



THE MONTHLY NEWSLETTER OF PERCH BASE, USSVI, PHOENIX, ARIZONA

WWW.PERCH-BASE.ORG

June 2011
Volume 17 - Issue 6

**THE USSVI CREED GUIDES OUR EFFORTS AS PERCH BASE.
SEE PAGE FOUR FOR THE FULL TEXT OF OUR CREED.**



**BEFORE POLARIS,
POSIDEN AND
TRIDENT ...**

The Navy's first strategic nuclear patrols. Page 21.

What Else is "Below Decks" in the MidWatch

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NEXT REGULAR MEETING
12 noon, Saturday, June 14, 2011
Dillon's Restaurant at Arrowhead
20585 N. 58th Avenue
Glendale, AZ 85308-6821



LEST WE FORGET THOSE STILL ON PATROL **JUNE ETERNAL PATROLS**

USS RUNNER (SS-275)

01 JUN 1943

78 LOST

POSSIBLE JAPANESE MINE BETWEEN MIDWAY ISLAND AND JAPAN



USS HERRING (SS-233)

01 JUN 1944

84 LOST

JAPANESE SHORE BATTERY OFF MATSUWA ISLAND, KURILES



USS S28 (SS-133)

04 JUN 1944

50 LOST

FOUNDERED OFF HAWAIIAN ISLANDS



USS GOLET (SS-361)

14 JUN 1944

82 LOST

JAPANESE SURFACE ATTACK OFF HONSHU, JAPAN



JUNE ETERNAL PATROLS (continued)

USS BONEFISH (SS-223)

18 JUN 1945

85 Lost

JAPANESE SURFACE ATTACK OFF HONSHU, JAPAN



USS O9 (SS-70)

20 JUN 1941

33 Lost

FOUNDERED OFF ISLE OF SHOALS



USS R12 (SS-89)

12 JUN 1943

42 Lost

FOUNDERED OFF KEY WEST, FLORIDA



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.”



2011 Perch Base Foundation Supporters

These are the Base members and friends who donate monies 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 2011 Foundation Donors



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JOHN G. ZAICHKIN
RONALD J. ZOMOK

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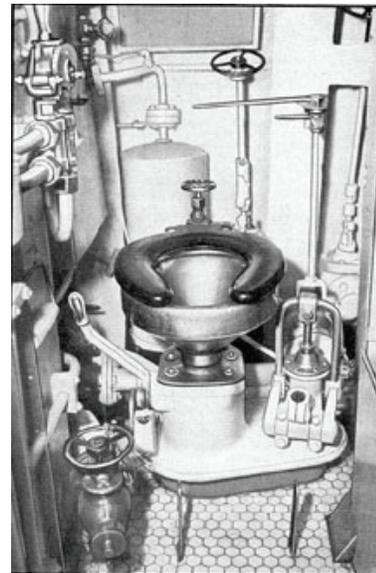


Sailing Orders



NEXT REGULAR MEETING
12 noon, Saturday, June 14, 2011
Dillon's Restaurant at Arrowhead
20585 N. 58th Avenue
Glendale, AZ 85308-6821

We are still on track to participate in the Prescott Rodeo Days parade around the 4th of July. Gudgeon Base usually takes the lead on this event. More information will come later.



Anyone remember the steps?

SPECIAL NOTICE TO MEMBERS

Our members deserve the enjoyment of lunch at our monthly meetings. We have for years had lunch available — catered in or provided by the meeting facility. We chose Dillon’s partially because of the excellent food available.

At our last meeting there (March, April’s was the picnic) both ourselves and Dillon’s staff realized there was a problem getting all members served correctly, efficiently, timely and with minimum meeting interruption.

Perch Base officers met with Dillon’s management and agreed that the best solution may be to limit the menu. In the kitchen, wait staff would have colored “chips,” a different color for each menu item. When a member orders, he is given that item’s colored chip. You change seats, you keep your chip with



Perch Base USSVI Base Meeting - Food Menu

The following selections are available for service during our monthly meetings. Full bar service is also available at regular prices.

Item	Price
Turkey Sliders	\$9.49
Pulled Pork Sandwich	\$8.99
Hamburger/Cheeseburger	\$9.99
Soup of the Day (bowl)	\$5.99
Chicken Club Sandwich	\$9.99

- All sandwiches come with french fries.
- Prices are plus tax and gratuity.



From the Wardroom Base Commander's Message

Shipmates:

Greetings from Tornado Alley!

We are having a good time visiting in Wichita, Kansas and getting ready to go on our vacation cruise. It will be interesting to "go on a cruise" without having to wear a uniform or stand a watch.

By the time you read this our annual Memorial Day service at the National Cemetery will be complete. I will miss being there. It is always important to remember those who have paid the ultimate price for our freedoms.

Mary and I will return in mid-June and will be looking forward to Frontier Days in Prescott.

Attend the June meeting!!

Fraternally,

Jim Denzien, Base Commander

May 2011 Minutes of the Regular Base Meeting

The regular monthly meeting of the Arizona Submarine Veterans Perch Base was convened at Dillon's Restaurant at Arrowhead, in Glendale, AZ at 1203 hours, 12 March 2011. The meeting was called to order by Jim Denzien, Base Commander.

The "Call to Order" was followed by a prayer of invocation by Walt Blomgren, the Pledge of Allegiance and the Reciting of our Creed. The tolling ceremony was conducted for all boats lost in the month of May and a moment of silence was observed for our shipmates on eternal patrol.

