

The MidWatch

April 2013
Volume 19 - Issue 4

THE MONTHLY NEWSLETTER, Perch Base, USSVI Phoenix, Arizona



Visit our web site at:
www.perch-base.org

USSVI CREED

Our organization's purpose is . . .

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

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

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



2013 Perch Base Foundation Supporters

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

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

These are the 2013 Foundation Donors



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Patricia A. Warner
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James L Wall
Forrest J. Watson
Rich Womack
George C. Woods
William Woolcott
John G. Zaichkin

PERCH BASE OFFICERS



BASE COMMANDER
Howard Doyle
(623) 935-3830
commander@perch-base.org



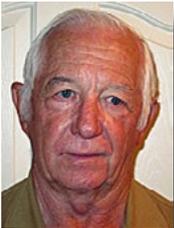
**VICE-COMMANDER/
COMMUNICATIONS OFFICER**
Chuck Emmett
(623) 466-9569
communications@perch-base.org
vice-commander@perch-base.org



SECRETARY
Herb Herman
(360) 326-5716
secretary@perch-base.org



TREASURER
Bob Warner
(623) 825-7042
treasurer@perch-base.org



CHIEF OF THE BOAT
Rich Kunze
(623) 932-3068
cob@perch-base.org



MEMBERSHIP
Rick Simmons
(623) 583-4235
membership@perch-base.org



CHAPLAIN
Steve Leon
(602) 540-2945
chaplain@perch-base.org



EVENT COORDINATOR
Walt Blomgren
(602) 309-4407
events@perch-base.org



HISTORIAN
Jim Newman
(602) 840-7788
historian@perch-base.org



STOREKEEPER
De Wayne Lober
(602) 944-4200
storekeeper@perch-base.org



PAST-COMMANDER
Jim Denzien
past-commander@perch-base.org

LEST WE FORGET THOSE STILL ON PATROL

Boats that were lost during the month of March

April 3, 1943
USS Pickerel (SS-177)
74 men lost



Reports on her loss are conflicting but probably sunk near Honshu (Japan) by Japanese ASW ships.

April 22, 1943
USS Grenadier (SS-210)
4 lost as POWs



She was attacked by Japanese aircraft near the Strait of Malacca, survived but was damaged beyond repair. The crew abandoned ship, were taken prisoner, and all but four (4) survived the war.

April 8, 1945
USS Snook (SS-279)
84 men lost



Snook was lost while conducting her ninth war patrol, in the South China Sea and Luzon Strait. It is believed that she was sunk by kaibokans Okinawa, CD-8, CD-32 and CD-52. It has also been suggested that Snook may have been lost due to one of five Japanese submarines were which also lost in April–May 1945. One candidate is Japanese submarine I-56.

April 10, 1963
USS Thresher (SSN-593)
129 men lost



It is believed a brazed pipe-joint ruptures in the engine room. The crew would have attempted to stop the leak; at the same time, the engine room would be filling with a cloud of mist. Water leaking from the broken pipe most likely causes short circuits leading to an automatic shutdown of the ship's reactor, causing a loss of propulsion. Procedures at the time would have shutdown steam propulsion. Loss of sufficient motive power and added weight (flooding) caused the ship to sink past crush depth.

April 24, 1988
USS Bonefish (SS-582)
3 men lost



On 24 April 1988, Bonefish was exercising with the guided missile frigate Carr 160 mi (260 km) off the coast of Florida. While the sub was submerged, seawater began leaking onto cables and electrical buses in a battery supply cableway. Electrical arcing between cables caused an explosion which flashed into a fire within minutes. Bonefish was surfaced and its crew ordered to abandon ship (see photograph.) Eighty-nine crew members were rescued by whaleboat and helicopter crews from Carr and the aircraft carrier John F. Kennedy. Three sailors were killed. The damage to Bonefish was deemed too extensive to warrant repair, and a decision was made to decommission her and dispose of her via scrapping.

Sailing Orders



April 13

Regular Base Meeting

Our regular monthly meeting at Dillon's at Arrowhead, 59th Ave. and the Loop 101. Social Hour starts at 11 a.m., the meeting starts at noon.

April 20

City of Tolleson

"Whoopee Daze" Parade

A first for us in this event (and the first time for the event.) We stage at 10 a.m. As always

***Flash Traffic** will be sent later.*

May 11

Base Annual Picnic

White Tanks Regional Park

Again, we will do our own cooking and preparation rather than have it catered. We are also going to invite other Arizona Bases. As

*always **Flash Traffic** will be sent later.*

May 18

Armed Forces Day Parade

Flagstaff, AZ

*This is one of the most appreciated events we attend every year -- and one at which we have a lot of fun. More details will be later in a **Flash***

***Traffic**.*



What's the Base Been Up To . . .

The Base participated in the Paradise RV Park St. Patrick's Day Parade at the request of Base Member and Paradise resident, Bill Wolcott. It was a short but very enthusiastic parade in mid-afternoon, Saturday, March 16.

This is a list of the members and guests that attended. The guests of Base members are in *italics*: Richard Kunze, Steven Stanger, *Allison Cornall*, Robb Roberts, DeWayne Lober, Rick Simmons, Howard Doyle, *Dalene Doyle*, *Mia Doyle*, *Alana Doyle*, *Sophia Doyle*, *Savannah Doyle*, Walter Blomgren, Chuck Emmett, Don Unser, Bill Wolcott.





National USSVI News

Shipmates,

The membership is not responding very well for this year's Awards Program. Below is a Message from National Awards Chairman John Stanford for you to pass on to your Base Members. Please help us to make this year's Award program better than last year. Let us recognize a fellow shipmate or a Base for all that they have done for USSVI:

"Shipmates,

We have reached the mid-point in the Awards nominating period, and the number of nominations so far are very disappointing. There are a lot of your Shipmates who deserve to be recognized for their contributions to your Base, District, and Region.

Take a moment to review the Awards manual on the USSVI web site (https://www.ussvi.org/Documents/Awards_Manuals_2013_Awards_Manual.pdf) and then consider one or more of your Shipmates who needs to be appreciated for their efforts.

