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USSVI Convention Schedule
 DULUTH – 2002 Sept. 17 – 22
 Reno – 2003 - August 31 - Sept. 7
 Two bases bidding for 2004, no decision yet
 Kansas City MO – 2005 - Aug 30 - Sept. 4

February, 2002
 Volume 8 – Issue 2



Lest We Forget Those Still On Patrol

February Eternal Patrol Days

USS SHARK	SS 174	Feb. 11, 1942	58 Men Lost
USS AMBERJACK	SS 219	Feb. 16, 1943	74 Men Lost
USS GRAYBACK	SS 208	Feb. 26, 1944	80 Men Lost
USS TROUT	SS 202	Feb. 29, 1944	81 Men Lost
USS BARBEL	SS 316	Feb. 04, 1945	81 Men Lost

Meeting for February 9th and March 9th
 Will be at American Legion Post 62
 11001 North 99th Avenue
 This is North of West Peoria Avenue, in the city of Peoria.
 Meeting Starts at 1200 Hours

From the Wardroom:

We are moving into 2002 with a bang. The January meeting was well attended by the base membership as well as Western Regional Director Jim Foote and District 8 Commander Frank Rumbaugh. Also introduced to the membership was new member Dick Caracker. Shipmate Caracker is the Commander of the Sub Vets WWII Pigboaters Chapter and was warmly received by the crew. The BOD approved our continued support of the AMERICAN SUBMARINER boat sponsorship program for 2002. The one change that will take place is that since the USS Kamehameha has been decommissioned, that sponsorship will go to COMSUBRON 7. A letter will be sent to each of our sponsored commands informing them of our actions. Base Chaplain Howard Doyle has requested that if any crewmember is ill, in the hospital or any of those things that he could be of assistance with that you contact him. The contact information is located on the front page of the newsletter. Membership Chairman Ray Samson has been doing a superb job with the membership rolls but really needs all of our help. So many times a phone number, address, e-mail address or similar information changes and Ray only finds out when a newsletter is returned resulting in additional cost to the base to re-mail them or e-mails are returned and again additional work for Ray. We are also looking at ways of reducing costs for the MIDWATCH and one of the ideas that has been suggested is to have members that have the ability to receive the newsletter via e-mail or those that wish can read it on our web site. Your ideas on this are requested and can be directed to any of the Wardroom. MIDWATCH Editor Ray is also accepting business card size advertisement for the newsletter, again contact Ray for information. The contact information is located on the cover of the MIDWATCH. Much work has been put into establishing a Scholarship program at the base and the BOD's have made a decision to take any monies raised for our scholarship program and donate them to the USSVI scholarship program in Gary Patterson's name. It is felt that this will help to serve more than we could ever hope to at our level. We will continue to look at ways for us to do something at our level, but until a substantial source of income can be found that would provide for a continuous support of this endeavor this seems like the best solution. If you are interested in becoming involved in the base in a leadership roll we are soliciting members to run for the following offices, Vice Commander, Secretary, Treasurer. If you, or if you know of a crewmember, that would be interested in serving in one of these positions please contact Vice Commander Glen Herold and make this known. We will be having elections soon and the nominees need to be published. The dates for the District 8 meeting, which we are trying to hold again this year at the Ramada Express in Laughlin,

are not yet firm but we are looking at possibly the second week in April. We would like to encourage all that could make this meeting to do so as it is a great forum for exchanging ideas and learning how others are doing things. Sales of the USSVI calendars have not been what we were anticipating, but Calendar Chairman Don Wanamaker is pushing ahead with the project. If you have not yet bought your 2002 calendar you can contact Don or Storekeeper Gary Shumann via phone or e-mail as listed on the cover of the MIDWATCH. Remember the proceeds from this project support the USSVI Scholarship program as well as Perch Base. Your help is requested to help secure a suitable storage location for our parade float. As you are traveling about the valley be alert for a building that may work to house the float during the periods when we are not using it but that would still provide us access for maintenance. Any ideas that you may have for us that would make this a better base or to serve you better would be most appreciated. Let us hear from you. Fraternally, *Dave Harnish*, Commander, Perch Base

Minutes from January Meeting:

The regular monthly meeting of the members of the Arizona Submarine Veterans - Perch Base was convened at the American Legion Post #62; Peoria, AZ at 1300 hours, 12 January 2002. The meeting was called to order by the Base Commander, Dave Harnish. The members were led in the "pledge of allegiance"; followed by the dedication, moment of silence for our departed shipmates, "tolling of the boats" and invocation. There were 26 members and two guests attending the meeting according to the sailing list. The Base welcomed member Dick Caraker to our meeting. Dick is a member of SubVets WWII and USSVI - Perch Base. He is a plank owner on the second USS Runner and made 3 war patrols. The members gave Dick a rousing round of applause. Roger Cousins introduced his guest Harold Avent who was welcomed by the members. It was moved and the motion seconded that the minutes from the last meeting be approved as published in the Base Newsletter; "The MidWatch". The motion carried by voice vote of the members present. Treasurer (Robert May) reported the Base's financial status as of the first day of January, 2002; Dave Harnish reported that Don Wannamaker was not present at the meeting due to the continuing problems with his health. Dave also asked all the members to remember Don in their prayers. Dave Harnish announced, for the benefit of all those members that didn't attend the Phoenix Veteran's Day Parade, that the Base had been awarded 3rd place out of more than 100 entries. The whole affair was very positive and helped to draw attention to the Perch Base and the Submarine Veteran Community. Dave Harnish introduced Jim Foote; USSVI Western Regional Director to the members. He

also introduced Frank Rumbaugh; USSVI District Eight Commander and Perch Base member.

OFFICERS AND COMMITTEE CHAIRMEN

Glenn Herold; Vice Commander, reported for the Base Storekeeper stating that many new items were available to purchase from the Ship's Store. The new dungaree shirt and Perch Base Plaques were the highlight of items of interest. Membership committee chairman; Ramon Samson reported that Base membership reached 124 at the end of 2001. A good majority of the members have already re-enlisted and he is looking forward to 100% renewal of membership. No other reports were offered from the floor.

