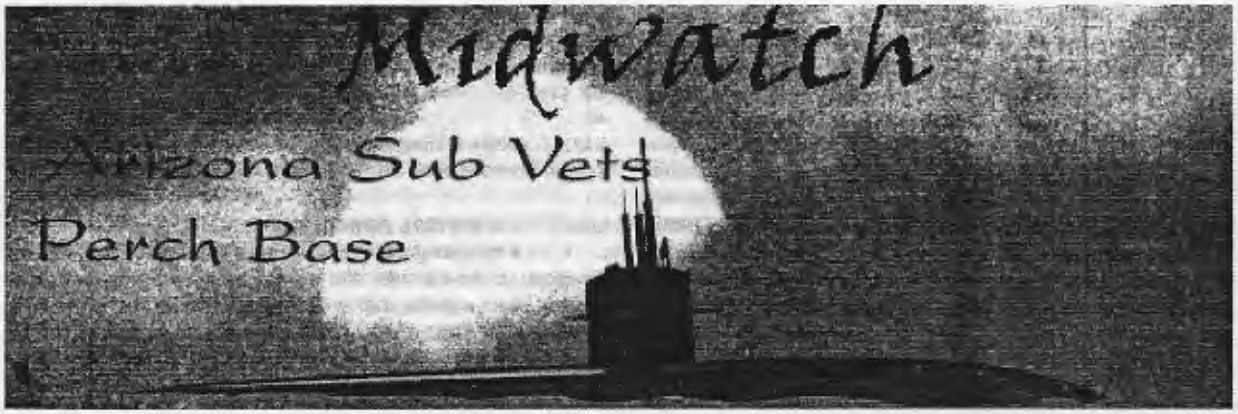

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March, 2002
Volume 8 – Issue

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

Lest We Forget Those Still On Patrol

March Eternal Patrol Days

USS PERCH SS 176 March 3, 1942 11Men Lost
USS GRAMPUS SS 207 March 5, 19437 1 Man Lost
USS H-1 (SS-28) March 12, 1920 – 4 Men Lost
USS TRITON SS 201 March 15, 194374 Men Lost
USS TULLIBEE (SS 284) March 26, 1944 - 79 Men Lost
USS KETE (SS 369) March 20, 1945 - 87 Men Lost
USS F-4 (SS-23) March 25, 1915 - 21 Men Lost
USS TRIGGER (SS 237) March 26, 1945 - 89 Men Lost

Meeting for March 9th Start Time 1200 Hours.

Will be at American Legion Post 62, 11001 North 99th Ave.
This is North of West Peoria Avenue, in the city of Peoria.

April 20th Picnic at Railroaders Park.

Park is located across from Water World on 43rd Avenue,
Just South of Pinnacle Peak Rd. in North West Valley. Start time to be announced

From the Wardroom:

Our last meeting got started with the news that shipmate Paul Lake had departed on eternal patrol. Paul had a massive heart attack and will be missed by all. It was through Paul's efforts that we are now meeting at our current location. We are looking for a new COB. Shipmate Jim Nelson has had to step down. The duties of the COB as defined in our Constitution and Bylaws are: "The Base Chief of the Boat shall be responsible for ensuring that an adequate meeting place is available for regular meetings of the Perch Base. He shall also arrange for the necessary equipment and ensure it is in place for conducting such meetings." If you feel that you would like to help out the base and step up and take on the responsibilities of this important position please contact any of the Wardroom and your wishes will be made known. Speaking of looking for volunteers, we are looking for some of our shipmates to step up and take over the newsletter. Ray Samson's plate is getting very full with all that he is doing for the Base and he is looking for some relieve. The more we can spread the work load the easier it becomes for all involved and still makes it fun to be involved. We have a picnic planned for April 20th and this will be our April meeting. The reason for moving to the third weekend was because of the District 8 meeting being held at the Ramada Express Hotel/Casino in Laughlin, Nevada. This meeting will be held in conjunction with the U.S. Submarine Veterans WWII, 42nd Southwest Regional Caucus. The dates of this great event are April 8th through the 11th. Room rates for the deluxe rooms are, $18.00 per night plus 9% tax per night. Room reservations can be made by calling the hotel at 1-800-243-6846, mention U.S. Submarine Veterans group number 7443. There will be a memorial service and banquet plus a speech by Vice Admiral "Big Al" Konetzni at the "Wings of Eagles" show in the Pavilion Room, on Tuesday the 9th at 1255 hours. Currently the District 8 meeting is scheduled for Wednesday 10 April at 1330 hours. As we all know from our past experiences the key words are, stay flexible. Anyone not in receipt of a registration form and schedule please contact Base Commander and it will be sent to you. It is that time of year when we get to select some our shipmates to serve in the positions of Vice Commander, Secretary and Treasurer. Nominations will be solicited from the floor at our March Meeting and then election and installation of officers will follow. We are planning to hold a summer meeting in Prescott again this year and Shipmate Ed Brooks is making the final arrangements for it. We have been invited to participate in the Yarnell Spring Festival again this year. The date of this fun event is Saturday May 18th. Mark this on your calendar and plan on taking part. Our Base Storekeeper has free USSVI bumper stickers that has resulted in many finding out about USSVI and Perch Base. You can pick these up from him or one of his assistants at our meetings. We are still working on getting a speakers bureau formed and also looking into ways we can put the float to use to assist local Navy recruiters in getting the word out about the submarine service. The USS Bang SS385 association has contacted us after they found out about our float project and are planning on making Phoenix one of their reunion sites now. They are also going to feature our float in their upcoming newsletter. In talking with and exchanging e-mails with several of the principles in this group they are most proud of our endeavors and we have even received an e-mail from the son of a former skipper that seems to make this project all worthwhile. We desperately need storage for the float, as Jim and Nancy are getting ready to sell their present home and move to another valley location. If we all get out there and beat the bushes we can surely come up with a suitable location. Lets all work on this one as time is running short. Looking forward to seeing all at the next meeting.
Fraternally, *Dave Harnish*, Commander

Minutes from February's 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, 9 February 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 the invocation by Base Chaplain, **Howard Doyle**. There were 25 members and two guests attending the meeting according to the sailing list. **Roger Cousins** introduced his guest Harold Avent and **Ray Samson** introduced his guest Norm Kingsley. Both guest were warmly 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 the of the first day of January, 2002. A motion was made by **Howard Doyle** and seconded by **Glenn Herold**, that the Treasurer's Report be approved as read. The motion carried by unanimous voice vote of the members. **Dave Harnish** reported with sadness that the submarine veterans community had lost two members in the past week. Dale Balencourt (SubVet WWII) and **Paul Lake** (USSVI). They will be missed by all of us. Membership Chairman, **Ray Samson** took the floor and called **Les Hillman** front and center. Les was given his membership certificate in the USSVI Holland Club - reflecting 50 years "Qualified in Submarines". Les received a resounding round of applause for his achievement, from the membership.

REPORTS/OFFICERS & CHAIRMEN

Membership committee chairman; **Ramon Samson** reported that Base membership renewal was 18 member shy of 100% re-enlistment. Ray also briefed the membership on efforts underway to improve recruiting by advertising the Base in various media. A discussion was opened as to ways to increase the recruiting results. **Roger Cousins** volunteered to investigate outlets such as Sun City's neighborhood newspaper/newsletter, etc. Others suggested looking into schedule announcements in publications such as the Arizona Republic's "Public Events Schedule", Sun City Grand's Newspaper and CCTV. Other suggestions include towing the float to events such as air shows and the like. Members were encouraged to investigate and suggest other outlets that would make SubVets aware of the Base and interest them in joining USSVI. **Dave Harnish** announced that **Jim Nelson** had resigned as Base Chief of the Boat, for personal reasons. Dave asked that anyone interested in filling the COB position contact him as soon as possible. The position is very important to the Base and should be filled as soon as possible. COB is the position that acts as chairman for planning and executing special events as well as being responsible for arranging the location and setting up for monthly meetings. **Ray Samson**, newsletter editor, solicited volunteers to help with editing, publishing and mailing the Base Newsletter; "MidWatch". Members interested should contact Ray. **Glenn Herold** encouraged members to buy ships store items so new items can be procured and offered to members. **Howard Doyle**, Base Chaplain requested that any member who becomes aware of an ill or infirm member notify him as soon as possible so he can contact the member and fulfill the function as Base Chaplain. No other reports were offered from the floor.

