision was made to continue it.**

## Election Results

Elections for Base Officers was held at the February meeting and the results are as follows:

Base Commander: **Brian Thomason**

Vice Commander: **Roger Cousin**

Base Secretary: **Carl Scott**

Base Treasurer: **Bob May**

The new slate of officers will be sworn in at the March meeting by Western Regional Director, **Jim Newman**. Congratulations to Perch Base's new Officers.

## Dues

As of the February meeting, there were less than twenty members that had not paid their dues. April 1st is the deadline and thereafter they are delinquent. It

has been Perch Base's policy not to publish a "Dink List" and it would be nice not be in a position to have to. If you haven't sent in your dues please do so. Delinquency requires that an extra \$10 be charged for the National dues to be reinstated and any continuity in your membership is broken. Even if you are not active in the base, it's nice to receive the base newsletter and American Submariner.

## Boat Sponsorships

Perch Base has sponsored three boats for the National magazine "American Submariner" this year. The boats are the **USS Kamehameha (SSN642)**, **USS Honolulu (SSN718)** and the **USS Tucson (SSN770)**. Each boat will receive three copies of the American Submariner to be distributed to the officers and crew. It was intended initially to sponsor two boats, the **Honolulu** and the **Kamehameha**. Later the **Tucson** became available for sponsorship and it seemed fitting that Perch Base sponsor her. She was sponsored through a private donation from **Jim Newman** in Perch Base's name.

## Quote

"I can imagine no more rewarding career. And any man who may be asked in this century, what he did to make his life worthwhile, I think I can respond with a great deal of pride and satisfaction— I served in the United States Navy".

President John F. Kennedy

## Nominations

In accordance with by-laws (Article VI, Sect 8, Para. C) nominations are being accepted by Steve Russo, Nominations and Resolutions Chairman, for the following offices:

Senior Vice Commander (term 1 year)

Junior Vice Commander (term 1 year)

National Secretary (term 1 year)

National Treasurer (term 1 year)

Nominations are being accepted till April 15 By John Fredricks USSVI, SVC for Western Regional Director, which is an officer of USSV and as such sits on the National E-Board. Anyone wishing to run for this post, contact any Perch Base officer and a nomination will be provided. Here again is a chance to become involved and perhaps make a difference in the leadership of USSV.

## Booster Club

As noted last in last month's issue of Midwatch, the Booster Club has grown considerably. Perch Base wishes to extend it's heartfelt thanks to all who contributed and continue to do so.

**Jim W. Newman, Royce Pettit, Bobby Moore, Frank Rumaugh, Billy Grieves.**

February contributors: **Jerry Alston, Jerry Becker, Joe Bernard, Michael Breitner, Tom Burke, James Clewett, Roger Cousin, Steve Day, Ronald Eddy, Billy Grieves, Michael Haler, William Hatcher, Glenn Herold, Monica Helms, Larry Krieger, Hubert Maxey, Bob May, William McNay, Paul Miller, Robert Mitchell, Bobby Moore, Joseph Mullins, Jim Newman, Joe Otreba, Thomas Patterson, Royce Pettit, Scott Prothero, Frank Rumbaugh, Joe Schwartz, Tyler Smith, Adrian Stuke, Robert Sunge, Luis Tejera, Kenny Wayne, Donald Whithead, Jerry Yowell, Jim Nelson, Jim Strassels.**

Bravo Zulu to all contributors.

#### Cold War Recognition Certificates

In accordance with section 1084 of the Fiscal Year 1998 National Defense Authorization Act, the Secretary of Defense approved awarding Cold War Recognition Certificates to all members of the armed forces and qualified federal government civilian personnel who faithfully served the United States during the Cold War era from Sept. 2, 1945 to Dec. 26 1991.

Beginning April 5, 1999 you may apply for a Cold War Recognition Certificate if you qualify. Online application is preferred; however, the application form may be printed and mailed, or faxed with the required supporting documents. Online application and instruction will be available at: <http://147.103.18.232>. The application form also will be available through other sources to be announced. You can preview the certificate at: <http://147.103.18.232/preview.htm>. (Source: Veterans digest 1999-7 dtd 12 JAN 99)

The above information provided by James F. Tichacek, Lt. USN (Ret) Director/VITA Retiree Activities Office & U.S. Embassy Warden Baguio City, RP (74) 445-6786 or FAX 446-2087

*V/R Bob Hurley - Retired Affairs Program Manager  
SUBASE Kings Bay, GA*

#### I-52 Salvage

**"3 Shoes From Submarine, Sunk Deeper Than the Titanic, to Be Returned to Japan"**

By: *William J. Broad.*

In a small way, Paul Tidwell is closing the circle for more than 100 Japanese families torn by war. A half century ago, their loved ones disappeared at sea aboard the I-52, a Japanese submarine. The craft was carrying two tons of gold and other material to Hitler when American forces torpedoed her in the Atlantic, sending the warship to a grave more than three miles down.