OLD BUSINESS

Dave Harnish asked the membership to consider new ways the Perch Base can advertise itself and attract new members. Currently available methods include; local radio public service announcements, a video clip for running on local TV stations, bumper stickers, USSVI business cards and submarine service window decals. Other ways need to be explored. Dave Harnish reported that the 2002 calendar project was nearing the break-even point. USSVI's national treasury financed the project to the tune of \$12,466.20. Perch Base has thus far reimbursed the national organization with \$10,000 in proceeds from the calendar sales. Full reimbursement must take place before revenue sharing kicks in. Everyone was encouraged to buy calendars.

NEW BUSINESS

Dave Harnish announced that the Base Family Picnic will be hosted by the Maricopa Live Steamers again this year. It will be held at the Railroad Park on the 20th of April. Further details will be published as plans are in place. It was announced that the 2003 USSVI National Convention will be held in Reno, Nevada. It will be combined with the annual convention of the SubVets WWII. The first combined convention of its kind. The next combined convention is expected to take place in Kansas City in the year 2005. The 2002 USSVI National Convention will be held in Duluth, Minnesota. Perch Base received a nice Christmas Card from the USS Torsk memorial committee. The card was circulated at the meeting for members to appreciate.

GOOD OF THE ORDER

Dave Harnish explained the process for becoming an Holland Club member in USSVI. There are two basic requirements (1) being designated "Qualified in Submarines" for the past 50 years (2) be a "Life Member" (USSVI) for a period of one year or a regular member for a minimum of 5 consecutive years. The Holland Club is a distinguished organization within the USSVI.

Dave also briefed the membership on the US Submarine RV'ers organization. The organization consists of Submarine Veterans that travel in Recreation Vehicles (trailers, campers or

motor homes) and meet as a group at different places in the US. The organization is not part of USSVI, but many members are also members of the RV'ers. Anyone interested should contact Dave. Dues are \$30 initiation fee and \$5 annually. Ed Brooks announced that he had committed to carve two sets of teak dolphins for the bell joke at the Bangor Submarine Memorial in Bangor, Washington. He asked the membership's approval to donate the dolphins in the name of Arizona SubVets - Perch Base. The members agreed to let Ed do that.

50/50 DRAWING

The 50/50 raffle was conducted and Adrian Stuke was the winner. The winner's share of the raffle was \$48.

ADJOURNMENT

All the outstanding business being concluded, it was moved and seconded that the meeting of the Arizona Submarine Veterans - Perch Base be adjourned. The motion carried by voice vote. The Base Chaplain; Howard Doyle led the membership in the benediction and closing prayer. The meeting was adjourned at 1345 hours.

Welcome Aboard New Crewmen:

For the month of February, we welcome aboard new member, George Petrovitz. Kelly qualified on the USS USS Redfish (SS395), in 1946. George and wife Mariam, reside in Cottonwood, and is sponsored by shipmate, Billy Greives. George served on (7) other Boats. USS Sablefish SS303, USS Lizardfish SS273, USS Diodun SS349, USS Bream SSK243, USS Charr SS328, USS Besugo SS323, and USS Menhaden SS377. Note from R Samson: When George made RMC(SS), in 1957, he was a shipmate of mine on USS Charr, and LCDR Thomas Auger was CO. It is indeed a small world.

Holland Club Up-Date:

Another Arizona Perch Base member is inducted into the Holland club. Joseph R. Mullins, who qualified on USS Segundo SS398, in 1948 is the latest Holland Club member. Joseph retired from the Navy as RMCS(SS). With his wife Sharon, they reside in Mesa. Joseph "Moon" Mullins joined USSVI and Arizona Perch Base on July of 1996, and has been a member in good standing since. Thank you "Moon", for dedicated service to your country. It would be a pleasure to see you at a meeting in the near future.

Re-Enlistment for 2002:

As of the date of this writing, we have 21 members that have not sent their dues. If you have not received the re-enlistment notice please call me at 623-815-9247 for a follow up letter. Those of you that are not going to re-up, for whatever reason, please send your reasons to the membership chairmen Ramon Samson. If we need to change our ways, we need your input,

good or bad. Address for Ramon on front cover. For those of you who don't see your name on the Booster List, remember the meter is reset to zero for the year 2002.



Perch Base Booster Club 2002:

USSVI, Arizona Perch Base has a huge BZ's, for all the Boosters who have given so generously. As of this month we have 61 members as compared to end of year count of 64. The base officers are grateful for your contributions. Jerry N. Allston, Ken Anderson, Bob Bailey, Kenneth E. Becker, Joseph A. Bernard, Richard Bernier, Harold J. Bidigare, Wayne A. Braastad, Michael J. Breitner, Edgar Brooks, James F. Clewett, Roger J. Cousin, Earl Crowley, Stephen F. Day, Warner Doyle Jr., Jeff Duncan, Ronald D. Eddy, Tom Fooshee, Ray Lee Graybeal, Charles Greene, Billy A. Grieves, Warren A. Grossetta, Michael J. Haler, John T. Hellem, Glenn Herold, Stephen F. Hough, Mike Keating, Ron Kloch, Larry L. Krieger, Paul Lake, Robert A. Lancendorfer, Doug La Rock, George Marions, Dale Martin, Robert E. May, Bill Mc Nay, Roger M Miller, Roger R Miller, Joseph R. Mullins, Jim A. Nelson, James W. Newman Sr., Joe Otreba, Thomas B. Patterson, Royce E Pettit, Scott Prothero, Larry M. Rankin, Dan Reel, Frank W. Rumbaugh, Ramon Samson, Dick Schiltneck, Douglas F. Schultz, Tyler Smith, Wayne Smith, Robert G. Sothern, Kenny Wayne, James Wall, Richard Weber, Donald Whitehead, Ed Wolf, George Woods, Jerry D. Yowell.

Small Stores:

Our Storekeeper, DAVE HARNISH, has a comprehensive array of USSVI Small Stores, consisting of hats, shirts, sweat shirts, belt buckles, beer mugs, cocktail glasses, coffee mugs, and a slew of other memorabilia. Give him a call or better yet, come to a meeting and see everything first hand! If you want, you can order from the web site at <http://perch-base.org> Dave's address and phone number on front cover.

