

Arizona Sub Vets Perch Base



Midwatch

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Arizona Sub Vets, Perch Base Officers

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April Eternal Patrol Days

USS PICKEREL (SS177) April 3, 1943 74 men lost
USS SNOOK (SS279) April 8, 1945 84 men lost
USS THRESHER (SSN593) April 10, 1963 129 men lost
USS GRENADIER I (SS210) April 22, 1943 4 men died as POW's

Lest We Forget Those Still On Patrol

April's meeting will be on Saturday, the 14th at the
Glendale American Legion Post #29

From The Wardroom:



This is my first try at doing the "From the Wardroom" and hope you will bear with me. I would like to thank the membership of Perch Base for having the confidence in me to allow me to serve as Perch Base Commander. This coming year is shaping up to be one of many challenges and some interesting things on the horizon. This is in a large part due to those that have served before me and will continue to serve the base in many ways. Past Commander **Don Wanamaker** set us on a course several years ago with the calendar project which has the potential to become a great project for the base and put us on the chart to getting our own facilities for a meeting place as well as a museum. National is interested in partnering with us on the calendar project for 2002. Initial contact with the Long-Range Planning Committee indicates that National will front the money and we will handle the printing, distribution and shipping. At this time we are looking at an order for five thousand calendars. Their portion of the revenue would go into the National Scholarship program.

In our immediate future the Maricopa Live Steamers Railroad Club is hosting our May meeting and picnic. If you have the capabilities check out their web site at, <http://www.maricopalivesteamers.com>. This is a group of folks that enjoy sharing their hobby of large scale model railroading and regularly give free rides on Sunday afternoons 1200 to 1700 hours. In addition there are other groups located at this Railroad Park that model in "N", "HO" and "G" scales. If this makes no sense to you come out to the picnic and get a lesson in model railroading while taking a two mile train ride in the desert. We also have a tour of Luke Air Force Base scheduled for April 21, at 0900. This will be limited to the first forty-four that sign up. The tour is free and we have made arrangements with the NCO Club to have lunch. The cost of the lunch is \$6.50. More information is to found in the newsletter.

I would like to thank the following members for taking on the following duties in the Wardroom. **Glen Herold** has taken on the duties as Vice Commander as well as Base Storekeeper. **Ed Brooks** is the new Secretary and **Bob May** has agreed to continue on as the Base Treasurer. Thanks to our Vice Commander we now own two domain names for websites which we will use to identify a website for small stores and for information about the base and events. This will also allow us to put the newsletter on this site and hopefully cut some cost of mailing for those that have the capabilities to receive it in this manner.

The committee working on the By-Laws has received much input and will be looking to makes it's final report to the membership in the near future. **Howard Doyle** and **Ben Acosta** have been busy passing the word along with **Roger Miller** at Palo Verde and are making plans for a recruiting day there in the future. With things like this and exposure in some of the

community papers, which we are going to pursue, we should see a continued growth in our membership. The turn out at the meetings has been great and seeing members driving from Fountain Hills, Sierra Vista, Congress, Prescott, and so many of the other outlying areas sure makes you feel good. We are always looking for ways to make the meetings more interesting and fun so let any of the officers or committee members know what you would like to see.

The committee work on the trailer for parades is getting going now that we own our own trailer and this should give us even more exposure to the public and hopefully bring more potential members to us. We also had the pleasure of having the Western Regional Director Jim Foote visit us at our last meeting and he installed the officers. As he predicted yours truly had some problems with the oath but we got through it all right. I would ask that anyone with a gripe or suggestion please feel free to contact any of the Wardroom or Committee chairs and let's all work towards making this the best base we can. Again thanks for your support and a special thanks to those that have served so well in the past.

Dave Harnish
Base Commander

Chaplains Corner:

No Report from the Chaplain as of 03/12/01

Minutes from Aprils Meeting:

No report from the Secretary as of 03/12/01

****New Officers Elected****

As you may have noticed on the cover, we have some changes in the officers of USSVI Arizona Perch Base. As it has always been in the past and will continue in the future, we have some excellent personal, to direct our Base through the waters. As some already know, the new elected officers were sworn in by USSVI Western Regional Director Jim Foote.

Base Commander	Dave Harnish
Vice Commander	Glenn Herold
Treasurer	Bob May
Secretary	Ed Brooks

Congratulations to these gentleman, and may the Base Membership give all the input and help they can muster to make our Base, a leader in the USSVI organization.

Welcome Aboard:

We welcomed a new member aboard at the meeting last Saturday. **Joe Errente** is his name, who hails from Portland OR. Joe is married to wife Brenda, and lives in the West Valley. Joe left the Navy as a IC1(SS) after 6 years. His qualifying Boat was the **USS BARB (SSN596)**.

We were privileged to have **Harold J. Bidigare**, a two-year member show up for his first meeting. It must be announced, that at February's

meeting we installed two new members into the Holland Club. **Jerry F. Becker & Warren A. Grossetta**, received their "50 years in Submarines" package. Hand Salute to both of you. Perch Base is proud.

Next Meeting and Location:

April's meeting will be on Saturday, the 14th at the Glendale American Legion Post #29. The address is 6822 N. 58th Avenue. The hall is just East of where Grand Ave., 59th Ave., and Glendale all cross. Lunch will be served between 12:00 & 13:00 at a nominal cost. Beer, & soda will be available throughout the meeting. At the last meeting we had 27 members in attendance.

Arizona Perch Base Raffle:

Glen Herold has donated a *Boots Reynolds* print for the base to auction. The value of the print is \$100.00. Raffle tickets are available at \$1.00 a piece and 6 for \$5.00. Will run in the *Midwatch* with the drawing to be held at the May picnic/meeting. Members can send payment in the form of checks made out to Perch Base, to me **Dave Harnish**, (see front cover) via mail or by cash at the meetings and I will put their name on the ticket for them.