Jim Denzien introduced the guests present at today's meeting:

Jerry Pittman – Command Master Chief NRD, Phoenix

Heather Diaz – Chief NRD, Phoenix

Peter Tardiff – Visiting from Boise Base, Idaho Will be joining Perch Base

Ken Cornellson – Will be joining Perch Base

Although both regular Base Members, Jim introduced Dan and Layne Moss as the new The new Co-Chairs for the Save Our Sail Project

According to the Sailing List there were 44 members and guests present. The complete sailing list included:

Jim Denzien	Howard Doyle	Chuck Emmett	Rick Simmons
Walt Blomgren	Richard Kunze	Bob Warner	DeWayne Lober
John Schlag	Tim Moore	Douglas M LaRock	Bill Tippet
Ron Dutcher	Jack Kimball	Ken Becker	Rick Baxter
Richard Bernier	Steven Stanger	Robb Roberts	Jim Wall
Jim Nelson	Charles Hooper	Peter Tardiff	Dan Moss
Jim Edwards	Charles Kramer	Dewight F Kramer	Joe Errantl
Jim Newman	Don DeMarte	George Crider	Steven Balthazor
Heather Diaz	Jerry Pittman	James F. Newman	Layne Moss
Mary Denzien	Carolyn Newman	Linda Wall	Nancy Nelson
Ken Cornellson	Charles Brady	Tom Clonts	Ron Beyer

Jim added that the, minutes from the March 2011 regular meeting needed to be approved as published in the "Mid Watch" monthly newsletter. A motion was made and seconded. The motion was carried by unanimous voice vote. He reminded the membership that there was no April Meeting as we had our annual picnic celebrating "Submarines Birthday" at White Tanks Park.

Base Commander's Board of Directors Meeting Report

Jim reported that the BOD voted to combine the positions of "News Letter Editor" and Webmaster into a single position of "Communications Officer".

The Base members have been invited to the Retirement Ceremony of Jerry Pittman as Command Master Chief NRD, Phoenix to be held at Tempe Town Lake on 20 May, 2011 at 10:00 AM. All members were encouraged to attend.

With the Commander's absence, Howard Doyle will have the lead for June's Meeting as Jim will be out of Town

Officers and Committee Chairmen

Vice-Commander – Howard Doyle reminded the Base that Memorial Day is coming up and the Flagstaff Armed Forces Day Parade is next Saturday May 21. Memorial is considered one of the two primary events for the Base (the other is Veterans Days.)

Secretary – John Schlag had nothing to report.

Treasurer – Bob Warner reported on the base's financial status as of 30 April 2011. A motion was made and seconded to accept the Treasurer's Report as read. The motion carried by unanimous voice vote.

Membership Chairman – Rick Simmons reported that any changes of Name, Address, Phone or E-Mail must be reported to National so either let him or National know of the changes.

Communications Officer - Chuck Emmett announced that he always tries to have several paper copies of the newsletter at each Base meeting. If anyone has missed a copy of the newsletter, please see Chuck. Also, the TV/DVR player at the back of the room will play a video loop at static displays and the shade screen is to improve visual quality.

He also solicited individual Sea Stories for the Newsletter since now to left to be published..

Chaplain – Walt Blomgren reported that we had a clean Binnacle list. Ed Hawkins had been reported to be in a care facility, later reported that he was at home. Walt will call to verify.

Jim Diezen added that anyone hearing of any member having problems please tell someone on the board.

Jim had seen a copy of an E-Mail stating that Les Hillman was in a Hospice, he has no further information.

Chief of the Boat – Richard Kunze had nothing to report.

Base Storekeeper – DeWayne Lober announced that he had "Save our Sail" patches to help support the Project in the form of fund raising.

Events Coordinator – Joe Varese was not present.

Past Commander – Stan Reinhold was not present.

Historian – Jim Newman had nothing to report.

WWII Representative – Billy Grieves was not present.

Jim Denzien gave special thanks to Past Secretary, Tim Moore for the time and service he has given both as Secretary and Past Base Commander.

Old Business

Upcoming events are:

Flagstaff Parade – Saturday May 21st – We will take the float. Anyone going to Flagstaff meet with Howard after the meeting to get logistics for parade.

Memorial Day – Monday May 30th - Wreath presentation and afterwards, the Base will conduct a tolling Ceremony at the Circle of Life location (where the Mark 14 torpedo is located.) Also, Jim stated that a Wreath would always be presented on behalf of our WW2 members no matter what their condition to participate is..

New Business

Soon-to -be-member Master Chief Pittman (SS) Retirement is Friday May 20th 10:00 AM at Tempe Town Lake,

Beach Park. Chief Heather Diaz (at the meeting)is coordinating. See her with any questions. Chuck Emmett will send Flash Traffic with information.

Previously mentioned Chuck Emmett now is Communications Officer, previously Webmaster and News Letter Editor.

Good of the Order

Jim then discussed his grandson's Eagle Scout ceremony while he and Mary were in Kansas. His grandson presented him with Eagle Scout Mentor's pin, which he is now wearing on his vest.

Jim Denzien then asked Jim Newman to come forward and discuss his experience when asked to make a presentation at an adult care facility in Mesa, discussing Submarines. Jim Denzien discussed the idea of establishing a "Speakers Bureau" within the Perch Base. Jim and Tim have previously made presentations at a couple of area High Schools to provide ROTC members with information about Submarines.

Special Presentation

Kathleen Lewis CEO "Packages from Home" – Send individual boxes of 'The best stuff' are sent to the troops in Iraq, Afghanistan and Ships. Individuals are signed up to receive packages thru various means including their website "Packagesfromhome.org". Approximately 1000 packages of socks, funny underwear, food and other items are sent per month. They are a packaging group not a social support group. Letters of thanks are placed on the wall as wall paper. The organization is grass roots, it's not pretty it is a working group. They want the Vets to know that they are appreciated, not like the Vietnam Vets many of which were disrespected. They need to have individual names and their complete address as APO/FPO. Their list includes around 100 items. They have many fund raising activities, currently a travel raffle to support obtaining items and covering shipping costs. They perform educational activities; it is amazing to hear "What war" since the president stated that troops were being withdrawn. The group also has a "Native American Out Reach Program". Shipping cost of the packages is \$2500 to 3500 per week. The government does not pay for or supplement shipping costs. They put as many as 100 items/box, they don't ship "air".

50/50 Drawing

No drawing today.

Adjournment

All outstanding business having been concluded, it was moved and seconded that the meeting be adjourned. The motion carried by unanimous voice vote and the meeting adjourned at 1318 hours.

The benediction was offered by Walt Blomgren.