Next Meeting and Location:

February's meeting of the 9th, and March's of the 9th will be held at American Legion Post 62, located at 11001 North 99th Avenue. This is North of West Peoria Avenue, in the city of Peoria, West of Hwy 101. Meeting Starts at 1200 Hours. Off HWY 101 take the Peoria exit and proceed West to 99th Ave., than right (North) to Post 62, which is on the East side of the street. We would hope to see a good turn-out as the members of this post have welcomed us with open arms, thanks mainly to shipmate Paul Lake, who is a officer of this post. A good lunch will be provided at a cost of \$3.00. A good meal at twice the price.

Scuttlebutt from the Lower Flats:

This month I have some news about a new book that has been released, through Navy Times. I have probably only read 5 or 6 books on Submarine history, but have found this book the most complete of them all. The name of the book is "Submarines, A Political, Social and Military History". The Author is Brayton Harris. If anyone is interested in purchasing this book, (\$28.50 plus S&H) please contact Ramon Samson, or go to Navytimes.com, and place your order.

Chester W. Nimitz Jr. Passes On:

The Associated Press: NEEDHAM, Mass. (AP) - Rear Adm. Chester W. Nimitz Jr., a decorated World War II submarine veteran and only son of Navy Fleet Adm. Chester W. Nimitz, died with his wife, Joan Labern Nimitz. He was 86 and she was 89. The couple faced deteriorating health and chose to take their own lives, a day after a New Year's Day celebration with their family, said their daughter, Betsy Van Dorn. "This was not unexpected," she said. "They had lived their whole life together and wanted to die together." The two had married in 1938. Nimitz followed his father to the U.S. Naval Academy at Annapolis, Md., and the Navy, before moving on to a career with high technology companies. After graduating from Annapolis in 1936, he served for three years on the cruiser Indianapolis before taking command of two submarines and a submarine division, according to a statement from his family. His father commanded U.S. forces in the Pacific during World War II. Nimitz retired in 1957 with the rank of captain and was promoted on the retired list by virtue of his combat decorations, which included the Navy Cross, three Silver Stars and the Bronze Star. He worked for four years at Texas Instruments before joining the Perkin-Elmer Corp., in Norwalk, Conn. in 1961 and rising to become chief executive officer. He retired in 1980. They are survived by three daughters, five grandchildren and two great-grandchildren. Joan Nimitz also is survived by a sister, and Chester Nimitz is survived by three sisters

Lost Boats and Crews for February:

USS SHARK SS 174 Feb. 11, 1942 - 58 Men Lost
After having transported Admiral Hart and other officials from Manila to Surabaya on her first patrol, SHARK, commanded by LCDR L. Shane, Jr., departed on January 5, 1942 for her second war patrol. She saw a torpedo, fired at her by an enemy submarine on January 6. In anticipation of a possible enemy attack at Ambon (Amboina), COMSUBASIATIC told SHARK to contact Dutch submarines at the harbor entrance of that island. On January 25, SHARK was advised that heavy air raids on Ambon might indicate an enemy landing force moving toward the island. Two days later SHARK was ordered to take station as part of a submarine group reconnoitering a major enemy move south through Molukka passage. On

January 29, because another move toward Ambon was indicated, SHARK was ordered to cover the passage to the east of Lifoematola. The next day this was enlarged to include the area to Bangka Passage. On February 2 SHARK reported to Surabaya that she had been depth charged 10 miles off Tifore Island and that she had missed on one torpedo attack. Five days later SHARK reported an empty enemy cargo ship heading northeast. In answer to these messages, Surabaya pointed out that such transmissions contained little information of use in appraising the situation, and that they might very possibly reveal to the enemy a position to avoid. No further messages were received from SHARK. She was told on February 8 to proceed to Makassar Strait via the north coast of Celebes, and later was told to report information. Nothing further was heard from SHARK and on March 7 she was reported as presumed lost. A Japanese report of antisubmarine attacks available now records at least three of which might have been on SHARK. The most likely one, was east of Menado on northern Celebes on February 11, 1942.

**USS AMBERJACK SS 219 February 16, 1943:
74 Men Lost**

Following her second patrol, AMBERJACK's period of refit, rest and recuperation was cut to twelve days, due to the urgent necessity of submarines in the operating areas. She started out on 24 January, but was forced to return to port for the repair of minor leaks experienced during a deep dive. Again departing Brisbane on 26 January 1943, AMBERJACK, under Lt. Cmdr. J. A. Bole, Jr., started her third war patrol in the Solomons area. On 29 January she was directed to pass close to Tetipari Island and then proceed to the northwest and patrol the approaches to Shortland Basin. Orders were radioed on 1 February for her to move north and patrol the western approaches to Buka Passage. Having complied with these orders, AMBERJACK made her first miles southeast of Treasury Island on 1 February, and of sinking a two-masted schooner by gunfire twenty miles from Buka the afternoon of 3 February 1943. At this time she was ordered to move south along the Buka-Shortland traffic lane and patrol east of Vella Lavella Island. Making a second radio transmission on 4 February, AMBERJACK reported having sunk a 5,000-ton freighter laden with explosives in a two-hour night surface attack that date in which five torpedoes were fired. During this engagement Chief Pharmacist's Mate Arthur C. Beeman was killed by machine gun fire, and an officer was slightly wounded in the hand. On 8 February, AMBERJACK was ordered to move to the West Side of Ganongga Island and on the 10th, she was directed to keep south of Latitude 7-30 'S, and to cover the traffic routes from Rabaul and

Buka to Shortland Basin. On 13 February AMBERJACK was assigned the entire Rabaul-Buka-Shortland Sea area, and told to hunt for traffic. The last radio transmission received from AMBERJACK was made on 14 February 1943. She related having been forced down the night before by two destroyers, and that she had recovered from the water and taken prisoner an enemy aviator on 13 February. She was ordered north of Latitude 6-30 'S, and told to keep hunting for Rabaul traffic. No reply was received, and she was reported as presumed lost on 22 March 1943.