Remember, the deadline for submission is 30 April 2013. Any questions, call or write me:

904-502-8586 or JStan131@Comcast.net

Pride Runs Deep

John Stanford

Al Singleman, Jr.
NJVC & POC Manager

April Base Member Birthdays

<i>Jerome BECKER</i>	<i>April 2</i>
<i>Ernie PLANTZ</i>	<i>April 3</i>
<i>George CRIDER</i>	<i>April 12</i>
<i>Jim WALL</i>	<i>April 13</i>
<i>Rick SIMMONS</i>	<i>April 14</i>
<i>Jim EDWARDS</i>	<i>April 16</i>
<i>Richard KUNZE</i>	<i>April 16</i>
<i>Tim FARLEY III</i>	<i>April 18</i>
<i>James JOHNS</i>	<i>April 19</i>
<i>Gerald HOLLOWAY</i>	<i>April 22</i>
<i>Tim MOORE</i>	<i>April 22</i>
<i>Davy JONES</i>	<i>April 30</i>

Reports from the Base Officers





The "Snipes Castle"

Comments of the Base Commander
Howard Doyle



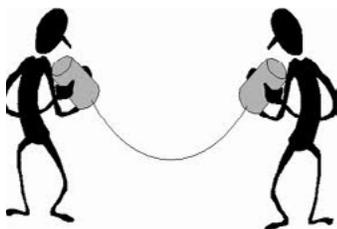
First, thanks to all those who voted for me in the recent election. I hope that I will measure up to your expectations. Second, as with the past base commanders, there is no chain of command here at Perch Base, if you have a concern or idea you want aired there are three ways to contact me; in person, via email, or in writing via snail mail. The turnout for the funeral and internment of both Joe Varese and Adrian Stukey were well attended and much appreciated by their families. Thank you for your caring.

There are several events coming up and offer an opportunity for participation with other Perch Base members. Remember Memorial Day services and Tolling Ceremony at the National Cemetery.

"Remember the ALAMO - FREEDOM IS NOT FREE!"

"PRIDE RUNS DEEP"

Howard



"Soundings"

vice-Commander/Communications Officer
Chuck Emmett

(My thoughts while wearing two hats!)

First, I'd like to thank the base for electing me your vice-Commander for the next year. I will do my best to fill the role. First among my duties as I see them is to be accessible to any and all Base members for their ideas, comments, suggestions and requests. To allow this, In addition to my e-mail addresses as posted in both the MidWatch and on the webpage, you can almost always reach me on my cell phone at 602-448-3873.

In addition to being the Perch Base vice-Commander and Communications Officer, I also serve on the Arizona Silent Service Memorial committee. In this capacity, I also solicit and welcome any comments from Perch Base members for ideas about this Memorial. For those of you who were not aware, this committee is the follow-on to the Save-our-Sail committee, which was disbanded because of the total impracticality of the idea of bringing the sail of the Phoenix.

So please, contact me, for any ideas, thoughts or suggestions for either the newsletter or how the base is run or for suggestions on the Arizona Silent Service Memorial.



"Member Mogul"
Membership Chairman's Message

Rick Simmons - Membership

Last month I reported that we had gained 3 new members and I am very happy to report that the trend continues. This month we have added another 3 new members to Perch Base.

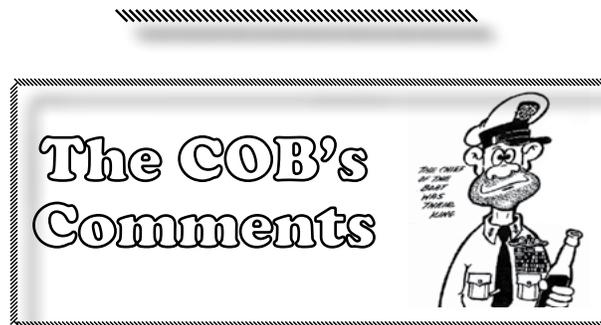
The 3 new members are:

- Henry J. Fernandez who qualified in 1989 on the USS Cavella SSN 684. Henry lives in Tolleson with his fiancée Lara Morales.
- Donald D. Walbaum who qualified in 1956 on the USS Bluegill SS 242. Donald is a Holland Club member of USSVI and lives in Litchfield Park with his wife Sharon.
- Vance Dion Walbaum who qualified in 1999 on the USS Honolulu SSN 718. Vance is the son of Donald Walbaum and also lives in Litchfield Park.

The Walbaums join Jim and Brent Nelson and Jim W. and Jim F. Newman as father and son members of Perch Base.

Welcome aboard Shipmates, we look forward to seeing you all at our meetings and events. Please remember that spouses, significant others and family members are always welcome at our meetings and events.

With the coming of spring and temps in the 90's our "Snow-Bird" members are starting to think about heading north for the summer. What a bunch of wimps! All kidding aside the annual migration will be starting soon and those of you with 2 locations need to make sure you change your profile address in the USSVI database. Even if you have entered a time frame for your locations you still need to go in and make the switch, it does not happen automatically. This will make sure your American Submariner and any correspondence gets sent to the right place.



Congratulations to our new elected officers. Hope everyone had an enjoyable St. Patrick's weekend. Those of us that attended the parade at Paradise RV Park had a good time and the residents there sure enjoyed us bringing our float. The response from the spectators is always rewarding and their appreciation of our service is always heartwarming. May is still a month from now but I am already planning to go to Flagstaff for the Armed Forces Day Parade (May 18th). I hope many of you are thinking about going also.

Richard Kunze
Chief of the Boat



Arizona Silent Service Memorial
Perch Base's Efforts to Recognize Those Gallant Sailors Who Won the Cold War by Their Eternal Vigilant Beneath the World's Oceans.

Committee Co-Chair Dan Moss

The Arizona Silent Service Memorial (ASSM) committee met to approve our new logo; discuss the recent events concerning the resurfacing of the SOS committee, and their desire for reimbursement of the funds turned over to Perch Base when they became inactive in the SOS project. There will be a meeting with the design group in mid-April.