John Schlag

Secretary, Perch Base USSVI



- The first Japanese casualty to American arms during WW-II was an aircraft shot down on Dec. 7th, 1941 by the Tautog.
- The first submarine force casualty suffered in WW-II was G. A. Myers, Seaman 2, shot through the right lung when Cachalot was strafed during the Pearl Harbor raid.
- The first "live" torpedoes to be fired by a Pearl Harbor submarine were fired by the Triton (Lent), 4 stern tubes fired on the night of Dec. 10, 1941.
- The first Pearl Harbor boat to be depth charged was the Plunger (White) on Jan. 4, 1942, 24 charges.
- The first "down the throat" shot was fired by Pompano on Jan. 17, 1942.
- The first Japanese warship to be sunk was torpedoed by **Gudgeon** (Grenfell) at 9 AM on Jan. 27, 1942, the IJN I-173 (SS).
- The first major Japanese warship lost to submarines during WW-II was the heavy cruiser Kako which fell victim to S-44 Moore) on Aug. 10, 1942.
- The first submarine to fire on a battleship was Flying Fish (Donaho) Sept. 1942, damaging a Kongo class BB.
- The first submarine to fire on an aircraft carrier was Trout (Ramage), damaging Taiyo, August 28, 1942.



CHAPLAIN'S COLUMN

A Submariner's Prayer

"Eternal Father, strong to save
 Whose arm hath bound the restless wave,
 Who biddest the mighty ocean deep
 Its own appointed limits keep.
 O hear us when we cry to Thee
 For those in peril on the sea.

Bless those who serve beneath the deep.
 Through lonely hour their vigil keep.
 May peace their mission ever be,
 Protect each one we ask of Thee.
 Bless those at home who wait and pray,
 For their return by night or day."

He wasn't a member of Perch Base, or even USSVI, but the shipmate wore Dolphins on his chest and he's departed on Eternal Patrol.

Thanks to a destroyer-man, Bob Smithson, we recieved the notice of the passing across the bar of Kenneth D. Gardiner on April 29, 2011.

Shipmate Gardiner had resided in Phoenix for the past 38 years and qualified on the USS Cubera (SS-347) during the Korean War period.

Although we never got to know you, Ken, sailor rest your oar.

IMPORTANT

Shipmates, you should ensure that your next of kin is aware of the information in the box, right.

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 chapter's Base Commander with this information as well (they can look it up in their membership records).

This information can alternatively be E-Mailed to the National Office at "office@ussvi.org".

SHIPMATES RUNNING ON LESS THAN A FULL BATTERY CHARGE



Binnacle List

AS THIS ISSUE OF THE MIDWATCH IS PRODUCED, THERE ARE NO REPORTSD OF ANY SHIPMATES BEING SICK OR HOSPITALIZED.





HOLLAND CLUB MEMBERS

Holland Club members are USSVI members who qualified in submarines at least 50 years ago.

FIRST NAME	LAST NAME	Qual Date			
Kenneth R.	ANDERSON	1950	Dennis	KERTON	1954
Jerome F.	BECKER	1948	Jack S.	KIMBALL	1961
Knneth E.	BECKER	1947	Dewight F.	KRAMER Sr.	1942
Karl G.	BERGSTROM	1954	Richard F.	KUNZE	1961
Richard A.	BERNIER	1960	Robert A.	LANCENDORFER	1955
Ronald B.	BEYER	1958	Robert W.	LENTS	1940
Harold J.	BIDIGARE	1945	George	LONG	1958
Walter	BLOMGREN	1957	George	MARIONS	1960
Wayne A.	BRAASTAD	1943	Raymond	MARSHALL	1941
Charles J.	BRADY	1959	Alexander J.	MARTIN	1954
Edgar T.	BROOKS	1959	Raymond C.	McKINZIE	1953
Robert "Dick"	CARAKER	1945	Roger R.	MILLER	1958
James J.	COOPER	1957	Jack E.	MOORE	1960
Roger J.	COUSIN	1953	Danny R.	MOSS	1957
Eugene	CRABB	1956	James W.	NEWMAN	1950
Samuel M.	CRIDER	1944	Royce E.	PETTIT	1953
George L.	CRIDER	1960	Ernest V.	PLANTZ	1941
George	DEBO	1952	Daniel J.	REEL	1958
Ron	DUTCHER	1959	Jack	RICHARDSON	1943
Harry	ELLIS	1953	Stanley I.	RUD	1945
Howard M.	ENLOE	1956	Mel	RYCUS	1952
Douglas R.	EWEN	1961	Ramon	SAMSON	1956
James R.	FOOTE	1957	Fred D.	SAUNDERS	1960
Howard S.	GOLDMAN	1957	Emil	SCHOONEJANS	1944
Billy A.	GRIEVES	1939	Carl	SCOTT	1959
Robert G.	HANSON	1941	Adrian M.	STUKE	1960
Eldon L.	HARTMAN	1953	Marion M.	TURNER	1940
Edward J.	HAWKINS	1951	Eugene B.	VEEK	1960
Joseph J.	HAWKINS	1955	James L.	WALL	1961
Harold	HELLER	1958	Forrest J.	WATSON	1952
Glenn	HEROLD	1960	Richard P.	WEBER	1943
Lester R.	HILLMAN	1952	Edward J.	WOLF	1955
Theodore	HUNT	1954	John G.	ZAICKIN	1960
Davy L.	JONES	1960	Ronald J.	ZOMOK	1960

YOU, OUR SENIOR SUBMARINERS, LEAD US ON TO FULFILL OUR MISSION TO THE YOUNGER PEOPLE OF AMERICA TO NEVER FORGET, THOSE WHO WENT DOWN TO THE SEA IN BOATS AND NEVER RETURNED.



- The first Japanese ship to be sunk by gunfire was by Triton (Kirkpatrick), near Marcus Island on Feb. 17, 1942. At the time, Kirkpatrick was the youngest skipper to get command at Pearl.
- The first man to die in submarine gun action was Michael Harbin, on Silversides, May 1942.
- The first rest camp for submarine crews was established at a military encampment at Malang, in the mountains of Java, 89 miles from Surabaya. Three days were allotted to submarine crews there in January 1942.
- The first TDC (Mark 1) was installed in the Cachalot.
- The Plunger was the first boat to sustain an "arduous" depth charge attack and survive.
- In September 1936, Cdr. C. A. Lockwood Jr., assumed command of SubDiv 13 composed of the new boats Pike, Porpoise, Shark and Tarpon.
- On December 31, 1941, Captain Wilkes evacuated Corrigidor on board the Seawolf to establish a new base at Surabaya, Java. Simultaneously Capt. Fife boarded Swordfish and sailed to Darwin, Australia.