**USS GRAYBACK (SS 208) February 26, 1944 :
80 Men Lost**

The late Adm. "Skip" Lockwood (COMSUBPAC 1943-1946) once described Cmdr. Johnny Moore as "an aggressive leader who guided his charges into battle at full speed." As commanding officer of the USS GRAYBACK (SS-208) during World War II, Cmdr. Moore used this energetic approach in directing his vessel to sink nine enemy ships totaling 44,000 tons. Overall, the ship is credited with sinking 22 enemy ships totaling 83,900 tons and damaging nine enemy ships totaling 49,300 tons during her ten war patrols. It was during the tenth and final patrol that the great ship met its ultimate fate. At the beginning of the war GRAYBACK was under the command of Cmdr. Willard A. Saunders. Prior to Moore assuming command, the ship already had a deadly reputation. In 1942 alone GRAYBACK, along with four other U.S. Submarines GUDGEON (SS211), TAUTOG (SS199), TRITON (SS201) and SEADRAGON (SS194) acting independently, combined to sink 81 enemy ships from Pearl Harbor to the East China Sea. It was a lethal group. In 1943 Cmdr. Moore assumed command of GRAYBACK and joined two other subs (USS Shad and USS Cero) to form the first rendition of Capt. Charles "Swede" Momsen's 'wolf-pack' of Submarine Squadron Two. Cmdr. Johnny Moore lacked experience in fleet boats, but because of his fine record of service in "R" and "S" boats, senior leaders believed he was headed for greatness. USS GRAYBACK left Pearl Harbor on January 28, 1944 to begin her tenth and final patrol. The area of what was to be her final mission was located in the East China Sea east of the coast of Chekiang Province, China. After fueling up at Midway on February 3rd the boat received orders to patrol the area running east and west between Luzon in the Philippine Islands and Formosa until sunset February 20th, and then to proceed to her original area of responsibility. GRAYBACK's first report came on February 24th, stating that she had sunk or damaged 44,000 tons of shipping thus far on the patrol. The boat had expended the majority of her torpedoes and had only five aft and one forward remaining. The next day, February 25th, Moore reported to Lockwood at Submarine

Headquarters in Pearl Harbor that he had fired four of his six remaining torpedoes and had damaged two more ships. Lockwood ordered Moore to return to Pearl Harbor immediately. The ship was never heard from again. GRAYBACK had been expected to arrive at Midway Island on or about March 7th. Had Moore failed to receive or understand Lockwood's order to come home immediately and remained on station the full time she would have reached Midway on or about March 23rd. On March 30th the GRAYBACK was officially declared "Lost at Sea." Moore and his crew of 80 officers and men are on eternal patrol and were posthumously awarded the Navy Unit Commendation.

**USS TROUT (SS 202) February 29, 1944:
81 Men Lost**

The veteran patroller TROUT (Lt. Cmdr. A.H. Clark) left Pearl Harbor February 8, 1944 en route to her eleventh patrol, topped off with fuel at Midway and left 16 February, never to be heard from again. She was to patrol the China coast. TROUT, scheduled to leave her area not later than sunset March 27, 1944, was expected at Midway about April 7th; overdue she was reported presumed lost April 17. From the Japanese since the war the following facts have been gleaned: On February 29, 1944 Sakito Maru was sunk and another ship badly damaged. Since TROUT was the only U.S. submarine which could have attacked at this time in this position but did not report the action, it is assumed she was lost during or shortly after this attack. In her first ten patrols, TROUT sank 23 enemy ships, giving her 87,000 tons sunk, and damaged 6 ships, for 75,000 tons. TROUT's first patrol resulted in no enemy damage, but her second was most unusual: She delivered ammunition from Pearl Harbor to Corregidor in January 1942. To compensate for the weight of ammunition delivered, she brought back as ballast 20 tons of gold, silver and securities to Pearl Harbor; whence it was taken to Washington for safekeeping. TROUT also sank a medium freighter and a patrol craft. From mid-March to mid-May 1942 TROUT patrolled in the Empire, sank a large tanker, three freighters and a gunboat, and damaged a large freighter. Her fourth patrol she was part of the forces defending Midway but made no successful attacks. The area south of Truk was the scene of TROUT's fifth patrol; here she sank a transport and damaged an aircraft carrier. During her sixth patrol, in the Southern Solomons, TROUT had but one attack opportunity. She made no hits on a battleship sighted on November 13, 1942. In the South China Sea on her seventh patrol, she sank a freighter, a tanker and two sampans, and damaged two large tankers. In the same general area on her eighth patrol TROUT sank two sampans and damaged an auxiliary. In May and June 1943 TROUT patrolled the lesser Philippines and sank two tankers, a freighter and two small

schooners, also damaging a freighter. TROUT's tenth patrol was a passage from Fremantle to Pearl, with a patrol of the Davao area en route. She sank a freighter, a transport, a sampan and for a time was credited with a submarine-I-182, thought to have been destroyed in Surigao Strait on 9 September. TROUT was awarded the Presidential Unit Citation for her second, third and fifth patrols.

**USS BARBEL (SS 316) February 4, 1945:
81 Men Lost**

BARBEL, commanded by Lt. Cmdr. C.L. Raguette, departed Fremantle for her fourth war patrol on January 5, 1945. She proceeded to Exmouth Gulf, conducting training exercises en route. Having topped off with fuel, she left Exmouth Gulf on January 8th, and proceeded via Lombok Strait, Java Sea, and Karimata Strait to patrol an area in the South China Sea. At dark on February 16th she was to leave her area and commence her return to Fremantle. On January 13th, BARBEL was directed to join BLUEGILL (SS242) and BREAM (SS243) in covering the western approaches to Balabac Strait. On 27 January she was ordered to form a wolf pack with PERCH (SS176) and GABILAN (SS252) and cover the western approaches to Balabac and southern entrance to Palawan Passage. On February 3, 1945, BARBEL sent a message to TUNA (SS203), BLACKFIN (SS322) and GABILAN reporting numerous aircraft contacts daily. BARBEL had been attacked by aircraft three times with depth charges, and would transmit a message "tomorrow night" giving information. This was the last contact with BARBEL. TUNA reported on February 6, 1945, that she had been unable to contact BARBEL for 48 hours, and that she had ordered her to rendezvous on February 7th. The rendezvous was not accomplished and TUNA reported her search unsuccessful on February 7th, 1945. Japanese records indicate that on February 4th, 1945 a plane attacked a submarine scoring a hit near the bridge with one of two bombs dropped. It appears almost certain that this attack sank BARBEL. BARBEL sank 10 ships for 55,200 tons and damaged two ships for 14,000 tons during her three completed patrols. Her first was made in the Nansei Shoto chain. She sank three medium freighters, a large freighter of 19,600 tons, and a large tanker. In the same area on her second patrol, BARBEL sank a freighter and two escort vessels. She also damaged another freighter and a tanker. During her third patrol, conducted in the South China Sea, BARBEL sank two medium freighters.