Event Coordinator's Message

Event Coordinator - Walt Blomgren

We have a busy month coming up and, as usual, all the events will have details announced in a Flash Traffic message.

During April, our first event is a static display at the Patriots Day celebration for the the Kyrene Akimel A-al Middle School. Since this event is April 5, we will have already participated when this newsletter comes out.

Following that, is a parade event called "Whoopee Daze" for the City of Tolleson on April 20. The parade stages at 8:30 a.m. and kicks off at at 10 a.m. We still need a volunteer to tow the float for this event. Any volunteers?

As soon as possible, I plan on creating a list of float towing volunteers to have on hand for future events. If you think you can participate, please let me know.



CHAPLAIN'S COLUMN



Base Chaplain - Steve Leon

Greetings

Last month, I unfortunately missed the opportunity to send words of encouragement to you all.

Our world is suffering from a deprivation of good character, at the same time it is experiencing an overwhelming saturation of the spoken word. Unfortunately the two rarely complement each other. May we strive to be people who consistently seek God's assistance in backing up what we say by doing the right things.

In closing, I ask you to join me in following the advice of St. Francis of Assisi: "Preach the Gospel at all times and when necessary use words."

Ave Deus,
Steve Leon

(Continued on next page)

Binnacle List

On Feb. 15, Adrian Stuke embarked on eternal patrol.

On Feb. 20, Joe "Wanderer" Varese embarked on eternal patrol.

Please keep the following crew members in your thought and prayers:

- Billy Grieves- recovering from fractured left femur, resulting from a fall.
- Milton McNeill- recovering from a light stroke and undergoing chemotherapy for abdominal cancer.

Reflections on Life

Sermons We See

I'd rather see a sermon than hear one any day;
I'd rather one should walk with me than merely tell the way.
The eye's a better pupil and more willing than the ear;
Fine counsel is confusing, but example's always clear.
And the best of all preachers are the men who live their creeds;
For to see good put in action is what everybody needs.
I soon can learn to do it, if you'll let me see it done.
I can watch your hands in action, but your tongue too fast may run.
And the lecture you deliver may be very wise and true,
But I'd rather get my lessons by observing what you do.
For I might misunderstand you and the high advice you give,
But there's no misunderstanding how you act and how you live

Collected Verse of Edgar Guest (www.appleseeds.org)



- ◇ ***The second Japanese submarine sunk, a midget caught inside Pearl Harbor and sunk by the seaplane tender Curtiss, was later raised. Too badly damaged for intricate examination, it was used as fill-in material in the construction of a new pier at the submarine base.***
- ◇ ***During 520 war patrols in 1944, submarines fired 6,092 torpedoes, more than in 1942-43 combined (5,379). Statistically it took 8 torpedoes to sink a ship in 1942, 11.7 in 1943, 10 in 1944.***
- ◇ ***During 1944, 117 navy and air force personnel were rescued by U.S. Subs; The Tang (O'Kane) picked up 22 for the leader in this category.***
- ◇ ***During 1944 Japan lost 56 submarines, 7 to U.S. Submarines.***
- ◇ ***On Nov. 21, 1944, Sealion II (Reich) fired a salvo of fish at each of two BB's, the Kongo and Haruna. The Kongo was hit and sunk, but the DD Urakazi intercepted the fish meant for Haruna and was instantly sunk.***
- ◇ ***Message to all submarines on 13 April 1944: "Until further notice give fleet destroyers priority over Maru types as targets for submarine attacks.***
- ◇ ***During 1944 U. S. submarines sank 1 BB, 7 CVL's, 2 CA's, 7 CL's, 3 DD's and 7 SS's of the Japanese navy.***
- ◇ ***So numerous were submarine attacks on the Singapore-to-Empire trade routes in 1944 that a common saying in Singapore was that "one could walk from Singapore to Tokyo on American periscopes.***
- ◇ ***The last large merchantman to be sunk by submarine during WW-II was the Hokozaki Maru, sunk March 19, 1945 by Balao (Worthington).***
- ◇ ***The last Japanese warship afloat in the South Pacific, the light cruiser Isuzu, was sunk by Charr (Boyle) after she was previously hit and badly damaged by Gabilan (Parham)***
- ◇ ***The Flasher sank more tankers than any other submarine.***
- ◇ ***The largest merchant ship sunk by submarines during WWII, the Tonan Maru #2 was sunk by Pintado (Clarey) on 22 August 1944.***

Shipmates, if you have not already done so, cut out the instructions on the dotted line below and place it with your final instruction papers (i.e., will, power of attorney, living will, living trust, etc.) for your next of kin. Don't let them languish as to your Final Patrol desires.

**** IMPORTANT INSTRUCTIONS ****

Please PRINT THIS PAGE and attach this note to your will or final instructions.

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

Please ask them to contact my local USSVI chapter, **Perch Base, Phoenix AZ** Chaplain at chaplain@perch-base.org or 602-309-4407 with this information as well.

This information can also be E-Mailed to the National Office at USSVI@telebyte.net.

Other Important Information:

Veterans Death and Burial Benefits

http://www1.va.gov/opa/publications/benefits_book/benefits_chap07.asp

Navy Burial at Sea Information

<http://usmilitary.about.com/cs/generalinfo/a/seaburial.htm>

Please PRINT THIS PAGE and attach this note to your will or final instructions.

**** IMPORTANT INSTRUCTIONS ****



Base Meeting Minutes March 2013 Herb Herman Secretary

The March 9 2013 regular Perch Base meeting was called to order at 12 noon by the base commander, Jim Denzien. The meeting was held at its usual location, Dillon's restaurant at 59th Ave. and the 101. The invocation was given by the Howard Doyle followed by the pledge of allegiance.

The purpose of the USSVI was read followed by the Tolling for the Boats ceremony was conducted for those ships lost during the month of March.