June Base Birthdays

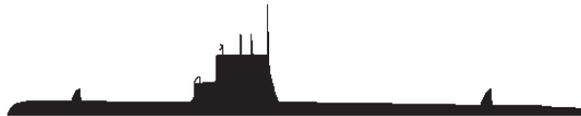


JOHN C. SCHLAG	JUNE 2
JAMES F. NEWMAN	JUNE 3
ROBERT M. HAYBALL	JUNE 7
GARRY L. SHUMANN	JUNE 8
LESTER R. HILLMAN	JUNE 11
MARION M. TURNER	JUNE 17
JAMES RATTE	JUNE 20
DONALD DEMARTE	JUNE 23
JAMES EVANS	JUNE 27
SANDY MARTIN	JUNE 29

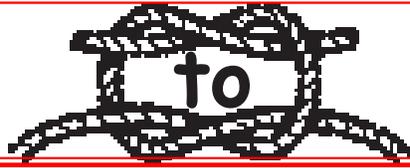
WHAT'S NEW ONLINE

I'm still running videos on the main web page and have recieved no reaction, either positive or negative. Based on the analysis program we have installed to monitor site traffic, nobody is looking at the page anyway. At least, not any of our members.

But, if anybody likes the videos and has any suggestions, please pass it along.



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!"**

A True Story of A Storekeeper and A Teddy Bear Named Lucille

Those of you who made the first patrols on the early Boomers remember those wonderful (what seemed like) 40 hour trans-Atlantic flights on DC-6's or DC-7's. They split us into three flights so that if one went down they would only have lost 1/3 of a crew and they could be replaced quicker.

After they had more Boomers and crews available — and we were flying on 707's — they put us all on one flight. Kind of gives you a warm and fuzzy feeling, doesn't it?

We flew out of Quonset Point, RI on our first flights. When they were fixing Q.P., so the jets could operate out of there, we flew out of McGuire AFB in NJ once and once from Logan International in Boston.

As the Bobby Lee gold crew was walking through Logan, I was proud of the looks us handsome, studly sailors were getting until I figured out what everyone was really looking at. In our midst was our storekeeper with his large (30"to36") teddy bear Lucille and that was what they were staring at.

I don't remember how or why he got her but she went with us on patrol. We had only been at sea a short while when Lucille was kidnapped. No ransom demands were made and no one could find her. Captain Williams made a very thorough inspections of the boat and he couldn't even find her. (I heard rumors she was hidden in a missile tube or a spare guidance capsule container.)

Toward the end of patrol our storekeeper was ready to go before the qualification board. Lo and behold when he walked into the Wardroom there sat Lt. Lucille wearing gold dolphins on her uniform (custom fitted). After passing his qual board he enjoyed a happy reunion with his teddybear and they lived happily ever after. Thus ends Lucille's True Story.

Submitted by Charlie Hooper

WHAT We've BEEN UP TO ...

- We had two events with float in May, both of which, have pictures posted on our web page (www.perch-base.org) so check them out.
- We, as a Base, were honored to be invited to Command Master Chief (Phoenix Recruiting District) Jerry Pittman's retirement ceremony. The event took place on the Tempe waterfront and our float was an excellent backdrop for the submarine-qualified Chief's event. Shipmate Pittman is staying in the area and joining Perch Base. Welcome aboard Master Chief!
- The other May event was our annual trip up the hill for Flagstaff's Armed Forces Day parade. Tucson Base joined us this time (the first?) and the two boat floats traveled fore and aft. The reception from the crowd was as great as ever but the parade seemed very slow and we only made it once around. This year, we skipped the static display.





A Message from the Membership Chairman



Shipmates,

It is important that you keep your contact information up to date with both Perch Base and USSVI. You can do this by logging into the USSVI website at ussvi.org and updating your profile. You will be prompted to establish a user name and password the first time. It's easy, just follow the instructions given. When you do update your information on the USSVI website Perch Base is notified of the change so we can update our records. You can also e-mail changes to the USSVI national office at ussvi@telebyte.net.

If you don't have access to a computer you can always call the national office at 360-337-2978 and they will help you. You always have the option of contacting me at membership@perch-base.org or 623-583-4235 and I will help you out. If you don't have a computer and want to know what is in the USSVI database about you let me know and I'll print out the information and bring it to the next meeting.

Snowbirds, it is especially important that you notify USSVI when you change your location. "American Submariner" is sent out a bulk mail so notifying the post office will not get it forwarded to you. It also costs USSVI extra when a copy is returned because it can't be delivered. You can accomplish this by (in order of preference) logging on to the USSVI website and update your profile, or, contacting the national office as described above, or, contacting your Primary Base, or, contacting me. No matter how you choose to do it, help us all out by doing it.

Rick Simmons, Membership Chairman



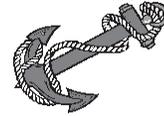


Eternal Patrol June 18, 1945

Editors Note: Less we forget, each month, one boat on eternal patrol will be highlighted in this newsletter. Sailors, rest your oars.

The Final Patrol

Lord, this departed shipmate with dolphins on his chest
Is part of an outfit known as the best.
Make him welcome and take him by the hand.
You'll find without a doubt he was the best in all the land.
So, heavenly Father add his name to the roll
Of our departed shipmates still on patrol
Let them know that we who survive
Will always keep their memories alive.



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



Gato-class diesel-electric submarine

Displacement: 1,549 tons (surf) 2,463 tons (sub)
Length: 311 ft 9 in; Beam: 27 ft 3 in; Draft: 17 ft 0 in]
4 × Fairbanks-Morse Model 38D8-1/8 9-cylinder diesel engines
driving electrical generators; 2 × 126-cell Sargo batteries]
4 × high-speed GE electric motors with reduction gears
two propellers]
5,400 shp (surf); 2,740 shp (sub)
Speed: 21 kn (surf); 9 kn (sub)
Range: 11,000 nmi surfaced at 10 kn
Endurance: 48 hours at 2 kn submerged
75 days on patrol
Test depth: 300 ft
Complement: 6 officers, 54 enlisted
Armament: 10 × 21-inch torpedo tubes
(six forward, four aft)
24 torpedoes
1 × 4-inch/ 50 caliber deck gun
Bofors 40 mm and Oerlikon 20 mm cannon

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

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

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

First patrol. September – October 1943

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

Indochina, sending both the 4,212 ton cargo ship Isuzugawa and the 10,086 ton transport Teibi Maru to the bottom. Bonefish concluded her first war patrol back at Fremantle, Western Australia on 21 October.

