



# The "MidWatch"



July 2009  
Volume 15 - Issue 7

The monthly newsletter of  
Perch Base - USSVI  
Phoenix, Arizona  
<http://perch-base.org>

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## Lest We Forget Those Still On Patrol

### JULY ETERNAL PATROLS

USS S-28	(SS-133)	04 Jul 1944	42 Lost
Lost to unknown causes while training off Hawaii			
USS ROBALO	(SS-273)	26 Jul 1944	78 Lost
Possible Japanese Mine off Palawan			
USS GRUNION	(SS-216)	30 Jul 1942	70 Lost
Unknown causes off Kiska Island, Aleutians			

**NEXT MEETING**  
**12 noon, Saturday, July 11, 2009**  
**American Legion Post #105**  
**3534 W. Calavar Rd., Phoenix, AZ 85053**

## 2009 Booster and Float Support Members

*Perch Base, USSVI, cannot support its on-going operations and provide funds for the Base's float activities on dues alone. While the Base tries to develop activities to raise additional funds, we salute the members, listed below, who have supported the base with additional contributions. Shipmates, we salute you!*

These are the 2009 Contributors. Have you given you support?

Jerry Allston, Reynaldo Altos, Gary Bartlett, Ken Becker, Dick Bernier, Walt Blomgren, Bradley Butler, Michael Dahl, Jim Denzien, Howard Doyle, Joe Errante, John Graves, Dave Harnish, Stephen Hough, Davey Jones, Mike Keating, Darrell Lambert, DeWayne Lober, Burtis Loftin, George Marions, Ray Marshall, David Meese, Angus McPherson, Alan Miller, Tim Moore, James W. Newman, Craig Olson, Ernest Plantz, Stan Reinhold, Robie Robinson, Stanley Rud, Frank Rumbaugh (in memory), Garry Shumann, Rick Simmons, William Tippet, Forrest Watson, Donald Whitehead, Ed Wolf, Jerry Yowell,

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# Sailing Orders



## July 4, 2009

Come to Prescott in the morning or join the float at Steel Indian School Park in the evening. Help celebrate Independence with a copy of one of the tools that keep us free!

## September 8 - 12, 2009

Don't wait! The next USSVI convention is right around the corner and this time, it practically next door. San Diego Base is hosting -- an easy few hours drive AND gas prices are low!

But the big news about this convention is that it's a joint venture with *the ISA-USA (International) Convention*. This is the first time (in recent memory) that the International is meeting in the US and the very first time, a joint convention is held.

*Just think! Smooze with not just US boat sailors, but German, French, Russian and English.*

Check the internet link just below to go to the special convention web site.

[http://www.ussvisandiego.org/  
Convention2009/index.htm](http://www.ussvisandiego.org/Convention2009/index.htm)

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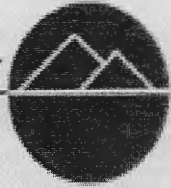
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# Foundation Shipmates



*These organizations and individuals have contributed to the Perch Base Foundation and deserve special recognition as "Foundations Shipmates." Perch Base members are encouraged to use these organizations as a way of saying, "thanks."*

---

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## From the Wardroom Base Commander's Message

Shipmates:

Perch Base is participating in the Frontier Days parade in Prescott on July 4th with our float. Members of Gudgeon Base will be joining us. Information about the staging and the parade has been forwarded by broadcast e-mail. Frontier Days has the oldest rodeo in the United States. Plan on joining us there!!

The Base will also be participating in the Fabulous Phoenix Fourth at Steele Indian School Park on the evening of the 4th. Our float will be a key element in the Veterans display. This is a great opportunity to bring the family and enjoy the fireworks show later in the evening.

We still need a COB. Don't be afraid to help your base out. Contact either Howard Doyle or me if you are interested in this position.

Remember to make your reservations for the convention in September. This year's convention will be a phenomenal event, one you won't want to miss. Many other boat reunions will be held during the convention. Visit with your shipmates and tell sea stories!!

See you at the July meeting on the 11th.

Fraternally,

Jim Denzien, Base Commander

## June Meeting Minutes

➤ The regular monthly meeting of the Arizona Submarine Veterans Perch Base was convened at the American Legion Post #105, Phoenix, AZ at 1215 hours, 13 June 2009.

The meeting was called to order by Jim Denzien, Base Commander.

The "Call to Order" was led in a prayer of invocation by Walt Blomgren followed by the Pledge of Allegiance and the standard ceremonial opening. The tolling ceremony was conducted for all boats lost in June and a moment of silence was observed for our shipmates on eternal patrol.

According to the sailing list, 26 members and guests were present. New members and guests introduced included Bill Allen, Steve Marcellino, Karl Berstrom, and John Schlag.

A motion was made and seconded that the minutes from the May 2009 regular meeting be approved as published in the MidWatch monthly newsletter. The motion was carried by unanimous voice vote.

In Dave's absence, Jim Denzien reported on the base's financial status as of 01 May 2009. A motion was made and seconded to accept the Treasurer's Report as read. The motion carried by unanimous voice vote.

### **Base Commander's Board of Directors Meeting Report**

Items reported included but were not limited to the following:

1. We will be taking our float to the USSVI National Convention in September unless instructed otherwise from convention personnel.
2. It was discussed that we still have the need for a Chief of the Boat. We will send out a broadcast e-mail and publish the need for a COB in the MidWatch. This solicitation will include a list of the COB responsibilities. Among other things, COB responsibilities include, but are not limited to, getting the meeting place ready, acting as Master at Arms and we will be adding the task of scheduling guest speakers.
3. Upcoming float obligations include two requests for the 4th of July. One is for participating with Gudgeon Base in the Prescott Frontier Days Parade. The parade commences at 0900 and will last about two hours. Ed Brooks, Gudgeon Base Commander, has us registered us for this event. Gudgeon Base personnel have offered guest rooms for Perch Base members who wish to stay overnight. The other event is the Fabulous Phoenix 4th Celebration at the Steele Indian School Park. We need to be staged on site at 1700 for that

event which will begin at 1800 with a fireworks display at 2100. The next event will be the USSVI National Convention 8 – 12 Sep 2009.