On Monday, Tidwell is flying to Japan to give the families three shoes he found near the sunken warship. The families, all members of a group formed to honor the I-52 dead, have planned memorial services across the country this week. For decades, the I-52 was presumed lost forever, her 109 men gone, little more than memories. But in 1995, Tidwell, a maritime researcher, used advanced technology to find the submarine, and three months ago he returned with a group of experts for a close inspection. He and his team photographed the ship and saw not only her anti-aircraft

guns but a glove, a sweater and a pair of binoculars.

A war hero himself, with two Bronze Stars won in two tours of duty in Vietnam, Tidwell is also a businessman eager to maintain good relations with the Japanese as he works to recover the two tons of gold that eluded him on the recent expedition. The 146 bars are worth about \$20 million. Beyond paying off creditors and expedition costs, Tidwell has not said what he plans to do with the money. "A lot of guys set out to do what Tidwell did" in looking for a lost treasure ship, said Richard N. Billings, who is writing a book about the submarine's discovery. "He actually found it, photographed it, honored it and is now returning part of it to the families." Tidwell held his own memorial service for the sailors when he was at sea, laying a dark wreath on the choppy waters above the wreck and a Japanese flag on the side of the sunken submarine during a dive. William D. Gordon, one of two Navy pilots credited with sinking the I-52 and one of three squadron members who were on the recovery expedition, said Tidwell's respect for the lost men was clear.

"He's very serious about that," said Gordon. Tidwell plans to return to the I-52 perhaps as soon as this spring to try to recover the gold. He learned of the gold in May 1990 while doing research in the National Archives, when he stumbled upon a once-secret wartime document that told of I-52's lost cargo of gold bars. "Seeing the sub, practically touching it, was for me the peak of an eight-and-a-half year journey," Tidwell said in a statement soon after the month long expedition ended last December. After finding the ship in 1995, Tidwell began working out the logistics and assembling the experts for a recovery expedition. He won financial backing for the venture from James Philippone, a lawyer in Rochester, N.Y., and the National Geographic Society, which is producing a television documentary and a magazine article about the lost submarine. The I-52 rests in the mid-Atlantic some 1,200 miles west of the Cape Verde Islands. It is 3.2 miles down, about a mile deeper than the Titanic. To get there, Tidwell hired twin Russian submersibles known as Mir, or Peace. Each Mir carries an array of lights and room for three people, who peer through small portholes made of thick glass. Seven times Tidwell's expedition sent the twin Mir submersibles down to the I-52, surveying the wreck and learning its secrets. Expedition members say it is well preserved, and spooky. "Always in the background, especially when we saw the shoes, was the fact that those sailors lost their lives and that we were the first ones to see it in 50 years," said Tim McGinnis, an ocean engineer based in Seattle who was part of the diving team. Human bodies are thought to disappear relatively quickly in the deep sea. Over decades, the frigid brine dissolves even bones. But many objects undergo little or no decay. Longer than a football field, its conning tower four-stories high, the I-52 was crossing the Atlantic as a cargo vessel laden with metals and raw materials for the Nazi war machine. On a moonless night in June 1944, it was intercepted by an American task force. The I-52's exact resting place was long unknown, because navigation in wartime was often crude. In 1995, Tidwell drew on American and Russian

naval experts to find the I-52, first dangling a sonar on a long line from a ship and then confirming the discovery with a tethered camera pod. After he announced the find, some Japanese officials said the I-52 and its cargo remained Japanese property. But Tidwell vowed to press ahead. He was aided, experts say, by Japan's post-war Constitution, which renounced warships and allowed any Japanese military forces to engage only in self-defense. Even so, Tidwell promised that he would return personal artifacts he was able to raise. The Japanese group receiving them is the Association of the Bereaved Families of I-52.

The recent expedition began and ended in Las Palmas, in the Canary Islands. On board the Russian ship Keldysh were three American servicemen of the Navy's VC-69 squadron of Avenger bombers, which torpedoed the enemy submarine. Expedition divers found two large holes in the I-52's side, both apparently torn by torpedoes. Strewn about the sub were artifacts, including pots, pans and crew bunks. No gold was found in the debris field. The National Geographic documentary is to be shown this fall on NBC at the same time that the magazine article appears. Under a contract with National Geographic, Tidwell cannot speak to reporters until after the two productions appear. In December, the society released a short news summary about the expedition that included a statement by Tidwell.