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Important Dates in February:

- Feb. 10 1960 - USS Sargo (SSN-583) surfaces at North Pole.
Jan. 14 1943 - In first submarine resupply mission,
Feb. 12 1947 - First launching of guided missile (Loon) from a submarine, USS Cusk
Feb. 17 1864 - Confederate submarine H.L. Hunley sinks USS Housatonic
Feb. 28 1980 - Blue crew of USS Francis Scott Key (SSBN-657) launches 4 Trident (C-4) missiles in first C-4 Operational Test.

My Very First Time:

By Joe Roche EN2(SS) USS SIRAGO (SS-485) I remember when I got rated. Here I was, an FN(SS) one day, oiling in the engine rooms and all of a sudden I'm a throttleman. I don't know how soon after I made rate that I throttled my first watch, but it was a watch I'll never forget. I was a boot throttleman with a boot oiler. But what the hell, that's what being a sub sailor is all about. You accept the responsibilities you're given. Just like the game hide and seek we played as kids.... "Ready or not, here I come." I was standing watch in the fwd. engine room, which was the designated running room at the time. Now all that means is, when the word is passed to "Prepare to surface one/two main engines," the designated running room lites off their engines. Well, here we are, submerged and making fresh water. Simple, quiet and hot. No problem! My slave is sitting in front of the Badgers, while I sit in the fairly cool hatch leading into the aft engine room hatch conversing with the other two fellow snipes when word is passed, "Prepare to snorkle." As we jump into action I'm thinking ahead about how snorkling wrecks havoc with the stills, and how I'm gonna have to keep an eye on them. Anyway, we lite off #1&2, get them on line and the water is still good. At one point Control calls back to commence an aircharge. We lite off the Hardy Tynes & before I know, we are one very busy engine room. At this point I ain't sitting in my 'It's good to be King' chair. I'm thinking how big a difference it is when you throttle your very first time, compared to oiling... You look at things a little bit different. Things are progressing smoothly when all of a sudden the head valve slams shut, 1-2 inches of vacuum pulled... No biggy, but the manometers on the stills jump around a bit but we settle them down. Next thing I know the head valve recycles 3-4 times. The stills go ape shit, the manometers are at the top of the sight glasses. At this point we're just passing salt water into the tank. The head valve shuts again for good, pulls the requisite 8" and shuts down the engines... We shut all valves, kill the air charge, the oiler is trying to save the barrel of water we're trying to make and I'm on the phone to control screaming about the assholes on the planes who just destroyed a perfectly good batch of water, but

how I'm gonna blow it to the fresh water tanks anyway and the cooks ain't gonna need to add salt to whatever it is they're cooking. I hang up and begin venting the HPAC stages when I look in the lower flats and what to my surprise do I see, not eight tiny reindeer, but f**king water rising over the deck plates... Slowly creeping up to the HPAC motors. All of a sudden I remember a drainvalve I forgot to shut. (Now this is akin to a quartermaster realizing his plot was 12 degrees off, a sonarman mistaking another submerged sub for a whale. Or a torpedoman realizing what just left #1 tube was only a water slug, not a torpedo). I believe it was Baker valve drain. Not sure, mind is blank now as it was then. After I shut the valve and scrambling around, I get the drain pump on the forward bilge and after a few tense minutes the water began to recede. Well I aged about 15 years after that incident, dirtied my skivvies and firmly believe, that incident was the genesis of my hair falling out. But on the bright side, I never, ever, forgot to shut that valve again. "Footnote" Joe is a USS Torsk Bandit I first met in 1998. He's the only guy I ever knew, who had to have a box to stand on to take a s**t, in a Fleetboat head, but a heck of a Submariner. RS

Navy gets Submarine Pay Authority:

By John Burlage Navy Times staff writer The Navy has won authority to set submarine-duty rates for thousands of officers and sailors, with a maximum stipend of \$1,000 a month. However, the service now must find funding for any increases, meaning the Navy won't immediately put money where its clout is. That newfound clout comes through Congress, which turned control of sub pay over to the Navy in the 2002 defense authorization bill, as it did in 2000 with career sea pay. And like sea pay (which the Navy didn't hike until October) sub-pay increases are probably at least a year off. The sea-pay hikes adopted in October cost a total of \$150 million and expanded the payout to include all sailors, including non-rated sailors, and ensigns. With passage of the fiscal 2002 defense authorization bill, now awaiting President Bush's signature, the Navy wins the authority to hike sub pay to as much as \$1,000 a month for some submariners and peg the bonus to paygrade and years of service. Rates now range from \$75 a month for a seaman recruit to \$595 a month for a senior submarine officer. Those rates haven't changed since 1988. "We are not close" to announcing an overhaul, said Lt. Cmdr. Rob Palisin, sub-pay program manager in the office of the chief of naval personnel. He said the current \$66 million program, which provides sub pay to 3,500 officers and 21,000 enlisted sailors, won't be changed this fiscal year. He wasn't ready to say whether fiscal 2003 may bring on a bigger stipend. What submarine officials did say in a written fact sheet was that Navy authority to set rates was sought without funds to start the

process of offering larger rewards to submariners, whose technical skills are in high demand in the outside world. More and bigger bonuses will be needed to target submariners caught up in the planned conversion of up to four Trident ballistic missile submarines to Tomahawk guided missile launchers, officials said. "This flexibility is critical to ensure required retention rates can be achieved to sustain adequate manning levels in the submarine force," officials said.