4. We received two quotes for our insurance needs from Mert Bean. Each of these quotes included annual premiums of around \$2000.00. It was decided to table this discussion until such time that we can have Mert attend a board meeting to further discuss the details of our needs and requirements.
5. With respect to the Save Our Sail project, everything has been finalized for Perch Base to take over total responsibility. We need to re-affirm with the Navy that we can still procure the sail. There are three board members for the Save Our Sail project and they are Tim Moore, Dave Harnish and Jim Denzien. The Perch Base Foundation board consists of Stan Reinhold, Bob Gilmore and Jim Denzien. We need to have meetings separate from other base activities and we want to expand the membership of these boards so there are more people helping out with making decisions and picking up some of the work that needs to be done. The Perch Base Foundation board is open to all Perch Base Members. The SOS Foundation is open to anyone and we will be recruiting former members of the Phoenix Commission to participate with us in this project.

#### **Reports of Officers and Committee Chairmen**

**Base Vice-Commander** – Howard Doyle was not present.

**Base Secretary** – Tim Moore had nothing to report.

**Base Treasurer** – Dave Harnish was not present.

**Chaplain** – Walt Blomgren reported that Jack Moore is going into the hospital Wednesday for back surgery. Chuck Emmett added that Dick Bernier returned to be with us today after a three year absence. It's good to have Dick back with us.

**Base Chief of the Boat** – TBA

**MidWatch Editor** – Chuck Emmett reported on the 2-sided brochure that we distribute when we have float events. This is in the process of being modified and re-printed for future events. We also hand out small decals/tattoos for kids at these static display events.

It was also clarified that we don't "sell" hats at these events, but we do accept donations.

**Base Storekeeper** – DeWayne Lober reported that he now has some triple x size shirts that some members have requested for \$20.00 each. He also has some special buy shirts for \$8.00 each and some SOS Foundation hats for sale.

**Membership Chairman/Webmaster** – Ramon Samson was not present

**Historian** – Jim Newman reported that we are continuing to put together an archive of historical information for Perch Base. If anyone has anything at all in the way of artifacts or photographs they are willing to contribute, we will be glad to add them to the archives.

However, if you are giving pictures, please identify them with dates and names.

**Float Coordinator** – Barry Bowers was not present.

**Public Relations** – Ben Acosta was not present.

#### **Old Business**

Jim Denzien reiterated that the USSVI National Convention is from 08 – 12 September 2009 and anyone interested in attending should go to the National website and get registered. It is a joint convention with the International Submariners Association (ISA/USA) and it is also in conjunction with the Submariners Association of Canada. There is RV parking available at the Admiral Baker complex for active duty or military retirees and there is another RV park in the Pacific Beach area. There are a number of boat reunions being held at the convention.

Jim announced that we do have a new Perch Base Chaplain. Walt Blomgren volunteered and has assumed the duties of Chaplain. Thanks to Walt for stepping up to the plate and helping us out with this important responsibility.



### New Business

As was mentioned at last month's meeting, the Tautog Base in Casa Grande is sponsoring All Arizona Submarine Base Picnic to be held on 17 Oct 2009 Picacho Peak State Park which is located about half way between Phoenix and Tucson on Interstate 10. More details about this event will be forthcoming.

Jim mentioned again that we have a need for a Chief of the Boat and we need someone to step up and volunteer for this position.

### Good of the Order

Jim read the trip report he received from Ed Brooks, Gudgeon Base Commander, regarding our participation with our float in the Armed Forces Day Parade held on 16 May 2009 in Flagstaff. Our participation was well-received by all in attendance and they (Gudgeon Base) are looking forward to our participation in the Prescott 4th of July Frontier Days celebration.

Rick Simmons donated two DVD copies of Taking Chance, one for Post 105 and one for Perch Base to loan out for Perch Base Members. Rick also donated a new clip board for our use.

There will probably be no Perch Base meeting in September because of the USSVI National Convention. The Perch Base contingent can have a gathering in San Diego.

### 50/50 Drawing

The 50/50 drawing was held and the winner was Chuck Emmett who won \$35.00.

### Adjournment

All the 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 1303 hours.

The benediction was offered by Walt Blomgren.

Tim Moore



## From the Desk Of the Sea Hag Perch Base SubVettes

In June we had a great meeting with lots of dialog (that means we talked a lot – not necessarily about base business), had two new ladies there, and decided that the "Long Hot Summer" looms large and we are taking a hiatus until October. No meetings July, August or September!

Conserve your energy, stay cool and . . . See you in October

Mary

### SUBVETTES MEETING MINUTES - June Meeting

The meeting was called to order at 12:20 pm by President Mary Denzien. Present were President Mary Denzien; Vice President Nancy Nelson, Secretary Carolyn Newman, Ruth Krull, Muriel Grieves, Sue Caracker, Phyllis Hunt. Following the Pledge of Allegiance, the invocation was given by Carolyn Newman.

The May minutes were approved as they appeared in the Midwatch. The Treasure's report was not available again this month. Mary announced there will be a director's meeting soon. Linda and Carolyn will not be available for the meeting.

It was agreed that Mary will vote for Carolyn; Nancy will vote for Linda

**Old Business:**

There has been no response from Heather or Carol Newell regarding keeping their membership current. As a result, they will be dropped from the membership roster.

Because there are several members who will not be available for meetings this summer, the SubVettes will not meet until the October meeting.

**New Business:**

Mary read a letter from Carol Glover, from the National asking that Mary identify the members and return the information by July 1 in order for Carole to be able to send an invitation to all our members to the National Convention in San Diego in September. The problem being, the National roster and our roster do not match. Mary will send via E-mail our roster with the current information. We are not convinced that the information will be used to update the National Roster for the Perch Base SubVettes.

Mary presented a copy of an emblem of two wedding bands with the Sub Vet's design of the dolphin running through it. The idea being it be made and sold as a money maker for us. Mary will get a clearer picture to Carolyn and Carolyn will have it drawn to scale and then present it to the membership for approval. When approved Mary will check with the Sub Vet storekeeper to find a location where they can be made, the cost, etc. This course of action was tabled until the fall meeting.

Nancy reminded everyone that we still have the Heirloom Porcelain Mobile by Christian Riese Lassens and donated to the SubVettes by Jacque Hawkins to use as a money maker for us is held by Jane Reinhold. The Mobile features 12 dancing porcelain dolphins, ocean artwork and a swirl-design hanging frame that shimmer with four "water droplet" Swarovski crystals. It is beautiful and unique. Suggestions are requested as to how we should display the mobile in order to sell raffle tickets. Call or E-Mail Mary or Nancy with your suggestions.

The never ending problem of getting checks to the right person at the national, and in return getting our membership cards returned to us. The checks are sent, but never cashed nor returned. Carolyn will type another letter to Carol requesting their help; Mary and Linda will talk to the National Group when they attend the National Convention. Linda was made an honorary officer for the convention.