This week in Japan, he is to visit family members and government ministers and travel to Kure, a port city and naval base near Hiroshima where the I-52 was built. Billings, the author, said that the shoes and other personal artifacts recovered would probably go into a naval museum being built at Kure.

When Tidwell returns to the I-52, he plans to do whatever is necessary to get the gold, including cutting into the submarine's side. But his advisers said he planned to do so with the consideration appropriate for a warship in which many men died.

#### Copying Fox

**Perch Base** received some good publicity recently in the Ahwatukee Foothills News with a nice write-up of Perch Base Public Affairs Officer, **John Redding**. The article was a follow-up of the interview with Sherry Sontag, author of the book "Blind Man's Bluff" and the role of submarines during the cold war. Several good pictures and an article of Redding's cruise on the **USS Phoenix (SSN702)** were featured.

**Bowfin Base** reports it has grown to 53 members, spread from Guam to England and still growing.

The dates and location for the Convention 2000 have been firmed up by the **New Jersey South Base**. It will be held at the Tropicana Casino/Hotel, The Boardwalk Holiday Inn and the Boardwalk Howard Johnson's all in Atlantic City, NJ from Oct. 16 - 20, 2000.

The Mare Island chapter of "The Subcommittee" (whoever they are) held it's annual Model Submarine Regatta at the California Maritime Academy. The static display of model submarines along with vendors

displaying their model kits was housed in the gymnasium. Operational remote control submarines were run in the adjoining Olympic size pool where a course was set up underwater and skippers tested their maneuvering skill against each other. This was reported by the **Mare Island Base** newsletter.

The **Long Island Base** is planning their semi-annual dinner cruise to the Statue of Liberty, on the MV Sterling and will get underway from Port Washington. It is to take place 31 July, 1999. Included is a sumptuous dinner, live music, and dancing on the promenade deck. (Now that's prior planning). They also sent a contingent to a local Elementary School in North Babylon, NY and introduced three third grade classes to the basic operation of a WW II submarine. Kids, Teachers and SubVets had a great time and before it was all over, they had ninety children and three teachers saluting the American flag and marching around the grid iron. (Way to go, SubVets)

**USS Drum** once again served as a defender. According to the **Mobile Bay Base**, If the **Drum** had not been moored in front of the Aircraft Pavilion blocking the wrath of the storm (hurricane that devastated the Gulf Coast last fall) and taken severe punishment from nature's forces, the Pavilion would be a gutted shell or history. Once again bravos for the **Drum**.

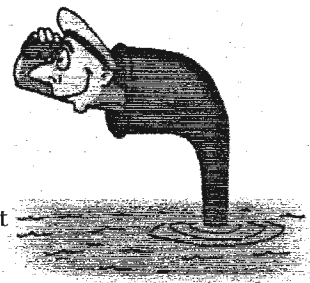
**Bremerton Base** is reporting that base development is moving right along. A base in Seattle is being considered, and becoming a possibility with a shipmate there who has indicated he might be interested in forming a Seattle Base. Names and addresses of submarine veterans in central Washington are being cataloged for the formation of a new base in Yakima, WA under the direction of Shipmate Charlie Troyon. (Good luck to both prospective bases).

**Blueback Base's** newsletter is now online at their webpage [www.teleport.com/~sklink/VS/](http://www.teleport.com/~sklink/VS/) Not much news of interest outside the base area, but some jokes you may or may not laugh at. Plans for their Submarine Birthday Ball to be held April 10, 1999 are there also. If you plan to be in the Portland, OR area at that time, you might want to make arrangements to attend.

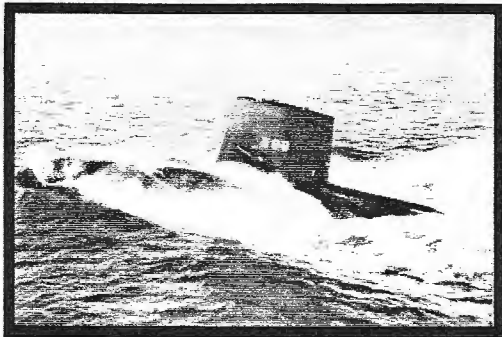
The **King's Bay, Trident Base** of the USSVI and WW II Vets is online also. Point your browser to: <http://members.aol.com/royalgul/subvetskb.htm>

Looking for the editor

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**USS Scamp (SSN588)**

Displacement - 3070 tons (surf), 3500 tons (subm)  
Length - 251.8', Beam 31.8'.

Speed - 15 knots (surf), 29 knots (subm)

Test Depth - 700'

Armament - 6-21" torpedo tubes fwd.