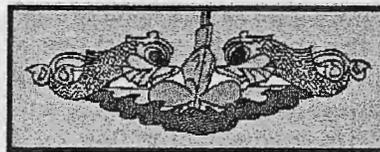
News Flash!! - We have a second donation. **Ed Brooks** has carved another set of Dolphins to be raffled off. The tickets for these are \$6.00 a piece. These have been carved out of Mahogany, with a walnut stain. They are approximately. 24" long and 9" in height. These are one in a kind pieces of art. It takes Ed 40/50 hours to complete a set, and "beautiful" does not describe them. Perhaps "gorgeous" is more fitting. Get your tickets now.

Perch Base Calendar of Events For 2001

We're going to have a picnic at the Railroad Park and Museum on May the 12th. This is a nice park and has several running steam trains that run on over 2 miles of track. The cost of this event will be \$6.00 a head. Steaks and chicken will be offered, with baked potato, ranch beans, and salad. Cold drinks will be offered, and yes even a beer or two. I urge all members that get to the North West Valley to take a look at this place. You will be in for a surprise.

The Park is across from Water World on 43rd Avenue, just South of Pinnacle Peak Rd. We need your checks by May 4th, to get an accurate count on who will be in attendance. Be sure you load your lawn chairs, and bring a appetite. Get your checks in and mark the calendars, you don't want to miss this one, and remember your checks need to be in by May 4th. Send to **Dave Harnish**, whose address is on cover.

The Christmas/Hanukkah Party will be held at Luke AFB, on December the 8th. As soon as I get more information, it will be posted. In the meantime mark your calendars.



Perch Base Booster Club for 2001:

Perch Base wish's to thank the following members for their above and beyond financial assistance: **Ben Acosta, Jerry N. Allston, Kenneth R. Anderson, Jerry F. Becker, Kenneth E. Becker, Joseph A. Bernard, Harold J. Bidigare, Wayne A. Braastad, Michael J. Breitner, Thomas P. Burke, Greg A. Camron, James F. Clewett, Roger J. Cousin, Earl J. Crowley III, Stephen F. Day, Warner H Doyle Jr., Jeff Duncan, Ron "Doug" Eddy, Harry Ellis, Thomas E. Fooshee, Ray "Lee" Graybeal, Billy A. Grieves, Warren A. Grossetta, David R. Harnish, William L. Hatcher, J Tom Hellem, Glenn Herold, Lester R. Hillman, Stephen F. Hough, Ron Kloch, Larry L. Krieger, Douglas M. La Rock, Robert A. Lancendorfer, Robert E. May, Dennis Mc Comb, Roger M Miller, John H. Michaud, Robert E. Mitchell, Joseph R. Mullins, Jim A. Nelson, James W. Newman Sr., Thomas B. Patterson, Raymond A. Perron, Royce E Pettit, Phil Phillips, W Scott Prothero, Larry M. Rankin, Frank W. Rumbaugh, Ramon Samson, Douglas F. Schultz, James H. Strassels, Tyler C. Smith, Robert G. Sothern, Adrian M. Stuke, Donald Wanamaker, Kenny Wayne, George Woods, Donald J Whitehead.**

Small Stores:

Last month's letter, contained an inventory list of our Small Stores. Our New Storekeeper, **Glenn Herold**, has this 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! (Phone number on front cover.)

Lost Boats & Crews for April:

USS PICKEREL (SS177) April 3, 1943 - 74 Men Lost.

Commanded by LCDR. A.H. Aleton, Jr., the **USS PICKEREL**, the first submarine to be lost in the Central Pacific area, set out from Pearl Harbor on 18 March 1943. After topping off with fuel at Midway on 22 March, **USS PICKEREL** began her seventh war patrol off the eastern coast of northern Honshu. She was never heard from after her departure from Midway. She was ordered to remain in her area until sunset 1 May 1943 and then to return to Midway. Standing orders required her to transmit by radio, prior to entering a circle of radius 500 miles from Midway, and this report was expected by 6 May. When it was not received, a message ordering an immediate reply was repeatedly sent. No answer was received, and plane search along her expected course, revealed nothing. As a result, she was reported lost on 12 May 1943.

Antisubmarine attack data submitted by the Japanese at the end of the war list one attack which could conceivably have been on **USS PICKEREL**. This attack occurred on 3 April, 1943, off Shiranuka Lighthouse, on the northern tip of Honshu. This position was outside the area assigned to **USS PICKEREL**, but no other submarine was there. **USS FLYING FISH (SS229)** was en-route to the area between Honshu and Hokkaido and arrived there on 6 April, but **USS PICKEREL** might well have moved into the northern area for a few days until **USS FLYING FISH**'s arrival if she found hunting poor in her own area. Indeed, unless the Japanese attacked a submarine which was the product of their own imaginations, they must certainly have attacked **USS PICKEREL** on 3 April, since no other boat of ours was near the area of the attack. However, a special notation is made on the Japanese records to the effect that they are inaccurate for the month of April 1943. Thus there is every reason to speculate that, if **USS PICKEREL** did survive the attack of 3 April, she may have been attacked later in her own area and the attack may not have been reported.

We know that there were Japanese mine plants along the coast of Honshu, but a study of the track chart for **USS PICKEREL**'s sixth war patrol, conducted in the same area, shows that the Commanding Officer was accustomed to stay outside the 60 fathom curve. Mines are normally ineffective in water that deep. The probability as to the cause of **USS PICKEREL**'s loss is that she was sunk by enemy depth charge attack. Operational casualties for mine explosions represent possibilities, but are not thought to be likely.

During the six patrols before her final one, **USS PICKEREL** sank five ships totaling 16,100 tons, and damaged 10, totaling 9,100 tons. On her first patrol she did no damage to the enemy. Her second, conducted between Manila and Surabaya, resulted in the sinking of two freighters. **USS PICKEREL**'s third patrol was conducted along the Malay Barrier and again no successful attacks were made. In her fourth patrol, in the Philippines, six attacks were made, but none resulted in damage to the enemy. **USS PICKEREL**'s fifth patrol was a passage from Australia to Pearl Harbor for refit, with a short patrol in the Marianas en-route. She damaged a freighter on this run. On her sixth patrol this ship went to the Kuriles to patrol the Tokyo-Kiska traffic lanes.