Second patrol, November – December 1943

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



On 1 December, the boat sighted a convoy of three ships with two escorts hugging the Celebes coast. In

two separate attacks, the submarine scored a hit on a large passenger/cargo ship Nichiryo Maru which later sank and another on a destroyer escort which apparently survived.

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

Third patrol, January – March 1944

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

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

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

Fourth patrol, April – May 1944

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

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

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

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

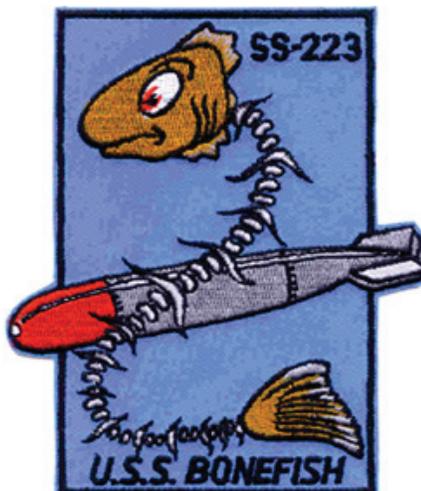
Fifth patrol, June – August 1944

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

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

Sixth patrol, September – October 1944

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



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

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

Seventh patrol, March – May 1945

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

a Navy plane. On 7 May, the submarine returned to Apra Harbor, Guam, ending a short and unsuccessful patrol.

Eighth patrol, May – June 1945

Upon completion of refit on 28 May, Bonefish got underway in company with Tunny (SS-282) and Skate (SS-305), as part of “Pierce’s Pole Cats”, commanded by Tunny’s skipper, Commander George E. Pierce. Equipped with a new mine-detecting device, the submarines were ordered to penetrate the Sea of Japan to sever the last of the Japanese overseas supply lines. Bonefish successfully threaded her way through the minefields by Tsushima Island as she transited the Korea Strait to enter the Sea of Japan for an offensive patrol off the west central coast of Honshū.

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

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

Awards

The Bonefish earned Navy Unit Commendations for her first, third, fourth, fifth, and sixth war patrols, and seven battle stars for her World War II service.



- Expressing the view that Japan could not hope to be victorious in a war with the U.S., Admiral Yamamoto was “shanghaied” to the post of Commander of the Combined Fleet (from the Naval Ministry) to thwart a possible assassination at the hands of his many dissenters.
- A survivor of the Japanese carrier Kaga, at the Battle of Midway, told how some of his shipmates saved themselves by clinging to the air flask of a torpedo fired from Nautilus which hit the carrier and failed to explode, the concussion separating the warhead from the airflask.
- LCDR. Francis White was the only skipper who lost two submarines in combat, the S-39 and the S-44.
- The IJN I-176 (Cdr. Kosaburo Yamaguchi) was the only Japanese boat to sink an American submarine (Corvina) during the war.
- The last Japanese submarine to be sunk in the Pacific, the I-373, was torpedoed by Spikefish (Monaghan) on the morning of 13 Aug. 1945, in the East China Sea.
- As late as July 1945 Japanese guns on the cliffs of Lombok Strait shelled the Loggerhead as she proceeded through the strait on the surface
- In July 1945 Bugara (Schade) operating in the Gulf of Siam, sank 12 junks, 24 schooners, 16 coasters, 3 sea trucks and one naval auxiliary, all by gunfire.
- In the early morning hours of June 22, 1945, Barb, (Fluckey) fired a dozen 5-inch rockets into the town of Hokkaido from 5000 yards off shore.
- A Japanese prisoner, recovered from a wrecked aircraft by Atule (Mauer) had the following items in his pockets: 7 packs of Japanese cigarettes, 1 pack of British cigarettes, calling cards, ration books, club tickets, diary, note book, flight record and two magnetic detector tracers, with notes concerning them, a thick wad of money, a vial of perfume and a number of other personal items.
- On the night of 8-9 December 1944, in a coordinated attack with Sea Devil, Redfish heavily damaged the aircraft carrier Hayataka; ten days later she sank the newly built carrier Unryo.

BATAAN LAYS WAR HERO TO REST AT SEA

By Mass Communication Specialist 1st Class Elijah G. Leinaar, USS Bataan Public Affairs, May 22, 2011

USS BATAAN, Mediterranean Sea (NNS) -- Sailors aboard multipurpose amphibious assault ship USS Bataan (LHD 5) committed a World War II prisoner of war along with four other Sailors to their final resting places May 21 during a burial-at-sea ceremony while the ship operated in the Mediterranean Sea.

Chief Electrician's Mate (Ret.) Marion "Turk" Turner, who was held captive by the Japanese for three and a half years



in the 1940s after **his submarine USS Perch (SS-176) was attacked**, had a special relationship with Bataan and the crew who delivered him the deep.

Turner, a "Defender of Bataan and Corregidor," because of his service in the Pacific during World War II and his time spent with Bataan Death March survivors in a Japanese prison camp, had been meeting monthly with other POWs and defenders for decades over breakfast at Bunny's Restaurant in Suffolk, Va.

In May, fresh from supporting Operation Unified Response in Haiti, Sailors from Bataan began attending the monthly breakfasts and had the opportunity to establish a relationship with the survivors and to get to know the 92-year-old Turner.

His legacy is now tied to Bataan, where he made a significant impact on Sailors' lives by sharing his stories.

"Turk's story brings to life the history of Bataan," said Aircraft Maintenance Master Chief (AW/SW) Noel Vergara. "He reminds us personally of the sacrifices we make in the military, and although he was a prisoner of war, he knew he was going to be rescued. He always had a positive outlook on things, and we live a better life now because of the sacrifices he made."

It's those sacrifices Bataan's Sailors are making on a daily basis while deployed to the Mediterranean Sea that help them appreciate what so many like Turner have done before them.

"I think that when they see this [ceremony] they think these guys are war heroes, and that these are the true heroes of the past," said Vergara. "It's really an honor for us to be able to render them these services."

Vergara along with Capt. Steve Koehler, Bataan's commanding officer, met with Turner and the group of veterans regularly at the breakfasts, and had grown close to them over the past year.