Automated Welding on Hull Sections:

It began with a challenge issued by then-Operations Director Lee Morse to steel trades Superintendent Ron Donovan: Reduce to four weeks the length of time it takes to join submarine hull sections. Never mind that the average hull erection, as the joining process is called, took 12 weeks, or that the quickest performance to date at Electric Boat was six weeks. With new automated welding tools in place and a fierce determination to succeed, a 10 member integrated team was quickly established by Donovan to begin working the issue. Dozens of planning meetings later, the team had broken the process down into 126 individual steps, reduced or eliminated many of the non-value-added steps, and then mapped out the manpower requirements. Team members said they are now convinced that they and their fellow employees will be able to meet Morse's challenge. "We're all real confident," said Al Smith, referring to the 15 or so welders who have been trained on EB's new servo-robotic welding equipment that will facilitate the hull-erection process. When the actual welding is being done, he explained, it'll be a nonstop effort, with the auto-mated welding machines running continuously across three shifts for about three days. Though welders will do the lion's share of the work, several other trades will play key roles in the process, particularly shipfitters and grinders. If all goes according to plan, said team member John Elias, EB should be able to complete a hull butt in 936 hours from those three trades combined, versus 1,381 hours for a hull erection completed recently at Quonset Point using the original method. That projected reduction in hours greatly impressed Operations VP John Casey, who saw a process-improvement presentation by the team this month. "If you break the 1,000-hour barrier, you're doing outstanding," he said. The team has already put its new process to the test, beginning with an axis-horizontal hull butt for SSN-23 late last year. The process is also being applied to an axis-vertical hull butt on SSN-776 that is scheduled for completion in early December. In fact, seven more hull erections, (two on the 23 and five on the 774) are slated to be done in Groton from February to October 2002. Mike Sweeney, facilitator of EB's process improvement efforts, credited the team members for improving the

hull-erection process over the past few months. "There's so much homework that they've done," he said, referring to the evaluation of the steps involved and changes to make many of them more efficient. The hull-erection team also includes Ray Pelletier John Sigersmith, Pete Matylewicz, Bob Burkle, Doc Holliday, Lee O'Connell, and Joe Bollentin. As a senior engineer, Bollentin developed the software that helped the team analyze each step in the process and identify how much time will be required for each, along with creating a manning schedule.

Continued Information on New Russian Sub :

Kursk Web-Page By Michael Stedman: Super-silent Gepard, awesome new flagship of Russia's submarine fleet, ceremonially took to northern waters of the White Sea under navy colours today (Tuesday) at a ceremony going some way to easing the wounds of the Kursk disaster and restoring marine service morale. It has been hailed as "Russia's first nuclear-powered submarine of the 21st century." Head-of-state Vladimir Putin met the crew and sent the missile-armed, torpedo-carrying boat - named Cheetah in English into service after successful sea and weapons trials under the blue and white Russian fleet flag of St. Andrew. The ceremony, at Severodvinsk in the Arkhangelsk region where the vessel was built, was attended by Russian Navy Fleet Admiral Vladimir Kuroyedov and the chief of the Russian General Staff, Anatoly Kvashnin, RIA Novosti news agency said. Navy officers have already applauded the boost to pride that comes with the new vessel. Commander-in-chief Kuroyedov is on record as calling it "symbolic for the lost boat to be replaced by a new submarine," noting that Russia was advancing to building a new fleet which "will be a tribute to the sailors who died on Kursk." The 110-metre-long (360') craft is the last in a fleet of 14 Bars series submarines to be constructed. It displaces up to 12,770 tonnes, dives to a maximum depth of 600 metres and makes a top speed below the waves of 35 knots. Gepard is served by a 63-strong crew and has an armament potential of 24 nuclear-tipped Granit cruise missiles with a range of up to 3,000 kilometres. It also carries a Strela anti-aircraft weapons system. Though much smaller than the wrecked Kursk, Gepard is viewed as the most formidable ship in the Russian Navy. Construction began in 1991. Western naval observers say the submarine's arrival is an important step forward. U.S. experts believe Gepard may move as fast and as quietly as America's best fully-operational boats of the Los Angeles class, and have the capacity to dive deeper and harness more firepower, according to a report on the U.S. ABC News international website. The new boat is named to honour a World War I Russian submarine. As a comparison, its forerunner moved at 8.5 knots and submerged to a maximum depth of 50 metres. Its arsenal was

two cannon, a machine-gun and 12 torpedoes. An official act transferring and commissioning the new boat was signed at the Sevmashpredpriyatiye industrial plant at Severodvinsk yesterday.

What is an American:

(The following was supposedly written by a dentist in Australia. In the event that isn't true, it is still a worthwhile article to read) "You probably missed it in the rush of news last week, but there was actually a report that someone in Pakistan had published in a newspaper an offer of a reward to anyone who killed an American, any American. So I just thought I would write to let them know what an American is, so they would know when they found one. An American is English, or French, or Italian, Irish, German, Spanish, Polish, Russian or Greek. An American may also be Mexican, African, Egyptian, Indian, Chinese, Iranian, Japanese, Australian, Asian, Arab, Pakistani, or Afghan. An American may also be a Cherokee, Osage, Blackfoot, Navaho, Apache, or one of the many other tribes known as native Americans. An American is Christian, or he could be Jewish, Buddhist or Muslim. In fact, there are more Muslims in America than in Afghanistan. The only difference is that in America they are free to worship as each of them choose. An American is also free to believe in no religion. For that he will answer only to God, not to the government, or to armed thugs claiming to speak for the government and for God. An American is from the most prosperous land in the history of the world. The root of that prosperity can be found in the Declaration of Independence, which recognizes the God given right of each man and woman to the pursuit of happiness. An American is generous. Americans have helped out just about every other nation in the world in their time of need. When Afghanistan was overrun by the Soviet army 20 years ago, Americans came with arms and supplies to enable the people to win back their country. As of the morning of September 11, Americans had given more than any other nation to the poor in Afghanistan, the best products, the best books, the best music, the best food, the best athletes. Americans welcome the best, but they also welcome the least. The national symbol of America welcomes your tired and your poor, the wretched refuse of your teeming shores, the homeless, tempest tossed. These in fact are the people who built America. Some of them were working in the Twin Towers on the morning of September 11, earning a better life for their families. So you can try to kill an American if you must. Hitler did. So did General Tojo, and Stalin, and Mao Tse-Tung, and every bloodthirsty tyrant in the history of the world. But in doing so you would just be killing yourself, because Americans are not a particular people from a particular place. They are the embodiment of the human spirit of freedom. Everyone who holds to that spirit, everywhere, is

an American. So look around you. You may find more Americans in your land than you thought were there. One day they will rise up and overthrow the old, ignorant, tired tyrants that trouble too many lands. Then those lands too will join the community of free and prosperous nations. And America will welcome them!"