In sixteen attacks, she sank a freighter and two sampans, and did damage to another freighter and eight sampans.

USS SNOOK (SS279) April 8, 1945 - 84 Men Lost.

USS SNOOK (CDR. J. F. Walling) departed Guam on March 25, 1945 in company with **BURRFISH (SS312)** and **USS BANG (SS385)** to carry out a coordinated patrol with Commander Walling commanding the group. They were to patrol Luzon Strait, the south coast of China, and the east coast of Hainan, and to perform lifeguard duties if so directed by dispatch. **USS SNOOK** returned to Guam for emergency repairs on March 27th,

and departed on March 28th to rejoin her group. The patrol was **USS SNOOK**'s ninth. In accordance with her orders, weather reports were received daily from **USS SNOOK** as she proceeded westward until April 1st, when she was told to discontinue the reports. On the same date, **USS SNOOK** was directed to proceed westward to join a coordinated attack group under Commander Cassidy in **USS TIGRONE (SS419)**. **USS BANG (SS385)** and **USS BURRFISH (SS312)** already had been assigned lifeguard stations, and were not available for the attack group as originally planned. Although the last message received from **USS SNOOK** by shore bases was on April 1st, **USS TIGRONE** was in contact with her until April 8th.

On April 9th, **USS TIGRONE** was unable to raise her by radio, nor was she ever able to afterwards. **USS TIGRONE**'s inability to contact **USS SNOOK** may be explained by the fact that on April 10th **USS SNOOK** was directed to move eastward toward Luzon Strait, and on April 12th she was ordered to stand lifeguard duty for British carrier-based air strikes. Her position for this duty was in the vicinity of Sakeshima Gunto, about 200 miles east of northern Formosa. No acknowledgment for these orders was required.

On April 20th, the Commander of a British carrier task force reported he had a place down in **USS SNOOK**'s vicinity, but could not contact her by radio. **USS SNOOK** was ordered to search the area and to acknowledge these orders. When she failed to make a transmission, **BANG** was sent to conduct a search and rendezvous with **USS SNOOK**. When **USS SNOOK** had not appeared or made contact by May 16th, she was reported as presumed lost on her ninth patrol. A number of enemy submarine contacts were reported in the vicinity of **USS SNOOK**'s lifeguard station during the period in which her loss occurred.

During April and May 1945, five Japanese submarines were sunk in the Nansei Shoto chain. The circumstances surrounding **USS SNOOK**'s loss suggest the possibility that one of these lost submarines may have torpedoed her while she was surfaced during her lifeguard duties and it was not reported. It is known that such tactics were suggested to Japanese submarine commanders by their supporters. No attacks had been reported by **USS SNOOK** prior to her loss on this patrol. She was, however, responsible for sinking 22 enemy ships, totaling 123,600 tons and damaging 10 ships, for 63,200 tons, on the eight patrols prior to her loss. Her first patrol was from mid-April to the latter part of May 1943, along the China Coast from Formosa to the Empire. She sank four freighters, a patrol craft, a sampan and a trawler. In her second patrol, **USS SNOOK** covered the East China Sea area. She sank two freighters and damaged two large tankers. During her third patrol, **USS SNOOK** covered areas in both the Yellow and East China Seas, and sank a transport and a freighter, and damaged a sub chaser. Her fourth patrol was along the Empire trade routes to the south. Here she sank two freighters and damaged three more. **USS SNOOK** went to the East China Sea again on her fifth

patrol, and sank four freighters and a freighter-transport, while she damaged a fifth freighter. In the same area on her sixth patrol, **USS SNOOK** damaged one freighter. Her seventh patrol was in the Luzon Strait area and the northern South China Sea. She sank three freighters and damaged a fourth.

USS SNOOK patrolled the Kurile region north of Japan on her eighth patrol, but contacted only three ships. Two were Russian and the other could not be attacked.

USS THRESHER (SSN593) April 10, 1963 - 129 Men Lost.

On the morning of April 10, 1963, the ship proceeded to conduct sea trials about 200 miles off the coast of Cape Cod. At 9:13 A.M., the **USS Skylark** (a surface vessel assigned to assist **USS THRESHER**) received a signal, via underwater telephone, indicating that the submarine was experiencing minor difficulties, had a positive up-angle, and was attempting to blow. Shortly afterward, the **Skylark** received a series of garbled, undecipherable message fragments from the **USS THRESHER**. At 9:18 A.M., the **Skylark's** sonar picked up the sounds of the submarine breaking apart. All 129 hands were lost—112 military and 17 civilian technicians. The submarine community, the Navy and the nation were stunned.

USS THRESHER was the best of the newest. The ship was built at the Portsmouth Naval Shipyard in Kittery, Maine and was the first of a new class of submarine, designed for optimum performance of sonar and weapons systems. **USS THRESHER** was able to dive deeper and run quieter than other submarines at that time. She was launched on July 9, 1960, and was commissioned by the Navy on August 3, 1961.

Two days after the disaster President Kennedy issued Executive Order 11104, ordering U.S. flags to be flown at half-staff on all buildings, grounds and naval vessels of the Federal Government in the District of Columbia and throughout the United States and its Territories and possessions, from April 12th to 15th.

To the Navy, the disaster meant more than the loss of 129 crewmembers and civilians. **USS THRESHER** had been the most advanced submarine in the world, capable of reaching depths and speeds unimaginable a decade before. The Navy's investigation concluded that while the **USS THRESHER** was operating at test depth, a leak had developed at a silver-brazed joint in an engine room seawater system, and water from the leak may have short-circuited electrical equipment, causing cascading casualties. The submarine was unable to surface.

Navy officials swore **USS THRESHER** crewmembers would not die in vain. After the investigation, the Navy embarked on an extensive review of practices and procedures in effect during the **USS THRESHER's** overhaul. The reviewers determined that existing standards at the time were not followed throughout the refit to ensure safe

operation of the submarine. Four issues were of particular concern: design, construction, quality assurance and procurement. The lessons learned by the Navy from the **USS THRESHER** tragedy were to ensure a safer submarine force.