Sandy Bernard responded to us about Joe's tools and stated that no one had called her to make arrangements for the inventory to be done. Carolyn and Mary will remind Jim Newman and Jim Denzler. However, the physical inventory may have to be put on hold until fall.

Muriel stated there was a conflict with our meeting and the Fleet Reserve meeting. She was told at the picnic the reason some of the women did not come was due to the meetings being on the same date. Carolyn will check with Jacque to get more information about the Fleet Reserve.

**For the good of the Order:**

July birthdays; none

August birthdays: none

September birthdays: Sue Caraker 9<sup>th</sup>; Lee Cousin 29<sup>th</sup>; Edna Lidman 9<sup>th</sup>; Genevieve Lister 8<sup>th</sup>; Judy Wannamaker 28<sup>th</sup>

October birthdays: Nancy Nelson 31<sup>st</sup>;

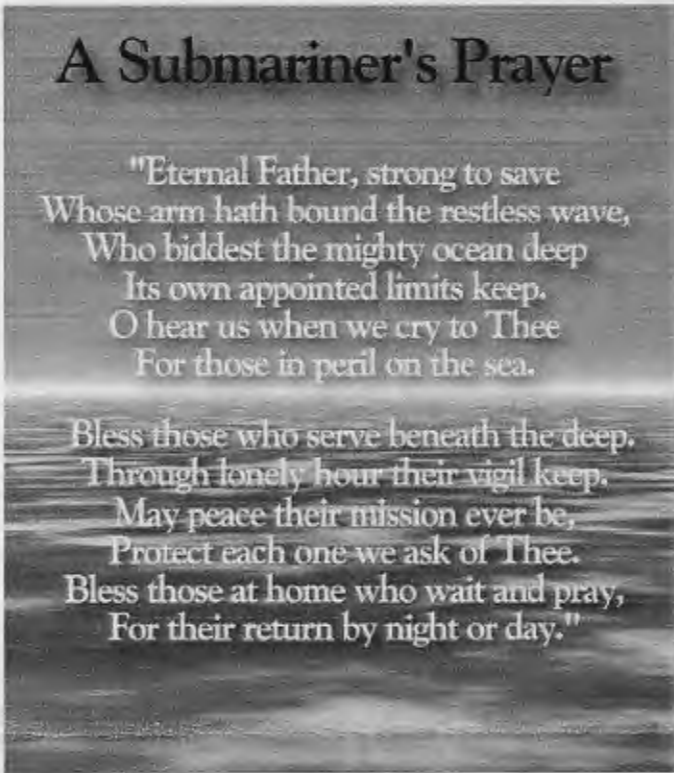
The 50/50 was won by Ruth Krull who donated her winnings to the SubVettes.

The meeting adjourned at 1:10 pm

REMINDER LADIES, there will be no meetings for us the months of July, August, or September. Please plan to come to the October meeting.

Carolyn Newman, Secretary





## 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."

### **James F. Calvert, 88, Sub Captain Who Surfaced At North Pole, Dies**

Vice Adm. James F. Calvert, the commander of the first nuclear-powered submarine to surface at the North Pole, and later the 46th superintendent of the U.S. Naval Academy, died June 3 at his home in Bryn Mawr, Pa. He was 88. The cause was heart failure, said his stepson Kemp Battle.

At 9:47 p.m. Eastern Daylight Time on Aug. 11, 1958, the 265-foot-long Skate – the third nuclear-powered submarine in the American fleet – poked through a break in the ice near the North Pole. Soon after, Calvert, then a commander, radioed the news to headquarters in New London, Conn.

The Skate was the second submarine to sail under the Pole. Eight days earlier, the Nautilus had reached the pole but had not risen to the surface.

In those days of Cold War tensions and the arms race with the Soviet Union, the polar exploits of both nuclear submarines made front-page news. In lauding the voyage of the Nautilus, President Dwight D. Eisenhower emphasized what he contended were the peaceful possibilities of sub-Arctic navigation.

"This points the way," Eisenhower said, "for further exploration and possible use of this route by nuclear-powered cargo submarines as a new commercial seaway between the major oceans of the world."

The military advantages were obvious. The Navy's Polaris missile, launched from submarines below the surface, was designed to soar several thousand miles to hit on-shore targets with nuclear warheads. Nuclear submarines, however, could cruise below the Arctic with little chance of detection, find a break in the ice and fire missiles over far shorter distances to Soviet targets. They could also roam 60,000 miles, almost three times around the world, without resurfacing to recharge.

Seven months after its first voyage to the pole, the Skate sailed there again. In that 12-day, 3,090-mile voyage, it surfaced 10 times. This time the stop at the pole took on a sentimental character.

=====

NEWS-01: Burial at Sea  
 Submitted by: T. Michael Bircumshaw on 6/7/2009

Shipmates,  
 I will be glad to assist you (your family) with Burial at Sea from the Port of San Diego.  
 Having recently gone through the process for one of my Scamp Shipmates I am aware of the procedures and policies for this evolution when it is time for that final voyage.  
 Write to me at [EMCMSSCOB@YAHOO.COM](mailto:EMCMSSCOB@YAHOO.COM) for information and guidance in this matter.  
 Best,



On March 17, 1959, as the Skate floated between ice drifts, crew members fulfilled a wish of Hubert Wilkins, a polar explorer in the early 20th century, who had died three months before. Wilkins had hoped to reach the North Pole by submarine, but never made it. Atop the globe, in the half light of the polar winter, the crew of the Skate scattered Wilkins' ashes into a fierce wind.

Calvert, a protégé of Adm. Hyman G. Rickover, known as the father of the nuclear Navy, rose to vice admiral and, in 1968, was appointed superintendent of the Naval Academy. In his four years there, he broadened the curriculum to include more than 20 majors. Until then, all cadets took the same military-related courses.

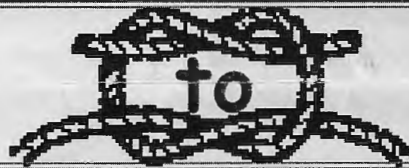
James Francis Calvert was born in Cleveland on Sept. 8, 1920, the only child of Charles and Grace Gholson Calvert. His father was an engineer with a steel company; but after he lost his job and opened a boarding house beside Lake Erie, his son became a sailor.

After attending Oberlin College for two years, James Calvert was appointed to the Naval Academy. He graduated in 1942, was sent to submarine training in New London and soon after was assigned to the Jack. He served for three years in the Pacific and was awarded two Silver Stars and two Bronze Stars.