"I've had two great honors prior to this," said Koehler. "One, pinning a purple heart on him sixty years hence, and two, having his wife ask me to speak at his funeral and lay his remains to rest in the deep. It's been such a privilege to do both for him and for her. I'll never forget it."

Koehler was visibly moved during the ceremony when he committed Turner's remains to rest, and he said knowing Turk was truly an honor.

"Sailors need to remember the heritage that we have in the Navy, and Turk is a shining example of that," said Koehler. "Connecting with our past is important to make sure we do everything right in the future."

Burials at sea have long been a part of naval tradition, but it's not very common that the burial detail is so closely tied to the veteran.

"It's precisely because of those who have gone before us that we have the Navy we have today," said Cmdr. Steve Souders, Bataan's command chaplain. "Coming to know him and his story ... I just have tremendous admiration for



him. He was very welcoming, very friendly and very open about his experiences as a POW. He loved to have fun, loved to laugh, loved to have breakfast with us, so it was a joy to have the experience to know him.”

Turner’s wife, along with the other families of those honored during the burial will be presented with a ceremonial folded flag, and the shell casings from the rounds fired during the 21-gun salute. A letter from the captain, a chart listing the latitude and longitude of where the remains were committed, and still photos of the ceremony will also be provided.

Bataan is the command ship of the Bataan Amphibious Ready (ARG) group, supporting maritime security operations and theater security cooperation efforts in the U.S. 6th Fleet area of responsibility.

Missing WWII Sub Found with 42 Entombed Sailors

PR Newswire, May 24, 2011

KEY WEST, Fla., -- An exploration team led by Tim Taylor aboard the expedition vessel “RV Tiburon” has located and documented the wreck of the WWII submarine USS R-12.

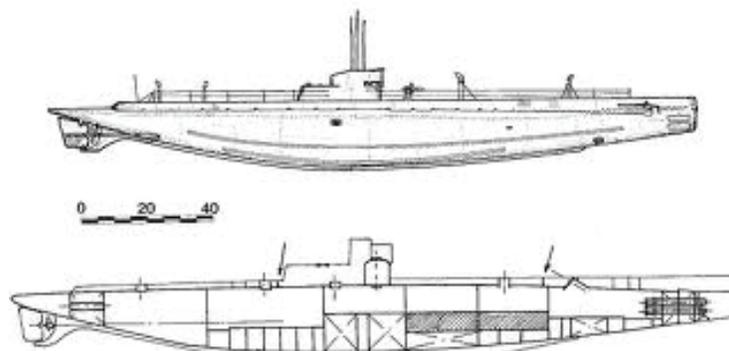
The R-12 was lost on June 12, 1943 in 600 feet of water, sinking in less than 15 seconds.

She sank nearly 70 years ago taking 42 US servicemen to their deaths off the coast of the Florida Keys, USA. The reason for her loss remains unknown.

R-12 began its career as a World War I era sub that was re-commissioned for service in World War II. At the time of the sinking R-12 was engaged in war time patrol operations near Key West. Only two officers and 3 enlisted men survived the disaster that claimed 42 lives.



Shortly after noon on 12 June 1943, R-12, while underway to conduct a torpedo practice approach, sounded her last diving alarm. As she completed preparations to dive, the forward battery compartment began to flood. The collision alarm was sounded and a report was made that the forward battery compartment was flooding. Orders were given to blow main ballast, but the sea was faster. In about 15 seconds, R-12 was lost. The commanding officer, two other officers, and three enlisted men were swept from the bridge as the boat sank and were rescued. Forty-two lives were lost. R-12 was stricken from the Naval Vessel Register on 6 July.



REGULUS (SSM-N-8)- THE NUCLEAR DETERRENT BEFORE POLARIS



The SSM-N-8A Regulus was a ship and submarine launched, nuclear armed cruise missile deployed by the United States Navy from 1955 to 1964.

Design and development

In October 1943, Chance Vought Aircraft Company signed a study contract for a 300-mile (480 km) range missile to carry a 4,000-pound (1,800 kg) warhead. The project stalled for four years, however, until May 1947, when the United States Army Air Forces awarded Martin Aircraft Company a contract for a turbojet powered subsonic missile, the Matador. The Navy saw Matador as a threat to its role in guided missiles and, within days, started a Navy development program for a missile that could be launched from a submarine and used the same J33 engine as the Matador. In August 1947, the specifications for the project, now named "Regulus," were issued: Carry a 3,000-pound (1,400 kg) warhead, to a range of 500 nautical miles (930 km), at Mach 0.85, with a circular error probable (CEP) of 0.5% of the range. At its extreme range the missile had to hit within 2.5 nautical miles (4.6 km) of its target 50% of the time.

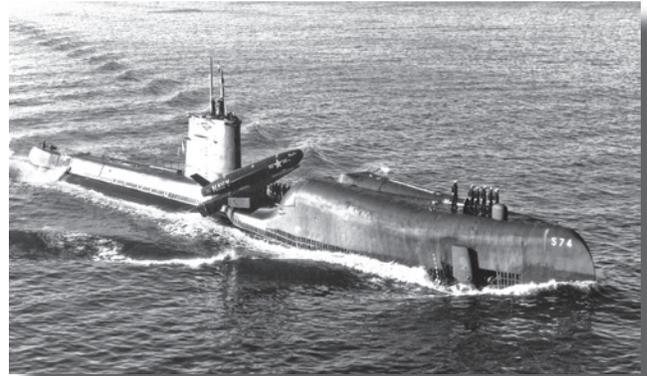
The design was 30 feet (9.1 m) long, 10 feet (3.0 m) in wingspan, 4 feet (1.2 m) in diameter, and would weigh between 10,000 and 12,000 pounds (4,500 and 5,400 kg) After launch, it would be guided toward its target by two control stations. (Later, with the "Trounce" system, one submarine could guide it).

Army-Navy competition complicated both the Matador's and the Regulus' developments. The missiles looked alike and used the same engine. They had nearly identical performances, schedules, and costs. Under pressure to reduce defense spending, the United States Department of Defense ordered the Navy to determine if Matador could be adapted for their use. The Navy concluded that the Navy's Regulus could perform the Navy mission better.