Because of improvement in submarine design, construction and repair, further disasters have been avoided. Perhaps the most appropriate legacy for **USS THRESHER** is the act that being a submariner in the U.S. Navy today is a lot safer than it used to be. Some good came out of the tragedy," said Neal Collier, son of **USS THRESHER's**, LT. Merrill Collier, who was onboard in preparation for the relief the Engineering Officer. My father died on the **USS THRESHER**, added Collier, but the tragedy had a positive effect in the submarine program, nuclear power, and national defense. At a memorial ceremony in 1988 in Norfolk, VA., marking the 25th anniversary of the loss of **USS THRESHER**, Vice Admiral Bruce Demars, the Navy's Chief submarine officer at the time, had this to say.

"The loss of **USS THRESHER** initiated fundamental changes in the way we do business...changes in design, construction, inspections, safety checks, tests, and more, said the Admiral. We have not forgotten the lessons learned. It's a much safer submarine force today," he added.

Shipmates on Eternal Patrol in USS THRESHER (SSN593)

Tilmon J. Arsenault, ENC Ronald C. Babcock, Lt(jg) Ronald E. Bain, EN2 John E. Bell, MM1 Edgar S. Bobbitt, EM2 Gerald C. Boster, EM3 George Bracey, SM3 Richard P. Brann, EN2 Richard J. Carkoski, EN2 Patrick W. Carmody, SK2 Steven G. Cayey, TM2 Edward Christiansen, SN Larry W. Claussen, EM2 Thomas E. Clements, ET3 Merrill F. Collier, Lt Francis M. Cummings, ST2 Samuel J. Dabruzzo, ET2 Clyde E. Davison, III, ET3 Donald C. Day, EN3 Roy O. Denny, Jr., EM1 Michael J. DiNola, LCdr Peter J. DiBella, SN Don R. Dundas, ET2 Troy E. Dyer, ET1 Raymond P. Foti, ET1 Ellwood H. Forni, STC Larry W. Freeman, FT2 Gregory J. Fusco, EM2 Andrew J. Gallant, Jr., HMC Napoleon T. Garcia, SM1 John E. Garner, YNSN Pat M. Garner, LCdr(XO) Robert W. Gaynor, EN2 Robert H. Gosnell, SA John G. Grafton, Lt(jg) William E. Graham, STC Aaron J. Gunter, QM1 Richard C. Hall, ET2 John W. Harvey, LCdr(CO) Norman T. Hayes, EM1 Laird G. Heiser, MM1 Marvin T. Helsius, MM2 James J. Henry, Jr., Lt(jg) Leonard H. Hewitt, EMC Joseph H. Hoague, TM2 James P. Hodge, EM2 John F. Hudson, EN2 John P. Inglis, FN Brawner G. Johnson, FT1 Edward A. Johnson, ENC Richard L. Johnson, RMSA Robert E. Johnson, TMC Thomas B. Johnson, ET1 Richard W. Jones, EM2 Edmund J. Kaluza, ET2 Thomas C. Kantz, ET2 Ronald D. Keiler, IC2 Robert D. Kearney, MM3 George J. Kiesecker, MM2 Billy M. Klier, EN1 George R. Kroner, CS3 Norman G. Lanouette, QM1 Wayne W. Lavoie, YN1 John S. Lyman, Jr., LCdr Templeton N. Mabry, Jr., EN2 Frank J. Malinski, Lt(jg) Richard H. Mann, Jr., IC2 Julius F. Marullo, Jr., QM1 Douglas R.

McClelland, EM3 Donald J. McCord, MM1 Karl P. McDonough, TM3 Sidney L. Middleton, MM1 Ronald A. Muise, CS2 James A. Musselwhite, ET2 Donald E. Nault, CS1 Walter J. Noonis, RMC J.D. Norris, ET1 Chesley C. Oetting, EM2 Guy C. Parsons, Jr., Lt(jg) Roscoe C. Pennington, EMC James G. Peters, EMCS James F. Phillippi, ST2 Dan A. Philput, EN2 Richard Podwell, MM2 John S. Regan, MM1 James P. Ritchie, RM2 Glenn A. Rountree, QM2 Pervis Robison, SN Anthony A. Rushetski, ET2 James M. Schiewe, EM1 Benjamin N. Shafer, EMCM John D. Shafer, EMCS Joseph T. Shimko, MM1 Burnett M. Shotwell, ETSN Alan D. Sinnett, FT2 John Smarz, Jr., Lt William H. Smith, Jr., BM1 James L. Snider, MM1 Ronald H. Solomon, EM1 Robert E. Steinel, ST1 Roger E. VanPelt, IC1 Joseph A. Walski, RM1 David A. Wasel, RMSN Charles L. Wiggins, FT1 John J. Wiley, Lt Donald E. Wise, MMC Ronald E. Wolfe, QMSN Jay H. Zweifel, EM2 OFFICER OBSERVERS: Philip H. Allen, Lcdr Robert D. Biederman, Lt John H. Billings, Lcdr Robert L. Krag, Lcdr CIVILIAN OBSERVERS: Fred P. Abrams, Daniel W. Beal, Jr. Robert E. Charron, K.R. Corcoran, Kenneth J. Critchley, Paul C. Currier, Richard R. Des Jardins, George J. Dineen, Richard K. Fisher, Paul A. Guerette, Maurice F. Jaquay, D. Kuester, Henry Moreau, Franklin J. Palmer, Robert D. Prescott, D. Stadtmuller, and Laurence Whitten.

USS GRENADIER (SS210) April 22, 1943 4 Men Died as Japanese POW's.