Calvert's first wife, the former Nancy Ridgeway King, died in 1965. Three years later, he married Margaretta Harrison Battle. Besides his wife and his stepson Kemp, he is survived by two sons from his first marriage, James and Charles; three other stepsons, Craig, David and John; and 15 grandchildren. His daughter from his first marriage, Margaret Calvert, died in 1994.

Calvert wrote four books. In "Surface at the Pole: The Extraordinary Voyages of the USS Skate" (McGraw-Hill, 1960), he brought a keen eye for detail to his account of that first rise to the North Pole: How a jellyfish swam into view as he nervously manipulated the periscope; how a polar bear slipped into the water with hardly a glance at the submarine that was suddenly sharing its bathing pool.

**Shipmate**



**Shipmate**

## Want the Base Float for an Event?

Take charge and use the following checklist:

1. Contact Barry Bowers (see contact information, below) and make sure he has it free on the float calendar and places your event on it.
2. Plan on who will staff the event. What coverage is required and who will man it when
3. Plan on who will pick up the float and tow it. (Remember, its now located in eastern Mesa, an almost 50 mile trip from the west side
4. Ensure the vehicle/person towing the float has insurance that will cover this action.
5. Ensure that someone on the crew that will setup the float has been checked out fully on the electronics and other float equipment.

Now that Perch Base has a world-class float, the USS Phoenix (SSN-702), the demands for usage have skyrocketed. So the base has a new position, the FLOAT COORDINATOR. If you know of a chance to show off the float, contact:

**Barry Bowers**  
**(623) 237-1121**  
**barry85305@gmail.com**

# Going to the San Diego Convention? Need Help Getting

MobilitySource has agreed to honor the following prices for those who may need mobility assistance during the convention (6-12 Sep 2009).

Electric Scooter Rentals at the Town & Country:

- The entire week (6-12 Sep 2009) - \$74.00 plus tax for the entire time
- For a 3 day period - \$69.00 plus tax for the entire time.
- Manual Wheelchair for the entire week - \$29.00

ALL RENTALS INCLUDE FREE PICKUP AND DELIVERY!

Make sure when you call (or Email) to let them know that the rental is for the 2009 USSVI Convention!

Tel: (619) 234-9505

Email: [info@mobility-source.com](mailto:info@mobility-source.com)

Website: <http://mobility-source.com>

See more information on USSVI 2009 website, under Transportation, at <http://www.ussvisandiego.org/Convention2009/Trans.htm>

Please click the link below to read more about this event.

[Click here to view the event summary](#)

## From National - Odds and Ends

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To: Distribution List

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NEWS-01: Regulus Submarine Force Monument Submitted by: Bab Harmuth on 6/13/2009

The United States Submarine Veterans, Inc (USSVI) and specifically the Lockwood Internet Base (LIB) of USSVI thank Naval Base Ventura County, the SeaBees of the Naval Construction Regiment Thirty, and USSVI local USS PARCHE (SS-384) of Ventura County. LIB had a beautiful black granite monument built in memory of the Regulus Submarine Force, the first nuclear missile weapon deterrent submarines in the Pacific in the early 1960's.

USSVI L.I.B. donated monies for the ton and a half monument with the largest contributor being the Class of 1934 from the United States Naval Academy.

USSVI Parche Base coordinated and supervised the project locally.

The submariners express their gratitude to Captain David Fleisch, COS NBVC, the PAO at Pt Mugu, Teri Reid, and the SeaBees from Port Hueneme. The SeaBees built the base and mounted the monument in Missile Park as a home port training project. It was not a simple chore but the SeaBees in typical and professional fashion responded with their "can do" attitude and accomplished the task beautifully.

The monument fittingly sits in Missile Park at Pt Mugu where the Regulus Missile System was developed and tested while the submarines operated out of the Navy Base, Port Hueneme that was supported by the SeaBees.

14,000 submariners thank you and send you a hardy "well done."

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NEWS-02: For Your Boat Association...

Submitted by: Pat Householder on 6/14/2009

USSVI has put together a USSVI information package for Boat Reunion gatherings to display in their hospitality rooms. Clearly, we think that all submarine qualified men should belong to USSVI.

Why? Because USSVI is designed to carry forward the lore and memory of submariners past, and to see that our submarine shipmates who died in the course of their duties are never forgotten.

All boat associations are going to disappear as we get older and pass away, but we do not think these men should ever be forgotten.

By belonging to USSVI, their names will remain in our records for posterity, and they will have done their part to help us all see that the memorials and ceremonies are looked after so long as their are submariners.

The package consisting of several posters, brochures, 65 boat button, a short article for a boat assn newsletter, some issues of American Submariner, and a short speech/script for a reunion dinner talk is now available for boat association meetings.

Have your reunion coordinator contact our national office at 877-542-DIVE to obtain this material.

He will be asked when and where the convention is to be held, where the material should be shipped, and how many non USSVI subvets are expected to attend.

Any questions on this, please get back to me.

Click on the link to see the items..

[http://www.ussvi.org/Documents/Online\\_Organization\\_BoatAssnPkg.jpg](http://www.ussvi.org/Documents/Online_Organization_BoatAssnPkg.jpg)

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NEWS-03: U.S. Navy Plans For New Subs Remain In Flux Submitted by: Pat Householder on 6/15/2009

Although the U.S. Navy has asked for \$495 million in the 2010 defense budget to begin developing the next ballistic-missile submarine, treaties and pending defense reviews may influence the size and capacity of the final product. Speaking before the Senate Armed Services subcommittee on strategic forces, Rear Adm. Stephen Johnson, director of Strategic Systems Programs, told lawmakers June 3 that the new boomer design will not be completed before the pending Nuclear Posture Review (NPR), due in December.

"It can be guided by the NPR and the other events we talk about," he said, which include the pending Quadrennial Defense Review and ongoing nuclear weapons treaty negotiations with Russia, which would restrict the number of warheads each nation can deploy.

The new class of boomers will replace the Navy's 14 Ohio-class subs, the newest of which, the Louisiana, was delivered in 1996.

"The Ohio-class is a tremendously capable submarine today. It has no particular shortcomings. [The \$495 million] request is based on the end of service life of that ship, which has been extended to 40 operational years."

Construction on the new boomers is expected to begin in 2019. Johnson said it's been a long time since anyone has designed or built items such as seagoing ballistic-missile hatches or heavy missile tubes.

While new attack submarines are in production, a boomer's size has different stealth characteristics that need to be considered.