OLD BUSINESS

Glenn Herold; Vice Commander, requested nominees for participation as election candidates for Base Offices. The annual election will be held at the March 2002 meeting. Currently the only candidates for base officers are: for Vice Commander; **Glenn Herold** - for Secretary, **Ed Brooks** - for Treasurer; **Robert May**. Ideally, there would be at least two nominees for each position. Nominations will remain open until the day of the election on March 9th. **Ray Samson** requested the floor to brief the membership on past recommendations and approvals relating to the establishment of a fund to be directed toward building/acquiring a meeting facility to be owned by Perch Base. When **Don Wannamaker** undertook to produce the first Perch Base/USSVI Calendar in 1999, it was agreed by the membership that the profits from the calendar project and future calendar projects would be set aside as a building fund. There has been no effort to isolate these profits into a separate building fund, as Don had understood to be the intent. Even though the Base financial records account for the profits made from each year's calendar project, there is no "lock box" account for those funds. **Ray Samson** proposed in the form of a motion that a percentage of the Base's profits be set aside in a separate account for a building fund, to be used at some future time for the purchase or construction of a meeting facility for Perch Base. The proposal was followed by discussions involving the feasibility for the Base ever reaching a point where it could afford the expense associated with constructing/acquiring a facility and the recurring expenses associated with owning and operating a sole-use facility. Other comments opposed, on principle, isolating funds in the Base treasury so that they could not be disbursed for other operating expenses. **Ed Brooks** suggested that the motion before the membership be modified to create a committee for the purpose of investigating the expenses associated with constructing, owning and operating a sole-use facility - and then preparing a business plan to show these expenses and illustrate methods for creating the revenues necessary to cover the expenses. **Ray Samson** agreed to modify the motion to include **Ed Brooks'** suggestion. The motion was seconded and approved by voice vote of the membership. **Dave Harnish** asked for a volunteer to chair the Building Committee. **Les Hillman** volunteered to chair the committee. Volunteers were asked to contact **Les Hillman** to be included on the committee.

NEW BUSINESS

Dave Harnish announced that he has relieved **Frank Rumbaugh** as USSVI District 8 Commander. Frank and his wife are moving to Hawaii for a period of time which forced Frank to relinquish the position. The District 8 meeting at the Ramada Express in Laughlin, Nevada will take place during 8-11 April. Twenty-five rooms have been reserved for USSVI, however, room reservations cutoff date is 1 March. When calling in for reservations, note that you are with USSVI. Everyone that can should attend - the registration fee is $3. This years meeting will be held, for the first time, in conjunction with the Southwest Caucus of the Submarine Veterans of WWII. Vadm. Al Konetzni will be a guest speaker in the "On Wings of Eagles" show during the week (Tues. April 9 at 1255 hours). The combined (USSV WWII & USSVI) banquet will be held on April 11th. The banquet will include dancing. Cost to attend the banquet is $23 per person. District 8 (Perch Base) is responsible for the hospitality room and volunteers are needed to assist with maintaining and hosting the room throughout the week. The schedule for the District 8 meeting will be published at a later date.

GOOD OF THE ORDER

Dave Harnish also announced that the Base had communicated with the USS Bang Association in Florida - inviting them to view the Perch Base float (USS Bang sail) as it participated in the 2001 Phoenix Veterans Day Parade. The association not only appreciated the recognition of USS Bang, but suggested that they might support the maintenance and use of the float.

50/50 DRAWING

The 50/50 raffle was conducted and **Royce Pettit** was the winner. The winner's share of the raffle was $38, which Royce benevolently contributed to the Base Treasury.

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 1406 hours. Secretary ***Ed Brooks***, Perch Base

Sailor ... Rest Your Oar:

Shipmate **Paul Lake**, Passed on February the 8th, from a massive heart attack. I have no other information. Paul was born on the 29th of June in the year 1941. He left the Silent Service as a CT2(SS) and qualified and served on the **USS Growler SSG577** in 1963. Paul served as Financial Director of the American Legion Post 62, where we meet, and he was responsible for our having a place to meet, after the fiasco at the Post #29. We are indeed grateful for his efforts ..... Sailor. Rest Your Oar's

Re-Enlistment for 2002:

As of the date of this writing, we have 17 members that have not sent their dues. Members whose dues are in arrears on April 1st, will have their "continuous membership in good standing" terminated and will be remove from all active rosters (Local & National) USSVI Life Members will be placed on MAL list. Please don't let this happen.