Patrolling in Lem Voalan Strait in the northeast Indian Ocean, on her sixth war patrol, **USS GRENADIER** under Lt. LCDR. J. A. Fitzgerald met her end on 22 April 1943. The following account of her fate is taken from statements made by her Commanding officer and five of her men after they had been recovered from Japanese camps. On the night of 20 April 1943, having had poor hunting for two or three days in Lem Voalan Strait (northwest of Penang on the Malay Peninsula), **USS GRENADIER** ventured out ten miles west of that place to see what she could find. She found two ships, but before she could attack, they turned away. Figuring that they would come back to their original course in an hour and a half, Fitzgerald planned an attack to meet them on their course at that time. About 15 minutes before time to dive and prepare for the attack, a plane came in on **USS GRENADIER**, and she dived. As she was passing 120 feet, a violent explosion shook the ship, and all lights and power were lost. She was brought to rest on the bottom at about 270 feet. The hull and hatches were leaking badly aft, and a fire in the control cubicle kept the ship without propulsion. A bucket brigade kept the motors dry, and later a jury rig pump was called into service to perform the task, while the electricians worked all day to restore propulsion. Heat and exertion prostrated several men, but the work went on. At dusk, **USS GRENADIER** surfaced and continued the work of trying to restore herself. Finally, they were able to turn over one shaft very slowly, but everything possible had been done, and no more speed could

be expected. Toward morning what appeared to be a destroyer, but was actually an 1800-ton merchantman and an escort vessel were seen on the horizon, and a plane was driven away by gunfire. The skipper decided to scuttle the ship then, and it was done, with all hands being taken prisoner by the enemy merchant ship. The statements of the men relate the brutal treatment they received at the hands of the Japanese and how their spirit was kept up by their Commanding Officer. The enemy gained no information from this gallant crew, despite the worst they could inflict, and all but four members of the crew were recovered from prison camps at the close of the war. Crewman Thomas R. Courtney described the two-year stay in captivity as a "living hell." The prisoners spent most of their time confined in small classrooms and cells in a convent in Malaysia, facing hunger and extremely harsh treatment. It was during their incarceration that the men scratched their names on two sections of a wall and one of the wooden doors. In 1982, surviving crewmembers began sending money to the convent to support its work. Crewmember Robert W. Palmer began writing to the school board chairman, Sister Francis de Sales. Sister Francis replied, For many years 'the writing on the wall' which we regard with such reverence was, to a certain extent, shrouded in mystery. All we knew was that these brave men were the crew of an American submarine, who suffered cruel torture on our premises at the hands of the Japanese. These initial contacts sparked an exchange of letters between Sister Francis and the crew, in particular Palmer, as well as their family members. With the march of time, many of the players in the **USS GRENADIER** saga are now gone. Sister Francis passed away on July 24, 1998. Be that as it may, the etchings and other displays in the classroom will remain a poignant reminder of what went on in the convent grounds during the war and the remarkable good that come out of that episode in the years that followed. **USS GRENADIER**'s record prior to her loss was six ships sunk, for 40,700 tons, and two ships damaged, for 12,000 tons. Her first patrol, beginning in February 1942, was conducted off the coast of Japan, and **USS GRENADIER** sank a freighter. Going to the Formosa shipping lanes for her second patrol, **USS GRENADIER** sank a large transport and a freighter. On her third patrol, she sank a large tanker. **USS GRENADIER**'s fourth patrol was a mining mission in the South China Sea, and she damaged no enemy shipping. On her fifth patrol, this vessel patrolled the Java Sea area, and sank two small freighters and a sampan. In addition she damaged a freighter.

Events of April's Past:

April 7, 1979 - Launching of first Trident submarine, **USS Ohio (SSBN726)** at Groton, CT.

April 10, 1963 - During diving tests, **USS THRESHER** lost with all hands.

April 11, 1900 - Navy accepted its first submarine,

USS Holland

April 20, 1964 - **USS HENRY CLAY (SSBN625)**

launches a Polaris A-2 missile from the surface in first demonstration that Polaris submarines could launch missiles from the surface as well as from beneath the ocean. 30 minutes later the submarine launched another Polaris missile while submerged.

No Sh**er Section:

Chapter V *"Magic Bus, magic bus—We're gonna ride on a magic bus"*

Well, as I recall, I was last waving a tin-foiled spatula in the air while my compatriots laughed in glee! Ahhh, the humility of it all! (And just imagine having the inside of your right leg coated with cake and frosting at the same time!) The party was winding down, as parties will, and all the shore-duty pukers had bundled their wives off for home and the hallway was filled with a morass of drunken sailors. The boat crews attending had by now become fast and dear friends. (As the old adage goes: Gross sexual misconduct and swapping ice-cubes, makes the heart grow fonder!) We were very fond of each other! We were brothers of the night and brothers of the deep. We had invented "male bonding"!

Someone began the laborious effort of rounding us all up for the bus trip back to the base. Drunks, as a whole are fairly easily rounded up, keeping them in one place is impossible, but herding them works fairly well as long as they are ambulatory. (We were friends, we carried our wounded.) The real problem surfaced however, when they tried to put us on the busses. (Sure, we'd come that way, but compatriots travel together and we all piled into one bus. (There may well have been several busses, I have absolutely no idea, I can only comment on the bus I ended up in). I was with my new friend "Lurch", a TM off some other boat. We crawled back into the bus and collapsed into a seat. The bus must have had the better part of two crews in it, and there wasn't room to breathe. Guys were standing packed like sardines, but we were used to that and couldn't understand the concerns of whoever was yelling at us to disembark.

At long last the seating arrangements were satisfactory to the powers that be and we started out on our journey to the base. As we rolled through town a shout rang out, "Check out the broad on the port side" The bus suddenly lurched to port as everyone on the opposite side made for the left windows. The bus listed sickeningly, but soon passed the delightful young lady that had caught someone's eye and slowly returned to an even keel. More shouts. "Broad off the starboard beam" The bus shifted heavily to the right, threatening to flip over on its side, and then once again returning upright. We sort of got caught up in making the bus

heave from one side to the other and soon were doing just that for no other purpose. It made driving the bus frightening and suddenly our Italian driver pulled to the side of the road and slammed on the brakes. That caught our attention, because it threw a dozen guys to the floor. The driver then stood, turned around and began to wave his arms and gesticulate wildly with his hands as he screamed at us. Although we had no idea what he was saying, we knew exactly what he was talking about! Italians tend to be long winded when pissed and this driver was no exception. His tirade went on for quite a while. Luckily, we had "Alfredo" our own Italian! He suddenly jumped up and started to yell back at the driver. (He'd probably finally remembered that he could speak Italian too!) The driver shut-up 'cause Alfredo was wild in his actions and voice. Eventually, the driver re-seated himself and continued to the base.