"We have very quiet attack submarines, but they do not have a missile compartment," he said. "It's just in that section of the ship that we have not looked at in our Navy in almost 40 years."

Defense News; June 15 2009

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NEWS-04: China's SSBN Forces: Transitioning to the Next Generation  
Submitted by: Pat Householder on 6/15/2009

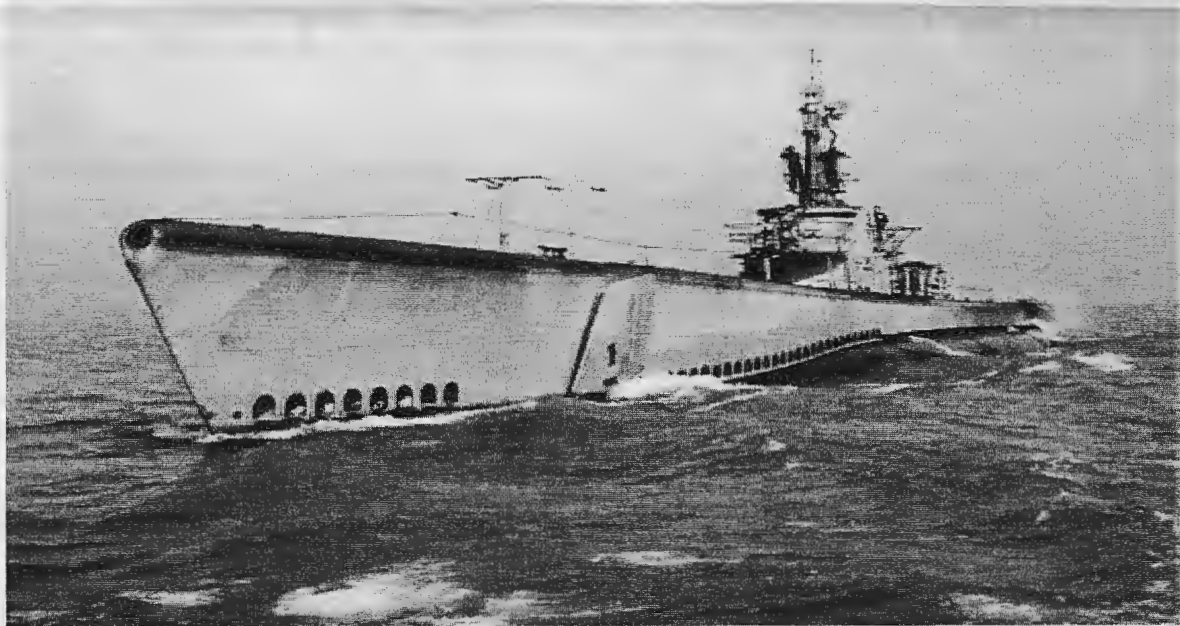
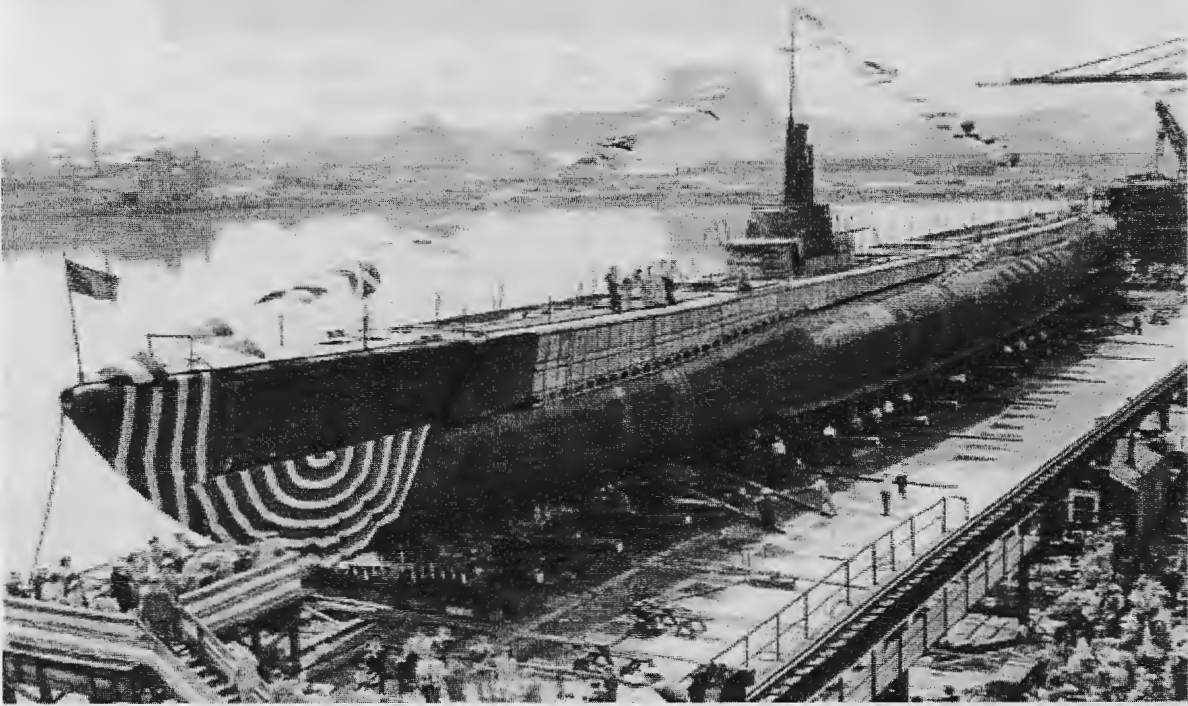
China's undersea deterrent is undergoing a generational change with the emergence of the Type-094, or Jin-class, which represents a substantial improvement over China's first-generation Type-092, or Xia-class, nuclear-powered ballistic missile submarine (SSBN).

It is clear that at least two different hulls have already been launched, based on unusually high-resolution internet and commercial satellite images that have emerged of one Jin in port at Xiaopingdao base, south of Dalian, two Jins in the water and perhaps one emerging from production at Huludao base east of Beijing, and one at a newly-constructed submarine facility at Yalong Bay near Sanya on Hainan Island.

Click on the link for the entire story...