Denzien acknowledged guests, Angie and Jeffery Grams and new members Donald and Vance Walbaum. Mark Field a prospective new member acknowledged and Dave Linker (WD2C) in attendance. Jim Foot is moving to the Phoenix area and in attendance.

A motion was made and seconded to approve the minutes of the February Base meeting as published in the MidWatch. Approved by voice vote

Treasurer, Bob Warner read the Treasurers' report for January. A motion was made and seconded to approve the report. Motion was approved by voice vote.

Base Commander's Board of Directors (BOD) Report

Jim thanked all members for their ongoing support while he has been in Office. This is his last meeting as Commander and he will be running for the Office of Western District 2 Commander (WD1C).

Events Calendar:

- Unified Arizona Veterans (UAV) meeting monthly summary; Denzien introduced Mark Fields, editor of the Arizona Veterans Magazine and said more information would be introduced later.
- Picnic will be in May 11, the location is as in the past, White tank Mountain park and we will be seeking volunteers to help with cooking etc.
- A VA representative will attend the April meeting and Jim needs e-mail with questions you desire to be addressed.
- A discussion on permission to park the boat at the National cemetery for Memorial Day was conducted.
- Also there are 3 former military representatives on the state legislature. They are forming a caucus for vets.
- Paradise RV resort parade participation approved.
- Awatukee school participation.
- Flagstaff participation with Tucson and Gudgeon base
- Memorial Day activities at national cemetery for WWII and Perch Base
- Military Entrance Processing Station(MEPS) event upcoming RSVP.
- Look on web page for "HOT ITEMS" for upcoming events.

Board Officer reports

Membership: Rick Simmons said we have 3 new members and one prospective members. The base total is now 151 with Marks membership.

Vice Commander: Howard Doyle thanked all that helped out on the services recently for Stuke and Varese.

Secretary: Herb Herman said the ballots were gathered for counting.

COB: Richard Kunze had nothing to report.

Storekeeper: DeWayne Lober gave general report on what is available in ships store, including Save Our Sail hats.

Base Historian: Jim Newman had nothing to report.

Base Chaplain: Steve Leon was not present at the meeting.

Event Coordinator: Walt Blomgren said a volunteer was needed to tow the boat in the March 16 St. Patrick's Day Parade at Paradise RV Park.

Communications Officer: Chuck Emmett presented Howard Doyle a birthday card.

Arizona Silent Service Memorial Chairman (ASSM): Dan Moss said that a meeting will follow after the Base meeting.

Old Business

Picnic: It will be at White Tank Park May 11. Jim is going to invite other Arizona Bases to join us. The time is from 11am to 3 pm. We will be holding a Holland Club induction and may do so with other bases. The picnic is for you and your family.

New Business

- Members were encouraged to contact Walt Blomgren if there are interested in towing the float to events.
- There will be a VA representative at April 13 meeting send EMAIL on any questions you have.
- Election results announcement, Commander Howard Doyle and Vice Commander is Chuck Emmett. Chuck will continue with the Base communication responsibilities.
- Joe Varese daughter gave thanks for our help with Joe's service. Joe donated some memorabilia to the base.
- Tim Moore designated Perch BASE Representative to the International Submarine convention.

Good of the Order

- TIM Moore presented a certificate of appreciation to Jim Denzien.
- Stan was acknowledged and spoke about his plans to open a west side non-profit soup kitchen.
- Short discussion on who is going to the USSVI convention and Richar Kuntz is the Base representative.

Binnacle List

Nothing to report

50/50 Drawing

Winner was Dewey Reed.

Adjournment

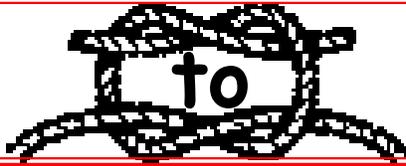
A motion was made and seconded to close the meeting; motion passed by voice vote. The closing benediction was given by Howard Doyle and the meeting adjourned at 12:53 p.m.

SAILING LIST March 9, 2013

Don DeMarte	Jim Edwards	Gary Waterbury
Bill Malda	Herb Herman	John Schlag
Richard Bernier	Steven Stanger	Dan Moss
Dave Linker	Royce Pettit	Jim Newman
Jeffery Grams	Angie Grams	Jim Foote
Peter Tardiff	Ted Hunt	Richard Kuntz
Rick Simmons	Walter Blomgren	Chuck Emmett
Herb Coulter	Vance Walbaum	Donald Walbaum
Robert & Pat Warner	Dewey & Dottie Reed	George Crider
Jim Denzien	Tim Moore	Howard Doyle
Davy Jones	R W Wright	Don Unser
Bill Woolcott	Robie Robinson	George Woods
Ray Marshall	John Zaichkin	Doug LaRock
Mike Dahl	Stan Reinhold	



Shipmate



Shipmate

Now, This Ain't No Sh*t . . .

We're still looking for stories! All of us have heard the one about the difference between a fairy tale and a sea story. The fairy tale starts, "Once upon a time," and a sea story starts, "Now this ain't no sh*t!"

Well, that's what we are looking for; sea stories. And they only need to be as true as a sea story ALWAYS is!

So send something in. Here are the rules (or not, whatever):

1. We can use your name or not: your choice just let me know.
2. Grammar and spelling DO NOT COUNT. I will edit and change just enough to make it somewhat readable!
3. Remember, this is from "boat" sailors to "boat" sailors. BUT, since this publication may fall into skimmer hands (or worse, decent civilians!) I may have to substitute punctuation marks in place of letters in certain words, as in the title.
4. There is absolutely no limit on how many you can send in. I will publish AT LEAST one each month as we get them.

So send them to:

Chuck Emmett
communications@perch-base.org

or

7011 West Risner Road
Glendale, AZ 85308.



SHIPMATE TO SHIPMATE
STORIES THAT ARE
"ABSOLUTLY, POSITIVELY, THE TRUTH!"

I'm glad to resurrect this column even though I'm the one who has to provide to story. In my case, this story is very, very true.