Now for reasons I don't know, the busses were not allowed to come on base. They had to stop at the gate. It was a long walk from the gate to the piers and it passed directly through a set of apartment-like buildings where the Italian hierarchy lived. We had been informed when we pulled into port, that we were to be quiet while passing through this "officers country"! (Will they never learn?) So, we disembarked, slowly and with great difficulty, reforming inside the gate into knots of "buddies" and started for the boats.

Now, I know this chapter wasn't too exciting, but it is part of the story and had to be told. You may even be thinking that with the Birthday Ball over, the evening had ended. Well, you'd be wrong, very, very, wrong. No, I'm afraid the evening was only beginning and soon to reach heights here-to-for only imagined by most diesel boat sailors. So as they say in radio, "Stay tuned, we'll be right back!"

Chapter VI *"A ship and a star to steer her by"*

Once the bus had disgorged its passengers and we had reformed into ranks of forty (you had to be a grad of FLTASWSCOL KWEST to get that one) we stumbled onwards towards the boats. Crews of the other boats were filling the ears of Cobbler's troops with tales of liberty in Palma, (the port we were diverted from) and they told a great story indeed. We passed by the Italian Officers barracks and threw a few stones and bottles at the iron shutters over the windows just so they knew we were back, while we formulated a plan that would get us to Palma in the most expeditious manner. We needed a ship!! When the entourage finally found the piers, low and below, there lie a small Yard Oiler tied up with no apparent guard! (It was an Italian Oiler and evidently they didn't find a need to post watches on everything from Dumpsters to Submarines like the US Navy.)

After some discussion and the rescue of several group members threatening to fall overboard, simply by proximity to the edge of the pier, we clamored aboard. At one time I could remember how many enginemen we had with us. Suffice it to say there were lots of them and not a one could figure out what sort of

engine we were looking at, never mind start the damn thing!! We had guys all over that Oiler making preparations to get underway! Couldn't have picked a better ship, it had lots of fuel right? Finally, it became apparent that no one was going to be able to start it up and we crawled back up on the wharf. The experience did serve to fortify our resolve and we went ship hunting. (Can you imagine 50-60 sub sailors, all drunk, stumbling along in quasi-formation, moving by virtue of their own mass, those on the outer edges falling by the wayside, only to be dragged back into the pack? Gad we must have made a laughable sight!) Working our way along the pier side, we came upon an Italian Frigate. It was Med-moored, stern to and from the light haze issuing from her stacks, it was obvious her engines were already running!! (A great plus in view of the limited abilities of our engine room gang!) However, it was also evident that the Italians put much greater effort in protecting their Frigates than they did their Y.O.'s. There was a watch. He was posted right at the end of the brow on the fantail. We stood, 50-60 strong, swaying like palms in a diverse breeze, staring at our intended conveyance to Palma. The watch stared back. (Can you imagine standing deck watch and having that many drunken foreign sailors form up at the end of your brow?)

We decided to storm the tin can and headed down the gangplank. The watch turned tail and fled below!! We poured aboard and although I don't remember how, I do remember ending up (for a bit) on the cabin-top of the wheel house!! I know it was the wheel house, because I could hear the engine order telegraph below us, ringing from being swung from All-Ahead-Full to All-Back-Emergency! One of our guys was trying to get the engine room to answer!!! Suddenly lights came on everywhere, alarms were going off, Italians were coming out of every hatch and doorway.... Lurch and I jumped overboard!! (Not the brightest move ever made, but it seemed like a good idea, right up until we were air born.) "You could die from swimming in Naples Bay!!" The corpsman yelled at me later. "Sh*t," I thought, "you could die in front of an Italian firing squad too!!" Naples is not real warm yet in April and neither is its bay.

The cold water may have saved us both.... I wish I could relate the rest of the night with accuracy, but I can't... I know some guys got locked up, and some guys escaped, but honestly, I can't even remember how I got out of the water, or back to the boat. I don't remember being restricted over it, all I remember, is, it was one hell of a night! And that pretty much concluded the 1966 Naples Submarine Birthday Ball.

Respectfully and honestly submitted, to the best of my failing memory.....

Roger "RamJet" Burleigh
USS COBBLER (SS344)

Things We Didn't/Don't talk About:

Submitted by Frank Rumbaugh

WASHINGTON—For 50 days and nights in the spring of 1978, the nuclear attack submarine **USS BATFISH (SSN681)** and its crew of 120 trained professionals, conducted what the U.S. Navy now says was the first sustained surveillance of a Soviet missile submarine patrolling the Atlantic with its 16 nuclear-tipped ballistic missiles aimed at targets in the United States. Under then-CDR. Thomas W. Evans, who had served on three other nuclear subs prior to taking command of the *Batfish* in 1975, the prolonged surveillance of the Yankee-class sub was "a serious business" due to the Soviet navy's drive to deploy an effective undersea missile threat against the United States. Under special orders to carry out "Operation Evening Star," the aggressive trailing of the Soviet missile submarine from the time it emerged from port into the Norwegian Sea until the day it concluded its missile patrol and headed back home, the **BATFISH** and its crew were charged with obtaining "detailed, quality, fine-grained intelligence" on the adversary's acoustic signature, operating procedures, navigating techniques and other information that could help the U.S. Navy maintain its tactical superiority in the underwater cat-and-mouse encounters that had begun in the late 1940s and would continue for years after the Cold War had ended. But "Operation Evening Star" is significant for another reason. For more than 10 years since the collapse of the Soviet Union and the end of the Cold War, the U.S. Navy flatly refused to provide any information on the undersea exploits of the nuclear submarine force against the Soviet adversary—until now.

A rare glimpse as part of the Submarine Centennial commemorating the 100th anniversary of the U.S. Submarine Service, the Navy authorized the partial declassification of the **USS BATFISH's** patrol report, including the surveillance of the Yankee-class submarine, which began on March 17, 1978, and continued nonstop until the Soviet submarine ended its patrol and headed back to northern Russia 50 days later.