[http://www.jamestown.org/single/?no\\_cache=1&tx\\_ttnews%5Btt\\_news%5D=35120&tx\\_ttnews%5BbackPid%5D=7&cH](http://www.jamestown.org/single/?no_cache=1&tx_ttnews%5Btt_news%5D=35120&tx_ttnews%5BbackPid%5D=7&cH)

## Do You Know This Boat?



**These photographs, both believed to be the same boat, were contributed by a shipmate who has had them since WW II (we think) but doesn't know what boat it is. If anyone knows which boat -- also thought to be a Great Lakes build -- please drop the Mid-Watch editor a note at [chuckster41@cox.net](mailto:chuckster41@cox.net). No prizes, we just would like to know.**



## Eternal Patrol July 4, 1944

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

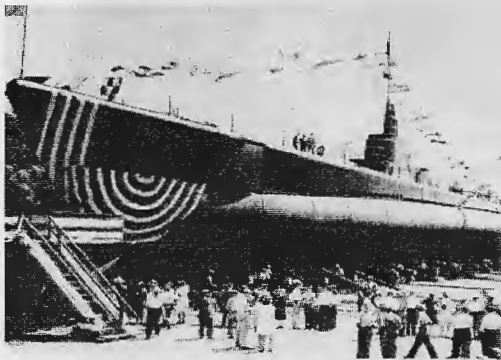
### The Final Patrol



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 S-28 (SS-133)**  
**July 4, 1944**  
**42 men**



**USS S-28 (SS-133)** was a S-class submarine of the United States Navy. Her keel was laid down on 16 April 1919 by the Bethlehem Shipbuilding Corporation in Quincy, Massachusetts. She was launched on 20 September 1922 sponsored by Mrs. William R. Monroe, and commissioned on 13 December 1923 with Lieutenant Kemp C. Christian in command.

### Service history

Following shakedown exercises off the southern New England coast, S-28 moved south in March 1924 to join Submarine Division (SubDiv) 11, in the final exercises of that year's winter maneuvers in the Caribbean Sea. In April, she returned to New London, Connecticut, with her division and commenced local exercises which occupied the remainder of the year. With the winter of 1925, she moved south again; transited the Panama Canal, and, after the conclusion of Fleet Problem V, conducted in the vicinity of Guadalupe Island, she arrived in the Hawaiian Islands for a month's stay. In June, she moved east, to San Diego, California, where her division replaced another which had been transferred to the Asiatic Fleet.

Into 1931, the submarine operated primarily off southern California deploying for fleet problems in the Panama Canal area in 1926 and 1929; for summer maneuvers in Hawaiian waters in 1927 and 1930, and for regularly scheduled overhaul periods at Mare Island Navy Yard throughout the period.

She departed the west coast for Hawaii in mid-February 1931 and, on 23 February, arrived at Pearl Harbor, whence she operated for the next eight and one-half years. In mid-1939, she was transferred back to San Diego, California, where she was based until after the United States entered World War II.

### World War II

On 7 December 1941, S-28, then a unit of SubDiv 41, was undergoing overhaul at Mare Island. On 22 January 1942, the work was completed, and she returned to San Diego, where she resumed her prewar training activities for the Underwater Sound Training School. She continued that duty into the spring, then was ordered north, to the Aleutian Islands, to augment the defenses of that Alaskan island chain.

On 20 May, S-28, with other submarines of her division, departed San Diego, California. Five days later, they stopped off at Port Angeles, Washington, then continued on toward the newly established submarine base at Dutch Harbor, Alaska. On 29 May, however, as preparations were made to minimize a two-pronged Japanese thrust against Mid-

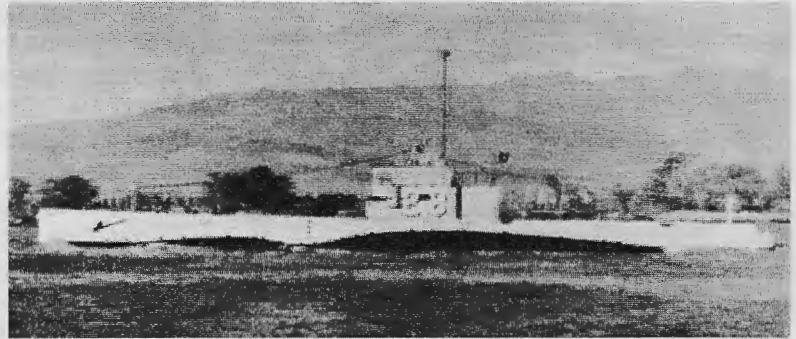


way Island and the Aleutian Islands, the S-boats were directed to proceed to their stations, bypassing Dutch Harbor.

### **1st war patrol**

During a quickly extinguished fire in her port main motor on the morning of 1 June, S-28 suffered minor damage. That evening, she parted company with her sister ships and their escort, and, the next day, she entered her assigned area and commenced patrolling the approaches to Cold Bay on the tip of the Alaskan Peninsula. On 3 June, the Japanese bombed Dutch Harbor, Alaska, to open the war in the Aleutian Islands, and, within the week, they had occupied Kiska and Attu. On 12 June, S-28 arrived at Dutch Harbor, refueled, took on provisions, and headed west to resume her war patrol.

On 15 June, she crossed the International Date Line, and, on 17 June, after a two-day storm, she sighted Kiska and set a course to intercept enemy shipping between there and Attu. On 18 June, she fired on her first enemy target, a destroyer, and was in turn attacked. Eight hours later, sounds of the destroyer's search faded out to the south. S-28 had survived her first encounter with Japanese antisubmarine warfare tactics.



### **2nd war patrol**

Poor weather soon returned and storms raged during eighty percent of her remaining time on station. On 28 June, she moored in Dutch Harbor, Alaska, and commenced refit. On 15 July, she got underway and again headed for the Kiska area. On 18 July, she reconnoitered Semisopochnoi, and then moved on to Segula. Finding no signs of Japanese activity, she continued westward. On 20 July, she was ordered to take station on an 85 miles (140 km) circle from Sirius Point prior to sunrise on 22 July, at which time the enemy's facilities on Kiska were to be bombarded. The bombardment was delayed, and S-28 remained on that more distant station until 30 July when she was ordered back into the Kiska area. On 18 August, having been unable to close any of the targets sighted during the latter part of her patrol, she returned to Dutch Harbor.

### **3rd war patrol**

On her third war patrol, 16 September to 10 October, S-28 returned to the Kiska area. She operated to the north of the island until 25 October; then, with the discovery of the enemy's development of Gertrude Cove on Vega Bay, she shifted to the island's southern shore. On the night of 6/7 October, she turned toward Unalaska; and, on the morning of 10 October, as she prepared to fire on an unidentified vessel, a ground in her fire control circuits caused an accidental firing from the No. 1 tube.