Naval Nuclear programs 47th birthday

Published on 01/12/2002 Groton CT This week marks the 47th anniversary of the use of nuclear propulsion for U.S. warships. On Jan. 17, 1955, Cmdr. Eugene P. Wilkinson, aboard the USS Nautilus, SSN 571, sent his historic message, "Underway on nuclear power." Construction of the submarine had been authorized by Congress less than four years earlier, and from keel laying to commissioning was less than three years. President Harry S. Truman presided over the keel laying at Electric Boat on June 14, 1952; Nautilus was launched Jan. 21, 1954, with First Lady Mamie Eisenhower as sponsor; and on September 30, 1954, Nautilus became the first commissioned nuclear powered ship in the Navy. Over the next several years, Nautilus shattered all submerged speed and distance records. Nautilus was designated a National Historic Landmark by the U.S. Secretary of the Interior on May 20, 1982. Following conversion at Mare Island Naval Shipyard, Nautilus was towed to Groton, arriving on July 6, 1985, where it became the centerpiece of the new Submarine Force Library and Museum. On April 11, 1986, the 86th anniversary of the submarine force, Nautilus and the museum opened to the public. The Nautilus is currently at Electric Boat undergoing maintenance and repair, and will be returned to the museum later this year.

Friday Night On the Sea :

1/6/2002 3:19:34 AM Eastern Standard Time On Monday night, December 31, the parties had begun for our friends who were making a Leil Sylvester for the New Year in Haifa. I had just gone to sleep at 1 AM when my phone rang. There was a call-up of the Shayetet 13 unit within the Israeli Navy. We were told to report to our base in Haifa at 10AM on January 1 and not disclose to our parents that we were going to be away for a few days. At 10AM on Tuesday, January 1, our special unit of frogmen, divers, and submarine crews assembled for instructions. It was quite unusual for the 'Admiral' or head of the Israeli Navy of the IDF to talk to us. Admiral Yaari explained that we were about to be on a special mission where we would be a few hundred miles away from Israel at sea. Yosef, my commanding officer, stood off to the side with the other officers going over maps and dispatching orders to various units. The submarine took off from Haifa along with a ship full of military weaponry. At about 1 PM, we were all divided into separate groups for the differing

assignments. Yosef called the mission "Teivat Noach" or Noah's Ark. I thought that we were going to do some reconnaissance work near Eilat. At nightfall on Jan. 1, everyone was dispatched to their location on the sea and at various bases from Haifa to Eilat. My cell phone rang and it was Eema wondering where I had disappeared. I explained that I could not talk and would speak to her in a few days. We pushed out from our base in Eilat towards the oceans. On Wednesday morning, January 2, we were already out in the ocean in international waters of the Red Sea. Here I was, a frogman in the special Shayetet 13 unit of IDF, in the Red Sea, just a few weeks before we would read in the Torah about the splitting of the Red Sea over the Egyptians as my ancestors left Egypt! As nightfall arrived on Wednesday, we heard that submarine crew was nearby our location. Our commanders were in coded phone contact with an aircraft. The other members of my special unit had heard that a high ranking IDF general was in some plane above us over the ocean. We only realized later that General Mofaz, our Chief of Staff, was in a command plane overseeing this operation. We knew that he was supposed to have been in Washington, D.C., but on Wednesday afternoon had unexpectedly canceled his trip. At about 2 AM on Jan. 3, we were told to dive overboard and surround a ship nearby. The other special forces of the IDF began to appear in the IAF helicopters that flew near us. Those paratroopers were being lowered on ladders to get close to the ship. We climbed onto the ship at the same time, the helicopters lowered their troops. There were 40 of us on the ship's deck when we rushed the cabin without resistance and surprised the captain and his crew. I had seen this go down in a few Hollywood movies, but did not expect in my navy training that I would participate in this capture of a ship. Four more helicopters appeared with their lights beaming down on us and our captives. The aircraft above with General Mofaz was pretty low in the sky. The ship's personnel surrendered and the other Navy crew members from the submarine boarded this ship. We went down to the storage and lower deck and lo and behold saw crate after crate of ammunition. The katyushas, the antitank missiles, and the heavy arms were spread out everywhere. Our Navy personnel took over the helm of the ship as Yosef's group which included me began to photograph and organize the entire arms depot on board. My commanding officer spoke Arabic to the captain whom he had recognized from Gaza City port. This was definitely PLO country as the personnel began to 'sing' and talk about who registered the boat, who paid for the arms and what port in Iran the ship had left. We found all types of paperwork and Yassir's signatures and approvals stamps were everywhere. We were instructed to bring in the ship to Eilat port. The ship's PLO personnel were airlifted in our

helicopters for some questions to be answered on Thursday night. We would land this ship of 50 tons of ammunition which would have been used against us in Israel by about 8PM on Friday night in Eilat. We brought the ship in to Eilat's port a few hours after Shabbat had begun. If anyone wanted to know what pikuach nefesh docheh shabbat was all about allowing desecration of Shabbat to save lives, this boat was a great explanation for the world Jewry. We were able to get some rest and other IDF navy personnel in Eilat continued the unloading of arms from this PLO ship throughout Shabbat. Tomorrow on Sunday, the world media will get to tour this boat and photograph the hundreds of missiles, katyushas, and rockets that we now own as a gift of the Iranians and the PLO. I just got home and explained to my Eema and Abba that I was doing some 'training exercise' for a few days and my Abba winked at me, knowingly, what I was up to over the last 72 hours. I watched tonight's news and heard that Yassir denied any knowledge on this ship. Wait till the media meets a few of Yassir's employees caught on board to disclose the truth about this ship.