Perch Base Booster Club 2002:

A hardy "BZ's, to the following members for their "Above & Beyound" assistance:

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, Robert Hanson, 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, Raymond A. Perron, 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, Adrian M. Stuke, James Wall, Kenny Wayne, Richard Weber, Donald Whitehead, Ed Wolf, George Woods, Jerry D. Yowell.

Small Stores:

Our Storekeeper, **GLENN HEROLD**, 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** Glenn's address and phone number on front cover.

Next Meeting and Location:

March 9th , our meeting 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. A lunch will be provided at a cost of $3.00. A heck of a deal, at twice the price.

Lost Boats and Crews for March:

USS PERCH (SS 176) March 3, 1942 Six Died as Japanese POW's

Having been serviced at Port Darwin, Australia, PERCH (LCDR D. A. Hurt) departed on February 3, 1942 for her second patrol, in the Java Sea. From February 8 to 23 PERCH was sent several reports concerning enemy concentrations near her area, and was directed to patrol or perform reconnaissance in various positions near the islands of the Java Sea. On February 25 she was directed to go through Salajar Strait and patrol along the 100 fathom curve northeast of the Kangean Islands as part of the force then attempting to defend Java. On February 25 she reported two previous attacks with negative results, and stated that she had received a shell hit in her conning tower, which, damaging the antenna trunk, made transmissions uncertain, but she could receive. On February 27, she sent a contact report

on two cruisers and three destroyers. No further reports were received from her. The following account of what happened to PERCH is taken from a statement made by her surviving Commanding Officer, who was repatriated at the end of hostilities, having been held by the enemy. The last station assignment was given PERCH on February 28, 1942, in the Java Sea. A large enemy convoy had been cruising about for several days, awaiting to land on Java; now the objective had been discovered and submarines were to disregard their areas and attack at the landing point. Shortly after surfacing on the night of March 1, PERCH sighted two destroyers, and dove. After the destroyers had passed well clear, they came back, one near PERCH. Hurt prepared to attack with torpedoes, but at 800 to 1,000 yards the destroyer turned straight toward him. The Commanding Officer ordered 180 feet. At 90 to 100 feet, the destroyer passed over and dropped a string of depth charges; shortly thereafter PERCH hit bottom at 147 feet. During the depth charge attacks which followed, the ship lost power on her port screw, but she managed to pull clear of the bottom and surface when depth charging had ceased. Shortly before dawn two Japanese destroyers again were sighted, and once more PERCH went to the bottom, this time at 200 feet. The attackers depth charged until after daylight. At dusk on March 2, PERCH again surfaced after an hour of effort. There was no enemy in sight. Reduction gears were in bad shape, there were serious electrical grounds and broken battery jars, and the engine room hatch leaked badly, so arrangements were made to scuttle if necessary. Nothing the crew did seemed to help the leakage and while further attempts were being made to repair the ship, three enemy destroyers came in sight and opened fire. The submarine's gun was inoperative and torpedoes could not be fired. The decision was made to abandon and scuttle her. The entire crew got into the water safely, and all were picked up by Japanese ships. Personnel of PERCH were held for a few days on a Dutch Hospital Ship and transferred on March 10 1942 to a prison camp at Makkasser Clebes, Dutch West Indies until found by Brigadier General Barnes on Sept. 13, 1945. Fifty-three of their crewmembers were handed over to the United States at the end of the war. PERCH was credited with sinking a 5,000-ton enemy freighter on her first patrol, conducted west of the Philippines.