For years, I have been very proud to wear on my vest, gold buttons that came off an officer's dinner jacket. This officer, retired RADML Paul Schultz, is the father of a very dear friend and I'm proud to display them on my vest and honored that he would give them to me. He is a WWII veteran and, until my friend relayed the following story, I knew little of his career.

The story — an e-mail really — is from the admiral to his nephew. The admiral is the "I" in the story.

----- Original Message -----

From: Paul Schultz
To: Jennings, Tom
Sent: Friday, March 22, 2013 4:29 PM
Subject: Sextant

I don't know whether I ever told you the significance of this sextant, which I was awarded on graduation from the Naval Academy when I stood first in my class in navigation. In 1943 I was an Assistant Superintendent of Shipbuilding at the Portsmouth (N.H.) Naval Shipyard, in charge of construction of all submarines being built before they were launched from the building ways. One of them was the PARCHE (SS484). On completion of this submarine, a classmate, LCDR Woodrow W. McCrory, was assigned as Executive Officer and invited me, as the Shipyard's representative, to take a 10-day shakedown cruise with the ship. This was customary for each new sub to provide training of the crew and testing of all the equipment before heading to the Pacific. The Commanding Officer, CDR Lawson P. Ramage (later Vice Admiral) was quite an outstanding officer and



submariner, with whom I became good friends, too.

McCrary, as Exec, was also the Navigator for the submarine, and during this shake-down cruise he complained about the quality of the Navy sextant that had been issued to the sub, so I offered mine to him, which he liked very much. He was most reluctant to take it because of the likelihood that the sub might be sunk in action with the Japs, taking the sextant down with him. Knowing that the sextant would never be of any value to me, I insisted that he take it, which he did.

Under their leadership, the PARCHE had a most outstanding record in sinking Jap ships in the Pacific. In one encounter, Ramage surfaced at night in the middle of a Jap convoy, sent everyone else normally on the bridge below decks, and then directed an attack that resulted in sinking seven Jap ships. He was so close to most of the Jap ships while dodging in and around the convoy, that they couldn't train their deck guns low enough to hit him, so he and his ship escaped unharmed. For this action, he was awarded the Congressional Medal of Honor. Both he and McCrary, who later succeeded him as Commanding Officer, were also awarded Navy Crosses and other awards for other actions destroying enemy ships.

About a year after the war was over, I was surprised one day to receive a package returning the sextant, but now with a chrome plate attached to the top listing all the awards that had been given to the PARCHE during the time the sextant was used to navigate the sub. This was before the days of GPS. That history was the reason I offered it to the Submarine Museum in New London, and it's too bad that the curator didn't also take a picture of the top showing all those awards. And I regret not taking one, either, before sending the sextant to the museum.



◇ *An Irish-American schoolteacher, John Philip Holland, built several submarines before the USS Holland, which became the first undersea craft commissioned by the U.S. Navy. The Holland was accepted on April 11, 1900 for a price of \$150,000. Today's nuclear powered submarines cost in excess of \$2-billion, but that includes the fuel.*

◇ *The first boat known to have been navigated under water was built in 1620 by a Dutchman, Cornelius Van Drebbel. Van Drebbel is said to have developed a chemical which would purify the air and allow the crew to stay submerged for extended periods.*

◇ *Interest in submarines extends to royalty and presidents. The King of England and the King and Queen of Spain are among those who have made submerged cruises in submarines. As a result of a trip in an early United States submarine, President "Teddy" Roosevelt ordered extra compensation for personnel serving in the "Silent Service." President Harry Truman made a 440 foot dive in a captured German submarine. The first President to cruise aboard a nuclear submarine was President Eisenhower who rode the USS SEAWOLF out of Newport, Rhode Island on September 26, 1957.*

◇ *Leonardo da Vinci, the Florentine Renaissance inventor and artist, developed plans for an underwater warship but kept them secret. He was afraid that it would make war even more frightful than it already was.*

◇ *Many instances of submarines being 'caught' by fishing vessels are on record. The NAUTILUS, world's first nuclear powered vessel, was caught in a fish net and towed the fishing vessel several miles before the situation was cleared up. There is one instance of a submarine being captured by an abandoned balloon, and on another occasion a submarine rescued a blimp and towed it to safety.*

◇ *USS TRITON, the only American made twin reactor ship ever built, on May 10, 1960, completed the first totally submerged non-trivial circumnavigation of the world when she followed the route of Ferdinand Magellan for 36,000 miles during 84 days beneath the surface.*

◇ *A church in Kyoto, Japan calls its congregation to worship with a bell from a submarine. The bell, from the submarine USS RAY was purchased for the church, and was transported to Yokosuka, Japan by another submarine, the USS RONQUIL.*

◇ *For entertainment on U.S. submarines movies, television, ice cream machines and stereo music players are available. The USS SEAWOLF also had an electronic organ. There have been instances of boxing matches held onboard, and the crew of one submarine had a kite flying contest from an anchored submarine.*

◇ *Modern submarines can travel faster submerged than they can on the surface. They can fully submerge in less than a minute.*

◇ *Robert Fulton, inventor of the steamboat, was an avid submarine enthusiast. He built several submersible warships, one of which was known as the Nautilus.*

Eternal Patrol

April 10, 1963

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 Thresher (SSN-593)
April 10, 1963
129 men lost



Type: Fast attack submarine
Displacement: 3,810 t (surf), 4,369 t (sub)
Length: 278' 5"; **Beam:** 31' 7"; **Draft:** 25' 2"
Propulsion: 1 S5W PWR,
2 steam turbines, 15,000 shp (11 MW), 1 shaft
Speed: 15 knots (surf), 28 knots (sub)
Range: Unlimited, except by food supplies
Test depth: 1,300'; **Complement:** 112
Sensors/processing systems: BQQ-2 sonar (later BQQ-5),
Mark 113 Fire-control system, Periscopes, ESM
Armament: 4 × 21" torpedo tubes amidships
• 12-18 × Mark 37 torpedoes, later replaced by Mark 48s
• 4-6 × UUM-44 SUBROC anti-submarine missiles
• 4 × UGM-84 Harpoon anti-ship missiles

TIMELINE OF THE THRESHER DISASTER

07:47 hours

Thresher begins its descent to the test depth of 1,000 ft (300 m).