I am sure that we saved some lives, thousands of Jewish lives, from this ship's capture. Layla Tov, Yechezkel M. Frogman IDF Navy = Shayetet 13 Unit From a Live Interview on Kol Yisrael Tonight of one of the IDF heroes in the IDF Navy. Submitted by Roger Cousin

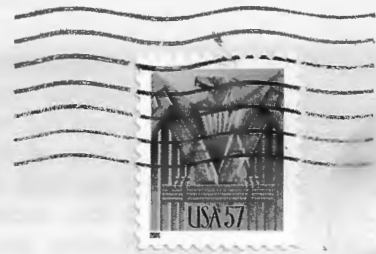
Nautilus Steams 'Home':

By Robert A. Hamilton The New London Day, 01/17/2002 Groton - The historic ship Nautilus, which made history 47 years ago today as it departed Electric Boat on nuclear power, returned to the place of its birth under tow on Wednesday for a \$4.7 million facelift. When the Nautilus pulled away from the Naval Submarine Base early Wednesday, it marked its first voyage since it was bolted to a pier as a museum ship in 1985. "It feels like Nautilus is going home," said Lt. Cmdr. D. Benton Howard from his perch on the sail as the Nautilus headed down the river for a 15-week repair period at EB, where it was built from 1952 to '55. "It feels great." But the submarine, which shattered all previous underwater speed and endurance records during its era and steamed an estimated 500,000 miles during a 25-year career, set only a 4-5 knot pace on the 3-mile trip to EB, because no one wanted to put a national treasure into any danger. When it pulled away from the pier about 8:30 a.m., it was the first time Nautilus has been under way since arriving at the museum in 1985 from the now-closed Mare Island Naval Shipyard in California. An hour later, Nautilus was pulling into a dry-dock at EB, which it last visited in 1975 for its last major overhaul as an operational submarine. "There's a real sense of ownership for Nautilus at EB," Howard said. "A lot of people feel that since EB built her, that's where the job should be done." The crew of 24

uniformed personnel and five civilians who care for the Nautilus have kept all the exposed paint gleaming and the fittings polished, but EB will lift the boat out of the water in a graving dock, sandblast the hull, repaint it below and above the waterline and make any necessary repairs. The ship's wooden deck will be replaced with Pau Lope®, or ironwood, which is more similar in appearance to the original teak than the pressure-treated southern yellow pine that was installed years ago. Steve Finnegan, the curator of the museum, said he's already heard from a few visitors who were disappointed to learn that the Nautilus will not be back until May, and he expects more because Nautilus is the centerpiece of the museum's holdings. "But is it just one of many exhibits at our site, so there is still plenty to see, and I think having it gone during what are traditionally our slow months will reduce the impact of her not being here," Finnegan said. "The benefit is, those people who wanted to see it will probably come back in May." First nuclear warship Congress authorized construction of the Nautilus in July 1951, and President Harry S Truman presided over the keel laying at Electric Boat on June 14, 1952. It was launched Jan. 21, 1954, with first lady Mamie Eisenhower as sponsor, and on Sept. 30, 1954, was commissioned as the world's first nuclear-powered warship. In addition to breaking speed and endurance records, Nautilus became the first submarine to reach the North Pole, and pioneered many of the systems and tactics that would become the standards for a new era in undersea warfare. Its last trip to Electric Boat was from 1972-75, for an extensive overhaul. In the spring of 1979 it set out for Mare Island, where it was decommissioned and designated a National Historic Landmark by the U.S. Secretary of the Interior. Nautilus was towed to Groton, arriving on July 6, 1985, where it became the centerpiece of the new Submarine Force Library and Museum. On April 11, 1986, the 86th anniversary of the submarine force, Nautilus and the museum opened to the public. Twice a year since it opened, the museum has shut down for two weeks for maintenance. Earlier this month the Nautilus was unbolted from the two huge hinges that have held it to the pier and towed to an adjacent pier for inspection to make sure it would make the trip to EB without trouble. There, workers constructed a wood railing around the deck, installed a small diesel generator to power

lights and other gear inside the ship, and made other preparations for the trip. Wednesday at 8 a.m. crewmen and EB workers crowded onto the Nautilus and made ready to throw off the lines. At 8:30, it began to back away from the pier. Two Navy security boats, a Navy utility boat and a small Coast Guard patrol boat, provided a protective perimeter as the Nautilus made its hour-long journey down the Thames. "This is a real honor," said Boatswain's Mate 2nd Class Michael Nash, who piloted the utility boat. "There's a lot more prestige in this than in most of the jobs we get to do." Under the ice two former crewmen on Nautilus turned out to see the submarine head down the river: Alfred A. Charette of Mystic, who was a sonarman on board from 1957-61, and Jack Kurrus of New London, who was an engineman from 1957-59. "It's good to see her under way again, free from the dock," said Charette, who retired from the Navy in 1979 as a commander in charge of the tactical systems division at Submarine Development Squadron 12 in Groton. Charette was one of the men who took Nautilus under the Arctic ice to the North Pole, traveling from Honolulu to Portland, England. The amount of time spent under the ice required more underwater endurance than any non-nuclear submarine possessed; diesel-electric submarines were limited to about 48 hours of travel time. "The only information we had was some Russian charts, and not many of them," Charette said. "We were lucky that on the Pacific side, the shallow side is about as flat as this floor. "At 20 feet off the bottom in a 320-foot submarine, it doesn't take much of an angle to put the stern in the sand." Repairs needed Kurrus also earned a commission and retired in 1972 as a lieutenant commander and assistant repair officer-navigator on the USS Fulton homeported in New London. He recalled a time on the Arctic trip when the Nautilus surfaced under a chunk of ice the size of an armchair, and bent the periscope over so badly he and another crewman had to spend 12 hours topside doing repairs. The wind howled right through the canvas they draped over the sail, and he sincerely appreciated it when the captain "spliced the mainbrace," offering the two men a two-shot bottle of "generic booze" to warm themselves when they finished. "It was really a thrill to see it go by," Kurrus said. "It is always a thrill to see the Nautilus under way. She's ever the lady. A beautiful ship."

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