In cooperation with the Smithsonian Institution, which is hosting a major historical exhibit, "Fast Attacks and Boomers—Submarines in the Cold War"—writer Thomas B. Allen was brought in to compile a detailed account of the *Batfish* mission. At a press conference on March 1, Evans and his former Leading Sonarman on the **BATFISH** appeared with Smithsonian officials to discuss the publication in Smithsonian Magazine of Allen's in-depth article. Attending the press conference was famed submariner Capt. Edward L. Beach, who made naval history by circumnavigating the world submerged in the nuclear submarine **USS TRITON** in 1960. "I've heard some of the stories about how our submarines could follow the Russians," said Beach, who retired in 1966. "I was surprised how good they were," he said, alluding to the *Batfish*. Evans noted that his patrol was not the

first time a U.S. Navy submarine had attempted to shadow a Soviet fast-attack or missile submarine. I didn't figure this out all by myself," Evans told reporters. "There were people who had had success against Soviet submarines—we learned a lot from our predecessors." Evans, now a retired rear admiral, implicitly confirmed accounts that have appeared in a plethora of articles and books on the U.S. Navy that sub vs. sub encounters had been taking place long before his 1978 patrol.

But the **BATFISH** mission was unusual in several ways, Evans said. The Sturgeon-class sub had been outfitted with a new 1,100 foot long, towed-array sonar that significantly increased its ability to passively record acoustic signals emanating from the Soviet boat. Naval intelligence officials had crafted a plan to coordinate the use of top-secret underwater sound sensors as well as P-3C Orion anti-submarine aircraft to enable the **BATFISH** to maintain constant surveillance. The teamwork paid off several times during the long patrol when storms and inadvertent interference by oil exploration blasting and even a large swarm of shrimp (which overloaded the sub's sonar) caused the Yankee to disappear from the sonar screens. The other sensors enabled the Navy to quickly steer the Batfish back to its target. Tedium and Stress "The **BATFISH** was unique," said Daniel Lawrence, a retired sonarman 1st class who led the sonar team on the **BATFISH** during the historic shadowing of the Soviet sub. But Lawrence said it was more than technological superiority the U.S. Navy enjoyed over its adversary. "It was the personality of the commanding officer, Capt. Evans," he said. Evans said that each day of the mission brought a combination of tedium and severe stress, particularly when the Batfish would hear the Soviet submarine preparing to rise up from the depths to periscope level in order to copy radio messages from its fleet headquarters. "It was the big event of the day," he said. Many details of the mission—particularly the "rules of engagement" under which the **BATFISH** operated, and technical aspects of its performance and the data gleaned from the Soviet submarine—remain classified, Evans and Lawrence said. All in all, the **BATFISH** traveled 10,369 nautical miles on its patrol, including 8,871 miles directly shadowing the Soviet sub, Allen wrote in the Smithsonian article. At the conclusion of its mission, the **BATFISH** was personally welcomed back at its home port of Charleston, S.C., by then-Vice Adm. Kenneth Carr, commander of the Atlantic Submarine Force, and Evans and the crew received decorations for their performance. But it was the skipper's wife, Dorothy Evans, who put the mission into full context, Evans said with a laugh. "It was like driving across the country three times at 10 miles per hour," he recalled her saying.

Cold Realities Of Russia's Navy

By Scott Peterson, Staff Writer of The Christian Science Monitor

"While top brass plan to restore superpower status, others worry about hazards of decaying nuclear fleet."

VLADIVOSTOK, RUSSIAN FAR EAST — For Russia's Navy, the gap between hope and reality couldn't be wider in Vladivostok. Abandoned, half-sunken submarines crowd one of the city's bays, locked like beached Leviathans in the ice of the coldest winter in 50 years. Near one of the jutting relics, Viktor Kuzyanov, a former submariner, ice-fishes from a seat atop an upside-down enamel bucket. "We were the most powerful Navy in the world, and now there is nothing left," he laments. Russia's top Navy brass is developing a new naval doctrine that calls for transforming the country back into a strategic force on the high seas. But few specifics are known. After a decade of chronic under-funding, a shrinking fleet, low morale, and the dangerous decay of its nuclear-powered submarine force, skepticism runs deep in the West, and in Russia itself. Three Russian warships set out Jan. 15 toward India, in one of the longest naval deployments since the collapse of the Soviet Union. The two-month mission "will demonstrate Russia's ability to proudly display its naval flag, and guarantee its national interests in the oceans," said a statement from the Pacific Fleet, based in this remote Far East port city. "I believe that this new century will see us leaving the docks and heading for the ocean," said Adm. Vladimir Kuroyedov, the Navy's chief commander and a primary author of the doctrine, in remarks published in Moscow's Russia Journal.

But dreams of reestablishing Russia's superpower Navy, analysts say, are a mixture of theater and illusion in a nation where impoverished sailors have taken to growing their own food, begging sponsorship from also-poor cities, and theft. "Obviously, to show its worth under (President Vladimir) Putin, the fleet feels the need to fly the flag," says Joshua Handler, a naval analyst at Princeton University in New Jersey. But the result is a "classic Potemkin village," in which a facade that all is well means that "none of the serious issues are being addressed." The nuclear-submarine force is down to its last very thin mooring line," Mr. Handler says. "It's up against basic mathematics. The problem is they are trying to run a first-world fleet on a third-world economic base.... The Navy is walking on the edge of disaster here." For Mr. Kuzyanov, the ice fisherman, "the collapse of the Navy is a symbol of the collapse of the Soviet Union and all Russia." A red thermos of tea keeps the biting chill at bay while he twiddles his line, hoping for a catch. "It's very sad. It burdens my heart." It also burdens Western analysts and environmentalists, who worry about Russia's lack of money to deal with the risks presented by the aging and decommissioning of Navy ships - much less new hardware.

Training and maintenance have been hardest hit, and Russian fleets have a history of dumping nuclear waste at sea, especially in fragile Arctic waters. The United States has spent \$5 billion to safeguard nuclear material throughout the former Soviet Union including a program to fund the safe dismantling of some 41 nuclear subs. The Kursk disaster, in which 118 sailors died when the sub sank Aug. 12, cast the spotlight on navy weaknesses and poverty.