07:52 hours

Thresher levels off at 400 ft (120 m), contacts the surface, and the crew inspects the ship for leaks. None are found.

08:09 hours

Commander Harvey reports reaching half the test depth.

08:25 hours

Thresher reaches 1,000 ft (300 m).

09:02 hours

Thresher is cruising at just a few knots (subs normally moved slowly and cautiously at great depths, lest a sudden jam of the diving planes send the ship below test depth in a matter of seconds.) The boat is descending in slow circles, and announces to Skylark she is turning to "Corpen [course] 090." At this point, transmission quality from Thresher begins to noticeably degrade, possibly as a result of thermoclines.

09:09 hours

It is believed a brazed pipe-joint ruptures in the engine room. The crew would have attempted to stop the leak; at the same time, the engine room would be filling with a cloud of mist. Under the circumstances, Commander Harvey's likely decision would have been to order full speed, full rise on the fairwater planes, and blowing main ballast in order to surface. The pressurized air rapidly expanding in the pipes cools down, condensing moisture and depositing it on strainers installed in the system to protect the moving parts of the valves; in only a few seconds the moisture freezes, clogging the strainers and blocking the air flow, halting the effort to blow ballast.

Water leaking from the broken pipe most likely causes short circuits leading to an automatic shutdown of the ship's reactor, causing a loss of propulsion. The logical action at this point would have been for Harvey to order propulsion shifted to a battery-powered backup system. As soon as the flooding was contained, the engine room crew would have begun to restart the reactor, an operation that would be expected to take at least 7 minutes.

09:12 hours

Skylark pages Thresher on the underwater telephone: "Gertrude check, K [over]." With no immediate response (although Skylark is still unaware of the conditions aboard Thresher), the signal "K" is repeated twice.

09:13 hours

Harvey reports status via underwater telephone. The transmission is garbled, though some words are recognizable: "[We are] experiencing minor difficulty, have positive up-angle, attempting to blow." The submarine, growing heavier from water flooding the engine room, continues its descent, probably tail-first. Another attempt to empty the ballast tanks is performed, again failing due to the formation of ice. Officers on Skylark could hear the hiss of compressed air over the loudspeaker at this point.

09:14 hours

Skylark acknowledges with a brisk, "Roger, out," awaiting further updates from the SSN. A follow-up message, "No contacts in area," is sent to reassure Thresher she can surface quickly, without fear of collision, if required.

09:15 hours

Skylark queries Thresher about her intentions: "My course 270 degrees. Interrogative range and bearing from you." There is no response, and Skylark's captain, Lieutenant Commander Hecker, sends his own gertrude message to the submarine, "Are you in control?"

09:16 hours

Skylark picks up a garbled transmission from Thresher, transcribed in the ship's log as "900 N." [The meaning of this message is unclear, and was not discussed at the enquiry; it may have indicated the submarine's depth and course, or it may have referred to a Navy "event number" (1000 indicating loss of submarine), with the "N" signifying a negative response to the query from Skylark, "Are you in control?"]

09:17 hours

A second transmission is received, with the partially recognizable phrase "exceeding test depth...." The leak from the broken pipe grows with increased pressure.

09:18 hours

Skylark detects a high-energy low-frequency noise with characteristics of an implosion.

09:20 hours

Skylark continues to page Thresher, repeatedly calling for a radio check, a smoke bomb, or some other indication of the boat's condition.

11:04 hours

Skylark attempts to transmit a message to COMSUBLANT (Commander, Submarines, Atlantic Fleet): "Unable to communicate with Thresher since 0917R. Have been calling by UQC voice and CW, QHB, CW every minute. Explosive signals every 10 minutes with no success. Last transmission received was garbled. Indicated Thresher was approaching test depth.... Conducting expanding search." Radio problems meant that COMSUBLANT did not receive and respond to this message until 12:45. Hecker initiated "Event SUBMISS [loss of a submarine]" procedures at 11:21, and continued to repeatedly hail Thresher until after 17:00.

On 11 April, at a news conference at 10:30, the Navy officially declared the ship as lost.



WAS THE OFFICIAL REPORT OF THE LOSS OF THE THRESHER TRUE? HERE IS ANOTHER ACCOUNT.

THE FULL ARTICLE FROM WHICH THIS EXCERPT CAME, WAS ORIGINALLY WRITTEN BY THE ONLY ENLISTED (YN1) ASSIGNED TO THE SUBMARINE OFFICER PLACEMENT DESK IN BUPERS WHEN THIS TRAGIC EVENT OCCURED. THE OFFICE HAD BEEN INFORMED BY SUBLANT OF THE INCIDENT MID-AFTERNOON BUT COULD NOT TAKE ANY ACTION UNTIL IT WAS OFFICIALLY ANNOUNCED SHORTLY AFTER THE CIVILIAN WORKFORCE HAD DEPARTED.

THE YEOMAN AND HIS BOSS, LT ELMER COOK, WERE TASKED TO PULL THE RECORDS OF THE THRESHER CREW SO THAT CASUALTY INFORMATION COULD BE PREPARED FOR NEXT OF KIN NOTIFICATION.

USS Thresher Loss: 50 Year Anniversary

- On 10 April 2013 it will be the 50th Anniversary of the loss of the USS Thresher.
- It is now possible with recently declassified documentation and other supporting data, all in the public domain, to provide this scientific analysis.

Subject: Why the USS THRESHER (SSN-593) Was Lost?

In April 1963 the Analysis Officer at the Sound Surveillance System (SOSUS) Evaluation Center in Norfolk, VA, had just completed the U.S. Nuclear Submarine Acoustic Data Handbook, a comprehensive summary of the low frequency, narrowband acoustic signature characteristics of all U.S. nuclear submarines then operational, including the USS THRESHER (SSN-593). That document was based on analysis of more than 700 acoustic detection events of all nuclear submarines.