Regulus did have advantages over Matador. It required only two guidance stations while Matador required three. It could also be launched quicker, as Matador's boosters had to be fitted while the missile was on the launcher while Regulus was stowed with its boosters attached. Finally, Chance Vought built a recoverable version of the missile, so that even though a Regulus test vehicle was more expensive than a Matador to build, Regulus was cheaper to use over a series of tests. The Navy program continued, and the first Regulus flew in March 1951.

The SSM-N-9 Regulus II missile was a completely new design with improved guidance and double the range which was intended to replace the Regulus I missile. Regulus II-equipped boats and ships would have been fitted out with the Ships Inertial Navigation System (SINS), allowing the missiles to be aligned accurately before take-off.

Forty-eight test-flights of Regulus II prototypes were carried out, 30 of which were successful, 14 partially successful and only four failures. A production contract was signed in January 1958 and the only submarine launch was carried out from the USS Grayback (SSG-574) in September 1958.



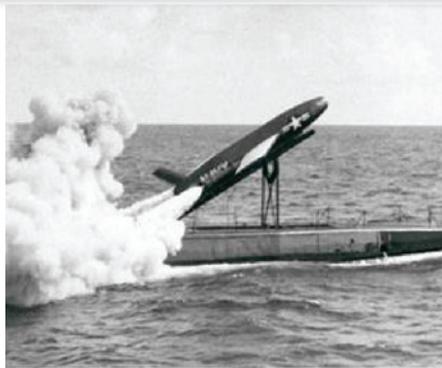
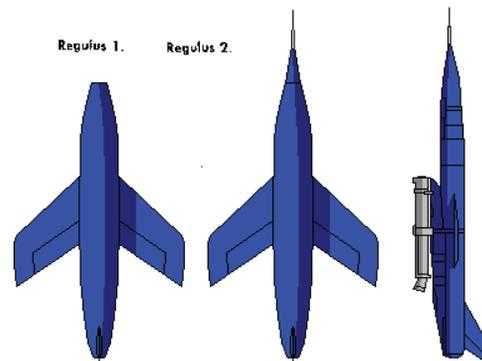
USS Grayback (SSG-574) with Regulus I missile in firing position.

Due to the high cost of the Regulus II (approx one million dollars each), budgetary pressure, and the emergence of the UGM-27 Polaris SLBM (submarine launched ballistic missile), the Regulus II program was canceled on 18 December 1958 by Secretary of the Navy Thomas S. Gates. At the time of cancellation Vought had completed twenty Regulus II missiles with 27 more on the production line. Production of Regulus I missiles continued until January 1959 with delivery of the 514th missile, and it was removed from service in August 1964.

The first launch from a submarine occurred in July 1953 from the deck of USS Tunny (SSG-282), a World War II fleet boat modified to carry Regulus. Tunny and her sister boat USS Barbero (SSG-317) were the United States's first nuclear deterrent patrol submarines. They were joined in 1958 by two purpose built Regulus submarines, USS Gray-

back (SSG-574), USS Growler (SSG-577), and, later, by the nuclear powered USS Halibut (SSGN-587). So that no target would be left uncovered, four Regulus missiles had to be at sea at any given time. Thus, Barbero and Tunny, each of which carried two Regulus missiles, patrolled simultaneously. Growler and Grayback, with four missiles, or Halibut, with five, could patrol alone. These five submarines made 40 Regulus strategic deterrent patrols between October 1959 and July 1964, when they were relieved by the George Washington class submarines carrying the Polaris missile system. Barbero also earned the distinction (and undying fame among philatelists) of launching the only delivery of Missile Mail.

Regulus was deployed by the US Navy in 1955 in the Pacific onboard the cruiser USS Los Angeles (CA-135). In 1956, three more followed: USS Macon (CA-132), USS Toledo (CA-133), and USS Helena (CA-75). These four Baltimore class cruisers each carried three Regulus



Regulus I

Type: Cruise missile; **In service:** 1955-64;
Manufacturer: Chance Vought
Produced: March 1951

Specifications:

Weight: 13,685 pounds; **Length:** 32' 2";
Diameter: 4' 8.5"

Warhead: 3,000 pounds (1,400 kg) such as the W5 warhead or the W27 warhead

Engine: Allison J33-A-14 turbojet 4,600 lbf; 2 x booster rockets 33,000 lbf

Wingspan: 21' extended, 9' 10.5" folded
Range: 500 nautical miles; **Speed:** Subsonic



Regulus II

Type: Cruise missile; **Produced:** 1956
Manufacturer: Chance Vought

Specifications:

Weight: 23,000 pounds; **Length:** 57' 6";
Diameter: 50"

Warhead: W27 warhead; **Detonation mechanism:** air burst or surface burst (air burst – fireball does not reach the ground, usually at least 10,000 ft, surface burst – fireball touches the ground, less than 10,000 feet altitude)

Engine: 1x General Electric J79-GE-3 turbojet (15,600 lbf), 1x Rocketdyne solid-fuelled rocket (135,000 lbf)

Wingspan: 20' 1"; **Operational range:** 1,000 nautical miles
Flight ceiling: 59,000 feet; **Speed:** M 2.0;
Guidance System: Inertial

(THERE IS MORE TO THIS STORY ON THE NEXT PAGE.)

missiles on operational patrols in the Western Pacific. Macon's last Regulus patrol was in 1958, Toledo's in 1959, Helena's in 1960, and Los Angeles's in 1961.

Ten aircraft carriers were configured to carry and launch Regulus missiles (though only six ever actually launched one). USS Princeton (CV-37) did not deploy with the missile but conducted the first launch of a Regulus from a warship. USS Saratoga (CVA-60) also did not deploy but was involved in two demonstration launches. USS Franklin D. Roosevelt (CVA-42) and USS Lexington (CV-16) each conducted one test launch. USS Randolph (CV-15) deployed to the Mediterranean carrying three Regulus missiles. USS Hancock (CV-19) deployed once to the Western Pacific with four missiles in 1955. Lexington, Hancock, USS Shangri-La (CV-38), and USS Ticonderoga (CV-14) were involved in the development of the Regulus Assault Mission (RAM) concept. RAM converted the Regulus cruise missiles into an unmanned aerial vehicle (UAV): Regulus missiles would be launched from cruisers or submarines, and once in flight, guided to their targets by carrier-based pilots with remote control equipment.