That afternoon, S-28 arrived back in Dutch Harbor, Alaska, whence she headed for home. She reached San Diego, California, on 23 October, and provided training services for the West Coast Sound School and for the Amphibious Forces Training Group from 26 October to 13 November. Then, during an overhaul, she received a fathometer, a Kleinschmidt distilling unit, and SJ radar. On 9 December, she again sailed north. On 16 December she reported by radio to TG 8.5; and, on 21 December she returned to Dutch Harbor.

### **4th war patrol**

Six days later, S-28 departed on her fourth war patrol. On 3 January 1943, she crossed the International Date Line and, on 5 January, she entered her assigned area in the northern Kuril Islands. Moving down the Paramushiro coast, she patrolled in Onekotan Strait; then headed north again and, on 20 January, passed Shumushu, whence she set a course for the Aleutian Islands.

### **5th war patrol**

During her fifth war patrol, from 6–28 February, the World War I design submarine remained in the western Aleutian Islands, patrolling across the Attu-Buldir-Sirius Point route and along the coast of Attu, particularly off Holtz Bay, Chichagof Harbor, and Sarana Bay. Poor weather and lack of speed, however, impeded her hunting.

On her return to Dutch Harbor, S-28 was ordered south; and, on 4 March, she got underway for Esquimalt, British Columbia, where, from 15 March to 15 April, she conducted sound tests and antisubmarine warfare exercises with Canadian Navy and Canadian Air Force units. She then continued on to the Puget Sound Navy Yard for overhaul and superstructure modification work. On 27 June, she started back to Alaska; and, on 13 July, she departed Dutch Harbor to return to the northern Kuril Islands for her sixth war patrol.

### 6th war patrol

Again she patrolled off Paramushiro and in the straits to the north and south of that island. Again she was hindered by the weather, obsolete design, and by mechanical failures. On 14 August, she headed east; and, on 16 August, she moored in Massacre Bay, Attu, and commenced refit.

### 7th war patrol

The late arrival of needed spares from Dutch Harbor delayed her readiness for sea, but, on 8 September, S-28 departed the western Aleutians to return to the northern Kuril Islands. On 13 September, she entered her patrol area. On 15 September, severe smoking and sparking from her port main motor necessitated fourteen hours of repair work. On 16 September, she transited Mushiru Kaikyo; and, on the afternoon of 19 September, she closed an unescorted freighter off the island of Araitō. Her torpedoes missed their mark. The "freighter" turned and within minutes had delivered the first two depth charges of a ten-minute attack. The Japanese ship searched the area for an hour, then departed.



S-28 reloaded and continued her patrol. At 19:16, she contacted a second unescorted enemy vessel. At 19:43, she fired a spread of four torpedoes. At 19:44, two of the four exploded. The target took on a 30-degree list and began to go down by the bow. At 19:46, the 1368-ton converted gunboat *Katsura Maru Number Two* sank, bow first, her stern vertical in the air. Five loud underwater explosions followed her disappearance. S-28 went deep and rigged for a depth charging which did not materialize.

Into October, S-28 hunted just north of Araitō and off the coast of Kamchatka. On 5 October, she moved through Onkotan Strait and continued her patrol on the Pacific side of the Kuril Islands. On 10 October, however, a crewman developed severe appendicitis, and

the submarine turned toward Attu one day ahead of schedule.

### Loss

On 13 October, she moored at Attu. The next day, she departed for Dutch Harbor, Alaska, whence, in November, she headed south to Hawaii. She arrived at Pearl Harbor at mid-month and, after overhaul, commenced training duty. For the next seven months, she remained in Hawaiian waters, providing training services. Then, on 3 July 1944, she began training operations off Oahu with the United States Coast Guard cutter *Reliance*. The antisubmarine warfare exercises continued into the evening of 4 July. At 17:30, the day's concluding exercise began. Contact between the two became sporadic and, at 18:20, the last, brief contact with S-28 was made and lost. All attempts to establish communications failed.

Assistance arrived from Pearl Harbor, but a thorough search of the area failed to locate the submarine. Two days later, a diesel oil slick appeared in the area where she had been operating, but the extreme depth exceeded the range of available equipment. A Court of Inquiry was unable to determine the cause of the loss of S-28.

S-28 was awarded one battle star for her services in World War II.





**Fact #8: Strange Currencies**

When the country of Tripoli issued their demands for tribute from the United States for ships to operate freely off their coasts, their demands were: \$40,000 in gold and silver, \$12,000 in Spanish currency, three diamond rings, one sapphire ring, and one ring with a built-in watch, 141 ells of cloth, and four caftans of brocade.

**Fact #9: Hoodwinked**

In 1911, when civil war broke out in Honduras, Sam Zemurray, an American businessman with many interests in Honduras, appealed to the US government to protect his businessess. He even paid for part of the US Naval expedition that was sent. President Manuel Bonilla, who was deposed in the civil war, was restored with American assistance. He then rewarded Zemurray with large holdings of land for his booming banana business, which eventually became the huge United Fruit Company. Only long after was it learned that Zemurray was the one who financed the war that deposed Bonilla in the first place.

**Fact #10: Overkill?**

General Douglas MacArthur had a three-point plan to win the Korean War. First, drop fifty atomic bombs on Chinese bases and staging points. Second, Land half a million Chinese Nationalist troops from Formosa behind Communist lines with two US Marine divisions in support to cut oof supply lines, and third, after the Red Chinese were defeated, laying a barrier of radioactive cobalt along the Yalu river to keep the Chinese at bay. Needless to say, none of this ever happened.

**Fact #11: Size does Matter**

In 1932, there were officially 138,069 men on active duty in the regular US Army. But only about 30,000 would have been immediately available for combat. Some guarded the Mexican border, while others served in non-combat roles.

**Fact #12: Let's be Fair**

On the dark day of September 11th 2001, George W. Bush was widely criticized for waiting seven minutes before reacting to the news of the terrorist attacks. It was easy to forget that Franklin Roosevelt waited 22 minutes before reacting to the news of the bombing of Pearl Harbor.

**Fact #13: Damn Computers**

In 1980, the computers of the Strategic Air Command in Nebraska indicated that the US was under attack missiles launched by submarine. Within minutes, more than 100 B-52 bombers loaded with nuclear bombs were on their way to the Soviet Union. Fortunately, it was quickly discovered that the computer made a mistake. The culprit was a comuter chip, which cost 46 cents.

**Fact #14: Let's be Fair (again)**

Although he was considered for service in World War II, John Wayne did not serve, causing some to call him a coward who used his celebrity influence to avoid service. In truth, he had a perforated eardrum and four children, so he was ineligible in any case.