Acting in that capacity, and with those technical qualifications, he, subsequently the lead acoustic analyst at the Office of Naval Intelligence for 42 years and author of WHY THE USS SCORPION (SSN-589) WAS LOST, reviewed on page 151 of the WINTER 2012 issue of THE SUBMARINE REVIEW (WI12TSR), called in acoustic data from all Atlantic SOSUS stations to determine if the loss of the USS THRESHER had been acoustically detected. That analysis identified a signal of extreme amplitude produced by the collapse of the THRESHER pressure hull at 09:18:24R on 10 April 1963. The derived position - a four nautical mile (nm) by eight nm ellipse with a major axis oriented 040-220 - provided the basis for the successful search for the THRESHER wreckage.

Editor Note: As an old reactor operator on the Thresher sister-ship, Permit, I recall that the S5W plant had six main coolant pumps (“reactor coolant pumps” is generally a civilian term,) three in each primary loop. Two in each loop were run. Most of the time, we ran with pumps in low speed (good for up to 50% power. Above that level, the ΔT (hot leg temperature out of the reactor minus the cold leg temperature out of the steam generators back to the reactor) cutback would kick in. Pumps in low speed were powered from the vital ac bus. When shifting pumps to high speed for higher reactor power output, the pump power shifted to the non-vital ac bus.

That analysis also determined the THRESHER non-vital electrical bus, after two minutes of line-frequency instability, failed for unknown reasons at 0911R while the nuclear reactor coolant pumps (RCPs) were in FAST. (Note: the SSTGs were not acoustically detected; the instability of the non-vital bus was derived from measured instability in the RCP rotational-rates. The non-vital bus line frequency was determined by correcting for the 2.5 percent slip of the RCP drive motors. Also note that the signal strength of the RCP sources at 09:11R, at a detection range of about 30 nm, indicated that had the RCPs been shifted to SLOW at 09:11R, they should still have been acoustically detected - but no such detection occurred.)

The electrical load thrown on the vital bus at 09:11R by the failure of the non-vital bus with the RCPs in FAST exceeded the capabilities of the vital bus; the RCPs (initially detected at 08:45R in FAST as THRESHER, according to the deep-dive OP-PLAN, was approaching a depth of 1,000 feet) went off-line and the reactor scrambled at 09:11R. The coincident detection of an acoustic signature component at a fixed ratio relative to the RCP source unique to S5W RCPs confirmed the SOSUS detection was THRESHER. There were no acoustic detections by SOSUS of any THRESHER main propulsion sources as would have been probable had speeds above about 14 knots been employed. The author provided the above assessments of RCP operating mode

and loss of signal in testimony before the THRESHER Court of Inquiry (COI) on 18 April 1963 with supporting testimonies by BUSHIPS Code 345 and the David Taylor Naval Ships Research and Development Center personnel, respectively, CAPT Patrick Leahy and Mr. Edwin Savasten.

At 09:13R, two minutes AFTER - repeat, AFTER - the reactor scrambled, THRESHER informed her escort ship, the USS SKYLARK (ASR-20), by underwater telephone, that she was (quote) experiencing MINOR difficulty.(end quote) The COI concluded the rupture of a silver-brazed, sea-connected pipe had produced flooding in the engine room that shorted-out electrical systems causing the scram, an assessment still accepted at the highest levels within the Navy; however, that assessment requires that flooding at test-depth that resulted in a reactor scram and a loss of propulsion be described by THRESHER as a (quote) minor difficulty (end quote.)

At 09:17R, SKYLARK received a final communication from THRESHER that contained the number 900. That number is assessed to have been the depth in feet (referenced to test-depth as required by the deep-drive OP-PLAN security directive) by which THRESHER had exceeded her test-depth of 1,300 feet, or 2,200 feet. With an estimated average sink-rate of about 130 feet per minute, the THRESHER pressure-hull collapsed at 09:18:24R at a depth of about 2,400 feet, more than 400 feet below her estimated collapse depth. Independent confirmation of that assessment has been provided by a post COI testimony analysis of the collapse event acoustic bubble-pulse frequency which indicated a depth between 2,000 and 2,400 feet. The author had no information on the change in displacement produced by hull compression at great depth and the extent to which that decrease could have accelerated the THRESHER sink-rate.

There was not in 1963 - nor is there now - any evidence in the specific case of the loss of THRESHER to support the COI conclusion that on 10 April there was a rupture of a silver-brazed, sea-connected pipe that caused a reactor scram. The occurrence of silver-brazing problems earlier with THRESHER, and with other submarine hulls, is NOT conclusive evidence that it occurred during the 10 April deep-dive, especially since THRESHER's 09:13R transmission to SKYLARK makes no mention of flooding and because the results of analysis of the SOSUS acoustic data are consistent with failure of the non-vital electrical bus which resulted in a reactor scram at test-depth because the RCPs were operating in FAST. Unable to de-ballast because of a subsequently confirmed ice-formation condition in the high-pressure air lines, THRESHER sank to collapse at extreme depth without any prior flooding. Both the pressure hull and all sea-connected systems survived well beyond design specifications. As discussed in THE DEATH OF THE USS THRESHER by Norman Polmar, THRESHER had made some 40 dives to test depth prior to April 1963.

To repeat, there was not - as maintained on page 122 of the WI12TSR - any (quote) failure of a silver-brazed fitting in the engine room, with immediate flooding, and subsequent emergency shutdown of the nuclear reactor (scram due to spray on the engine room affecting electrical control panels) (end quote); hence, it is wrongly asserted, also on page 122, that Portsmouth Naval Shipyard personnel were responsible for the loss of the USS THRESHER because of the failure of a silver-brazed fitting.