Newspapers were full of pictures later that month of the Russian aircraft carrier Kiev, which was sold to China for scrap. And hair-raising stories have emerged of sailors stealing critical parts to sell. "There is neither modernization nor rearming," says Grigory Pasko, a military journalist who spent 20 months in prison on treason charges for revealing the extent of Pacific Fleet polluting. "It is more profitable when a ship becomes old to make nails of it. The current slogan is 'Our fleet will return to the world ocean!' But this is only a slogan."

Already 183 Russian nuclear submarines have been decommissioned, though some 143 are attack subs that won't be dismantled under existing US-funding programs, says James Clay Moltz, a nonproliferation expert at the Monterey Institute of International Studies in California. The US Congress in August passed a law permitting possible expansion to include them, and Japan has contributed money as well. More than half of the subs still retain nuclear fuel, but have no crews and are "waiting for an accident to happen," says Mr. Moltz. While hunting for cash, he says, Russia seems interested in a deal with India to lease nuclear submarines begun in Soviet times. One, nearly complete, is still in dry-dock, but recently was loaded with nuclear fuel. President Putin has voiced strong support for the Navy, making a high-profile overnight stay on the sub Karelina in April. He also attended Admiral Kuroyedov's doctoral dissertation on naval strategy over the summer. But defense chiefs are debating whether to spend on strategic nuclear-missile forces or advanced conventional ones.

Reining in fleet ambitions to match the shrinking overall military budget has proven difficult, with Russia moving almost by default to its historical strength as a land power. "They could get by with a coastal defense force. They have enough nuclear weapons on missiles in the middle of the continent," says Handler, the US-based naval analyst. "But instead they persist in trying to have a superpower, let alone a first world, Navy."

For many Russians, though, such prestige is an article of faith. Fresh-faced sailors in thick black woolen coats still tour the S-56 submarine that sank 10 enemy ships during WWII. It sits beside the Pacific Fleet headquarters here. "I saw the Soviet Navy at its peak in the 1970s, when we controlled the oceans," recalls retired Maj.-Gen. Valeri Sofronov. "Back then, it was impossible to imagine the situation in the Navy as it is now." The new doctrine, he says, shows "people in government understand how bad the situation is. "Knowing the Russian soul," General

Sofronov adds. "I'm sure these dark times will finish, and we will rebuild our great military and Navy again."

On the Lighter Side:

Submitted by Mike Keating

Dear Sir "I am writing in response to your request for additional information in Block 3 of the accident report form. I put "poor planning" as the cause of my accident. You asked for a fuller explanation and I trust the following details will be sufficient. I am a bricklayer by trade. On the day of the accident, I was working alone on the roof of a new six story building. When I completed my work, I found that I had some bricks left over which, when weighed later were found to be slightly in excess of 500#. Rather than carry the bricks down by hand, I decided to lower them in a barrel by using a pulley, which was attached to the side of the building on the sixth floor. Securing the rope at ground level, I went up to the roof, swung the barrel out and loaded the bricks into it. Then I went down and untied the rope, holding it tightly to ensure a slow descent of the bricks. You will note in Block 11 of the accident report form that I weigh 135lbs. Due to my surprise at being jerked off the ground so suddenly, I lost my presence of mind and forgot to let go of the rope. Needless to say, I proceeded at a rapid rate up the side of the building. In the vicinity of the third floor, I met the barrel which was now proceeding downward at an equal, impressive speed. This explains the fractured skull, minor abrasions and the broken collar bone, as listed in section 3 of the accident report form. Slowed only slightly, I continued my rapid ascent, not stopping until the fingers of my right hand were two knuckles deep into the pulley.

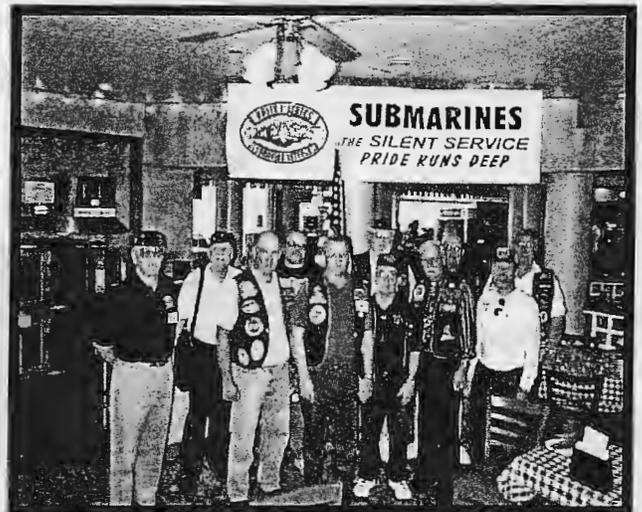
Fortunately by this time I had regained my presence of mind and was able to hold tightly to the rope, in spite of beginning to experience pain. At approximately the same time, however, the barrel of bricks hit the ground and the bottom fell out of the barrel. Now devoid of the weight of the bricks, that barrel weighed approximately 50 lbs. I refer you again to my weight. As you can imagine, I began a rapid descent, down the side of the building. In the vicinity of the third floor, I met the barrel coming up. This accounts for the two fractured ankles, broken tooth and several lacerations of my legs and lower body. Here my luck began to change slightly. The encounter with the barrel seemed to slow me enough to lessen my injuries when I fell into the pile of bricks and fortunately only three vertebrae were cracked. I am sorry to report, however, as I lay there on the pile of bricks, in pain, unable to move, I again lost my composure and presence of mind and let go of the rope and I lay there watching the empty barrel begin its journey back down onto me. This explains the two broken legs. I hope this answers your inquiry."



From Left To Right
 Dave Hamish, Jim Newman Sr. Kenny Wayne, Frank Rumbaugh, Roger Cousin, Don Wannamaker,
 Warner Doyle Jr., Bob May and Lester Hillman (Hidden are Davy Jones and Ray Samson)



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