Compliment - 9 Officers, 76 Enlisted Men.

Class - Skipjack.

Keel laid down by Mare Island Naval Shipyard,  
Vallejo, CA 23JAN59.

Launched: 8OCT60; Sponsored by Mrs. John C.  
Hollingsworth.

Commissioned: 5JUN61 with LCdr Walter N.  
Dietzen, Jr. in command.

Her first four months in the fleet saw **USS Scamp (SSN588)** conducting advanced trials and training exercises in the Bremerton, Washington; San Diego, California; and Pearl Harbor, Hawaii, areas. Following these operations, she returned to Vallejo for post-shakedown availability at Mare Island Naval Shipyard. Leaving the shipyard, **Scamp** completed her final acceptance trials and began local operations in the San Diego area.

In April 1962, she deployed to the western Pacific, returning to San Diego in July. She operated locally until September, when she departed on another extended training cruise. **Scamp** returned to San Diego and local operations until February of 1963 when she entered Mare Island Naval Shipyard for interim dry-docking. She refloated in March and, in April, deployed again to WesPac. While in the Far East, she conducted another extended period of advanced training, including operations in the Okinawa area. **Scamp** reentered San Diego Bay in October 1963. She resumed her west coast operations out of San Diego until June 1964; then, she headed west again for advanced readiness training. She arrived back in San Diego in September 1964.

**Scamp** entered Mare Island Naval Shipyard again in January 1965 for extensive modification. In June 1966, after the installation of the SUBSAFE package and overhaul, she left Mare Island and returned to training cruises in the San Diego operating area. In November, she ventured north to Puget Sound for a month of operations and returned to San Diego in December. The nuclear submarine operated out of San Diego for the first six months of 1967. On 28 June, she departed San Diego to join the 7th Fleet in WesPac. She remained in the Far East, participating in fleet operations along the Vietnamese coast, until returning to San Diego on 28 December 1967.

**Scamp** operated out of San Diego in the local

operating area from January to May 1968. On 11 May, she arrived at Pearl Harbor to conclude an extended training cruise. She returned to San Diego on the 19th and remained there until 15 June, when the submarine shifted to San Francisco to enter Mare Island for a three-week restricted availability. She returned to San Diego on 16 July and finished out the year sailing from that port on various exercises and training cruises.

**Scamp** continued stateside duty throughout 1969. She alternated in-port periods with training cruises until early March when she began pre-overhaul tests in the San Diego operating area. She continued preparing for overhaul and participating in exercises until 1 November when she entered Puget Sound Naval Shipyard for regular overhaul. While at Bremerton, **Scamp** was assigned that port as her new home port. The overhaul continued through 1970 and ended in January 1971.

Following post-overhaul sea trials in Puget Sound, **Scamp** was reassigned back to San Diego, as home port, on 12 February 1971; but did not enter that port until 16 April after a voyage to Pearl Harbor. On 27 July, she deployed to WesPac. **Scamp** stopped at Pearl Harbor from 2 to 13 August, then headed on to Subic Bay, R.P., arriving on the 30th. For the bulk of 1971, she operated with the 7th Fleet in Far Eastern waters other than off the coast of Vietnam, except for one short two-day period, 8 and 9 October.

She returned to San Diego on 2 February 1972, but, due to increased tension in Southeast Asia, redeployed to the 7th Fleet in May. She operated in the South China Sea for most of the summer, returning to San Diego on 1 August. Upon arrival, she went into a two-month standdown period, followed by more than a month of restricted availability at Puget Sound Naval Shipyard. She departed Puget Sound on 28 November, conducted weapons system accuracy tests, and returned, on 11 December, to San Diego, where she remained for the remainder of the year.

**Scamp** operated locally around San Diego until 29 March 1973. At that time, she departed the west coast for deployment to the Far East. She stayed at Pearl Harbor between 5 and 10 April, then headed for Yokosuka, Japan. She arrived in Japan on 23 April and operated with the 7th Fleet until 1 September, when she departed Guam for Pearl Harbor. **Scamp** stopped at Pearl Harbor during the period 10 to 15 September, then set sail for San Diego. Arriving on 21 September, the nuclear submarine immediately entered a period of standdown and upkeep until 1 November, when she resumed operations in the vicinity of San Diego. She continued that employment into June 1974.

**Scamp** was decommissioned and struck from the Navy List 28 April 1988. She was disposed of through SRP at PSNS which was completed 9 September 1994. **Scamp** earned three battle stars for service in the Vietnam War.

**Scamp** was decommissioned and struck from the Navy List 28APR88 and Disposed of through SRP at PSNS on 9SEP94.

**U.S. Submarine Veterans  
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