The acoustic bubble-pulse data indicate the THRESHER pressure hull and all internal compartments were completely destroyed in less than one-tenth of a second (100 milliseconds), significantly less than the minimum time required for human perception of any event: 50 milliseconds for retina integration plus 100 milliseconds for cognitive integration. Measurements made during the lowering and recovery of an instrumented diesel submarine to collapse depth are consistent with the conclusion that the water-ram produced by the initial breaching of the THRESHER pressure hull at 2,400 feet traversed the diameter of the pressure hull in about 0.005 seconds (five milliseconds), a velocity of about 4,000 mph. That force would have torn the pressure hull longitudinally and vertically as verified by imagery of the THRESHER wreckage. Even allowing for differences in pressure hull design, the extent of the damage to THRESHER, compared to the USS SCORPION (SSN-589), which collapsed at 1530 feet, indicates THRESHER collapsed at significantly greater depth.

The above discussed information on the failure of the non-vital bus, the RCP operating mode and implications for a reactor scram is provided in COI documents available in the public domain.

As of March 2007, the Office of Naval Intelligence still held a photo-copy of the SOSUS paper display (LOFARgram) upon which the above assessments are based. There were no SOSUS recordings of the THRESHER event. The original SOSUS LOFARgram data from all Atlantic stations - except Barbados, which was bathymetrically blocked - were destroyed by SOSUS Evaluation Center personnel because the data was more than five years old and because it was concluded another submarine would not be lost. The date of destruction of the original THRESHER acoustic data was 22 May 1968, coincidentally the same day on which it was subsequently determined the USS SCORPION was lost.

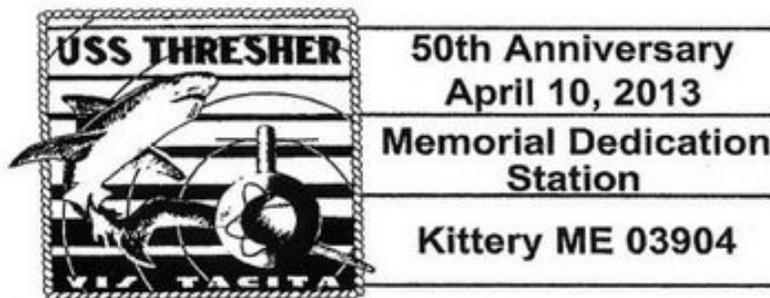
With the approach of the 50th anniversary in 2013 of the loss of THRESHER, it would be appropriate for the

Navy to officially acknowledge why the USS THRESHER was lost for the benefit of surviving family members and friends of those onboard who may find some solace in the knowledge that the collapse event occurred too fast to be apprehended, and also for the benefit of those surviving Portsmouth Naval Shipyard personnel who continue to be falsely implicated in the loss of the USS THRESHER by assertions that a silver-brazed fitting failed.

As previously stated, the THRESHER pressure hull and all sea-connected systems significantly exceeded design specifications; there was no flooding before collapse of the pressure hull at extreme depth.

Although this analysis advances an understanding of why the USS THRESHER was lost by establishing there is no evidence of the failure a silver-brazed fitting during the 10 April deep-dive, the analysis still leaves the perhaps unanswerable question of why the non-vital bus failed after two minutes of line frequency instability.

The USS THRESHER was lost nearly half a century ago because her nuclear reactor shut down at test depth of 1,300 feet and the crew could neither blow ballast nor restart the reactor in the seven minutes during which THRESHER sank to collapse at a depth of about 2,400 feet.



Search Begins for Famous World War II Submarine



The HMS Saracen on the River Mersey, U.K., in July 1942.

One of the most celebrated British submarines of World War II could soon be located 70 years after she was scuttled to avoid falling into enemy hands.

On Aug. 14, 1943, the H.M.S. Saracen was deliberately sunk by her crew near the town of Bastia, on the northern coast of the French island of Corsica, after being damaged in a clash with Italian warships. She has lain undisturbed at the bottom of the Mediterranean ever since, but now a new operation to find her wreck is under way.

The André Malraux, a state-of-the-art, \$13 million research vessel, departed from the French port of Marseille on Monday and is now combing the ocean floor in search

of the lost British sub. France's underwater archaeological unit (DRASSM) is using side-scan sonar to locate the remains and will then deploy a robotic camera to examine her down in the depths.

"A copy of the resulting pictures and film will be sent to the Royal Navy Submarine Museum in Gosport for their archives," Terry Hodgkinson, a British author who has written extensively about the ill-fated vessel, told the U.K. Telegraph. "Some will also be sent to the family members of HMS Saracen's crew."

The 217-foot Saracen was one of the most successful Allied submarines marauding the seas of Europe. She torpedoed the Italian submarine Granito, the auxiliary submarine chaser Maria Angelette, the Vichy French tugs Provincale II and Marseillaise V, the Italian merchant ships Tagliamento and Tripoli and the German merchant vessel Tell, according to official records.

But on Aug. 13, 1943, she was mortally wounded by depth charges launched from the Italian corvettes Minerva and Euterpe; her superstitious captain, Lieut. Michael Lumby, insisted on waiting for a day to pass in order to avoid scuttling the ship on the unlucky Friday the 13th.

Two of the Saracen's 48 crew members died while attempting to flee the wreckage, meaning that her wreck is classed as an official war grave. Should the DRASSM find the submarine as expected, a bronze badge will be placed on top that bears the inscription: 'In memory of H.M.S. Saracen and her Crew who played a vital role in the Liberation of Corsica. Sank 14th August 1943.'

One sailor who managed to escape with his life was William T. H. Morris, who was captured and eventually moved to the infamous prisoner of war camp at Marlag und Milag Nord in Germany.

Morris was incredibly proud to serve on the Saracen and kept a fascinating logbook. One of his poems, called Here's to Us, includes the lines: "Here's to the gallant submariners; The boys with their torpedoes, by gad; Those cool, imperturbable, calm, indisputable; Nerry, inquisitive lads!"



Return To:

U. S. Submarine Veterans, Perch Base

7011 West Risner Road

Glendale, AZ 85308

E-Mail: communications@perch-base.org

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

NEXT BASE MEETING
April 13, 2013
Dillion's Restaurant
59th Ave. and Loop 101