**Fact #15: I'll Fly Away**

The French purchased aircraft from the Wright Brothers for scouting before the United States did.

**Fact #16: The One, the Proud**

During the 1900 Boxer Rebellion, a US Marine Private named Daniel Daly volunteered to crawl along a wall for 100 yards to snipe at any Chinese who attempted to exploit a vulnerable flank while a barricade was erected. During the night, as Chinese tried to infiltrate the shaky perimeter, Daly cut them down one at a time with expert rifle fire. When they almost overran his position, in which he was the only man defending, he fought with his bayonet and rifle butt against great odds. Not a single Chinese got past him. The next morning, his comrades found him, alone and unhurt, surrounded by the bodies of dozens of Chinese he killed himself. He got the Medal of Honor for this feat. He got a second for his actions in Haiti in 1915. He was later nominated for a third.

**Fact #17: Our finest half hour**

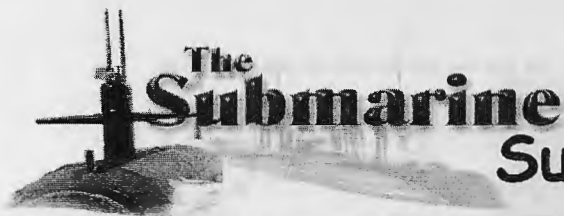
Only 7000 US troops and Marines took part in the Grenada campaign. About 8000 medals were awarded for service there.

**Fact #18: Corporal Punishment**

In February of 1951, an American soldier named Corporal Einar Ingman found himself in command of two squads, since both sergeants had to be taken out of combat due to wounds and frostbite. He led his men against a Chinese machine gun nest, but Ingman took a hit in the head from a grenade fragment that tore away part of his ear. Then, a rifle bullet hit him in the face. Dazed, Ingman rushed into the nest, using rifle fire and his bayonet to kill all of the CHinese soldiers there. When his men finally caught up to him, they saw that Ingman killed all ten Chinese soldiers himself. He survived and got the Medal of Honor. He was later asked how he managed to accomplish so incredible a feat, and he replied "That bullet in my head sort of made me quit thinking."

**Fact #19: Ooops**

Several American cities, especially New York, celebrated the end of the First World War four days early, due to a mistaken telegram from Paris that landed on Woodrow Wilson's desk.



# Submarines in History

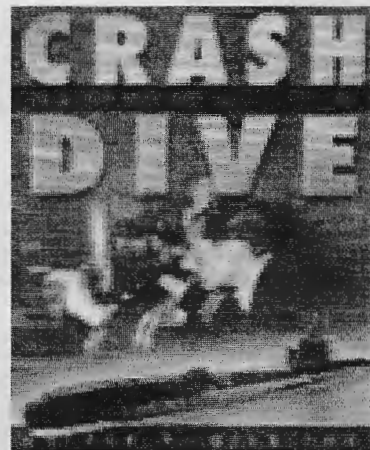
*Smoke Boat Shipmates, This will bring back more than one memory!*

## The Diving Alarm Ballet

by Mike Hemming

As I pass between the controllers, the oogah, oogah, "Dive!", "Dive!" comes over the speakers and they leap to their sticks and rheostats. The engine shut down air lever is hit, rheostats spun down, sticks are thrown, as the ballet begins. Generator electricity wanes as the huge storage batteries are called on for power. Sticks pulled to new positions and rheostats spun back up to keep the motors turning. The flurry of intense activity over, minor adjustments made and times logged while listening, always for the sound of water doing something it shouldn't.

As I walk forward at the same time into the engine room, the two men in each one do the shutdown dance. Throttles are slapped down, hydraulic levers pulled to the closed position to shut exhaust valves and drains opened by the throttleman. As his oiler spins the inboard exhaust valves the 32 turns to shut it, either the oiler or the throttleman (depending on who is closer) will have yanked the pin holding the great intake air valve open so it falls shut with a loud clang. His inboard exhaust valves shut, the oiler drops below to secure the sea valves that allow the seawater to cool the engines. Then, the throttleman checks everything secure one more time.



In the control room, the other area of great activity on a dive, lookouts almost free fall to their diving stations on the bow and stern planes. Quickly the bow planesman rigs out his planes and both he and the stern planesman set their charges to the prescribed angles for the dive. Arriving soon after the planesmen, the OOD, now the diving officer, gives the ordered depth to reach and the angle to do it. Then he checks that all is well and will watch the planesmen to learn if the trim needs changing.

The Chief of the Watch having closed the huge main air induction valve, will watch the Christmas Tree to see that all hull openings are closed. Then he pulls the vents to flood the main ballast tanks and watches the depth to signal the auxiliaryman on the air manifold when to blow negative tank to the mark to stop our descent into the depths. The manifold operator will hammer open the valve and then close off the roaring rush of compressed air as needed.

By this time, the trim manifold operator will have arrived from the engine room. After climbing over the stern planesman he will be ready to pump and flood seawater to the tanks. This will trim up the boat to neutral buoyancy.

In the conn, the helmsman will have rung up standard speed so the boat will be driven under by the screws. The QM of the watch will dog the conning tower hatch when the OOD, the last man down from the bridge, pulls the lanyard to close it.

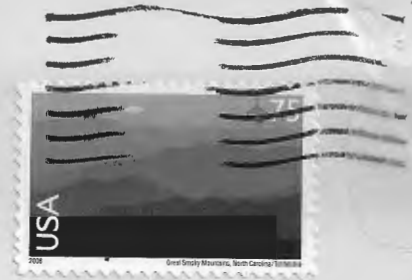
There is no music to guide this dance except calm orders given and acknowledged. Started in a flurry of activity, it will end by winding down quietly to a state of relaxed vigilance by men practiced and confident of themselves and each other. They have done this many times, this graceful and awkward descent into the depths. They do it as fast as is safely possible. This is where they belong, with many feet of sea hiding the strong steel of the hull. Men asleep in bunks half-awakened by the raucous alarm and noisy ballet, drift back to deep sleep, confident they are at home where they should be.



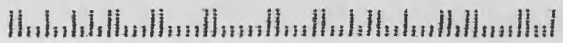


**Return To:**  
U. S. Submarine Veterans, Perch Base  
13210 N. Lake Forest Dr.  
Sun City, AZ 85351-3252

<http://perch-base.org>



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**NEXT MEETING**  
12 noon, Saturday, July 11, 2009  
American Legion Post #105  
3534 W. Calavar Rd., Phoenix, 85053  
(1/2 block northwest, 35th Ave. & Thunder-