Begun as a diesel-electric submarine but completed with nuclear power, Halibut was the first submarine designed to launch guided missiles. Intended to carry the Regulus missile, her main deck was high above the waterline to provide a dry "flight deck." Her missile system was completely automated, with hydraulic machinery controlled from a central control station.

In February 1965, Halibut underwent a major overhaul and was redesignated as an attack submarine and given the hull classification symbol SSN-587. In August 1968, at Mare Island, she had the installation of: side thrusters; hangar section sea lock; anchoring winches with fore and aft mushroom anchors; saturation diving (mixed gas) habitat; long and short range side-look sonar; video and photographic equipment; mainframe computer; induction tapping and recording equipment; port and starboard, fore and aft seabed skids ("sneakers"); towed underwater search vehicle ("fish") and winch; and other specialized oceanographic equipment. She returned to Pearl Harbor in 1970 and operated with SubDevGruOne out of San Diego with attachment offices at Mare Island until decommissioning in 1976.

The Regulus Missile Deterrent Strike Force operated from Submarine Base Pearl Harbor, under the operational control of Commander, Submarine Force, Pacific Fleet, and was supported by Guided Missile Unit Ten. Less than 800 men and their fight-ready submarines maintained their warheads within minutes of assigned targets under the most arduous conditions. They undertook a most difficult and challenging task and saw it to a successful conclusion.

Replacement and legacy

Production of Regulus was phased out in January 1959 with delivery of the 514th missile, and it was removed from service in August 1964. A number of the obsolete missiles were expended as targets at Eglin Air Force Base, Florida. Regulus not only provided the first nuclear strategic deterrence force for the United States Navy during the first years of the Cold War and especially during the Cuban Missile Crisis, preceding the Polaris missiles, Poseidon missiles, and Trident missiles that followed, but it also was the forerunner of the Tomahawk cruise missile.

Regulus was deployed by the US Navy in 1955 in the Pacific onboard the cruiser USS Los Angeles (CA-135). In 1956, three more followed: USS Macon (CA-132), USS Toledo (CA-133), and USS Helena (CA-75). These four Baltimore class cruisers each carried three Regulus missiles on operational patrols in the Western Pacific. Macon's last Regulus patrol was in 1958, Toledo's in 1959,

Helena's in 1960, and Los Angeles's in 1961.

United States Navy during the first years of the Cold War and especially during the Cuban Missile Crisis, preceding the Polaris missiles, Poseidon missiles, and Trident missiles that followed, but it also was the forerunner of the Tomahawk cruise missile.



ILLEGAL DRUGS GO UNDERWATER

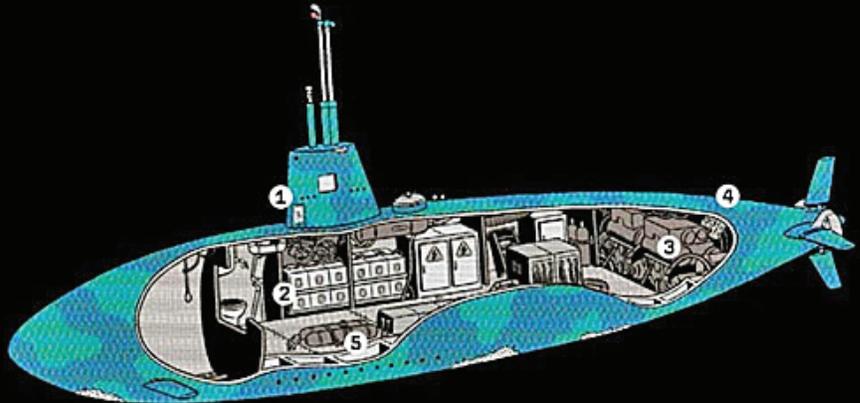
Remember the drug smugglers' submarine that was captured by Ecuadoran police last year? The 75-foot boat was capable of shipping about 9 tons of cocaine. Jim Popkin of *Wired* (magazine) wrote a detailed look at its design after reading a report by the US Navy:

The hull, they discovered, was made from a costly and exotic mixture of Kevlar and carbon fiber, tough enough to withstand modest ocean pressures but difficult to trace at sea. Like a classic German U-boat, the drug-running submarine uses diesel engines on the surface and battery-powered electric motors when submerged. With a crew of four to six, it has a maximum operational range of 6,800 nautical miles on the surface and can go 10 days without refueling. Packed with 249 lead-acid batteries, the behemoth can also travel silently underwater for up to 18 hours before recharging.

The most valuable feature, though, is the cargo bay, capable of holding up to 9 tons of cocaine—a street value of about \$250 million. The vessel ferries that precious payload using a GPS chart plotter with side-scan capabilities and a high-frequency radio—essential gadgetry to ensure on-time deliveries. There's also an electro-optical periscope and an infrared camera mounted on the conning tower—visual aids that supplement two miniature windows in the makeshift cockpit.

Anatomy of a Drug Sub

The 74-foot vessel seized from a remote jungle shipyard in Ecuador is nothing like the crude semisubmersibles that Colombian drug runners have used in recent years. Here are some of the sophisticated craft's standout features.



1 Conning Tower

A 5 ½ foot tower with tiny windows, electro-optical periscope, and infrared camera provides a window on the world above while the bulk of the ship remains submerged.

2 Batteries

The sub's 249 lead-acid batteries power two electric motors, letting it run silently underwater for up to 18 hours before recharging.

3 Main Engines

On the surface, the vessel uses a pair of four-cylinder diesel engines to reach speeds up to 8.5 knots (10 mph), with a range of 6,800 nautical miles—roughly one round-trip from Colombia to San Diego.

4 Hull

The submarine is sheathed in Kevlar and carbon fiber instead of steel, making it hard to detect with sonar or radar. It's strong enough to withstand depths of up to 62 feet.

5 Buoyancy System

Compressed air is used to blow seawater out of more than a dozen ballast tanks, increasing the sub's buoyancy so it can surface. To dive, valves are opened to take in water.



Return To:

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Glendale, AZ 85308
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<http://www.perch-base.org>



NEXT REGULAR MEETING
12 noon, Saturday, June 14, 2011
Dillon's Restaurant at Arrowhead
20585 N. 58th Avenue
Glendale, AZ 85308-6821