USS GRAMPUS (SS 207) March 5, 1943-71 Lost
USS GRAMPUS (Lt. Cmdr. J. R. Craig) departed Brisbane on 11 February to make her sixth patrol in the Solomon area, having made two successful previous patrols under Craig. After leaving her exercise target on 12 February 1943, she never was heard from again. On 17 February 1943, the enemy claims to have sighted one of our submarines southeast. During the afternoon of the 18th, a submarine torpedo attack was delivered on enemy ships and a freighter of 6,400 tons was damaged. An enemy counter-attack was made. All of these positions were in GRAMPUS' area. On the afternoon of 19 February, enemy seaplanes claim to have sighted and attacked a U. S. submarine somewhere southeast. The next day, two patrol boats found a large amount of oil on the surface in this position, and the enemy believed that the submarine had been sunk. However, another enemy report states that a submarine was sighted on 24 February in the southeast. Since no other U.S. submarine could have been in this position at this time, it may be assumed that GRAMPUS escaped serious injury on 19 February, or that AMBERJACK was the victim of the attack of 19 February. Whether the ship GRAYBACK saw and heard in Vella Gulf on the night of 5-6 March 1943 was GRAMPUS is impossible to determine, since she was unable to identify it. However, if it was GRAMPUS and she did survive the enemy attack of 19 February, the only other possibility, so far is now known, is that GRAMPUS was sunk by the destroyers passing through Blackett Strait on the night of 5-6 March, 1943. From the information at hand, it appears that GRAMPUS could have been no more than 15 miles from GRAYBACK on that night, yet GRAYBACK reported hearing no depth charges. In view of this, it seems likely that GRAMPUS was caught on the surface by the destroyers and sunk by gunfire. Since the enemy ships were themselves destroyed subsequently, no mention of any attack by them is made in Japanese reports. A large oil slick was reported in Blackett Strait on 6 March. In the five patrols made before her fatal one, this ship sank six ships, for a total of 45,000 tons, and damaged two more, for 3,000 tons. On her first patrol, conducted in February and March 1942 in the Caroline Islands, GRAMPUS sand two 10,000-ton tankers and reconnoitered Wotje and Kwajalein atolls. She conducted her fourth patrol in the Solomons. Here she landed coast watchers on Vella Lavella and Choiseul Islands, and was credited with one escort type vessel sunk and another damaged. GRAMPUS' fifth patrol was made in the Solomons also. She sank a large transport, a medium transport, a freighter and damaged a destroyer.

USS TRITON (SS 201) March 15, 1943-74 Lost
The fourth of our submarines lost in the Solomons-Bismarck area in the early part of 1943, TRITON, commanded by Lt. Cmdr. G. K. MacKenzie, Jr., left Brisbane on 16 February 1943 to begin her sixth patrol in that area. She reported on 26 February having seen smoke on 22 February, and had obtained evidence of enemy radar on Buka. Moving westward, she patrolled areas Northwest of SNAPPER and southeast of TRIGGER from 26

February to 6 March, when she left her area to attack a convoy in TRIGGER's area. Her report on 7 March, amended by another 8 March, stated that the convoy had been composed of 5 ships and 1 DD escort. She reported their speed and course and the fact that she had sunk two AK's of the convoy and damaged another, claiming 3 hits out of 6 torpedoes fired at noon 6 March. A circular torpedo run forced her deep, where she was depth charged by the destroyer. She had later tried two night attacks, one dawn attack, and one afternoon attack, all without success, and was returning to her area at the time she sent the message. About eight hours after this message came, TRITON transmitted another telling of another night attack on the convoy. She claimed 5 hits of 8 torpedoes fired, and, although she could not observe results due to gunfire and attack by the escorting destroyer, she believed two more freighters to be sunk. The last word received from TRITON came on 11 March 1943 when she reported, "Two groups of smokes, 5 or more ships each, plus escorts...Am chasing." On the morning of 13 March TRITON was told that three enemy destroyers had been sighted southeast on a northerly course. She was informed that they were probably on a submarine hunt or were a convoy cover and had missed contact. TRITON, on 16 March, was ordered to change her area slightly to the east. TUNA and GREENLING were placed in adjacent areas (to the south and west, respectively) on 22 March, and all were to disregard areas when on the chase, and to avoid when encountering a submarine. TRITON was told to clear her area on 25 March 1943, and return to Brisbane. When she failed to make her report of position, new results, and estimated time of arrival when it was expected, she was ordered to do so. No report was received and she was reported as lost on 10 April 1943. Information available after the war shows that TRITON was, without a doubt, sunk by the enemy destroyers of which she was given information on 13 March. USS TRIGGER, in whose area this attack occurred, reported that on 15 March she made two attacks on a convoy of five freighters with two escorts. At this time she was depth charged, but not seriously, and she heard distant depth charging for an hour after the escorts had stopped attacking her.

USS TULLIBEE (SS 284) March 26, 1944-79 Lost
The following story of TULLIBEE's loss is taken from a statement made by the lone survivor, C.W. Kuykendall, GM2c. He reports that the boat arrived on station, March 25, and on the night of March 26 radar contact was found to be on a convoy consisting of a large troop and cargo ship, two medium sized freighters, two escort vessels and a large destroyer. Having solved the convoy's speed and course, TULLIBEE made several surface runs on the large transport, but held fire, being unable to see her due to squally weather. The escorts had detected the submarine's presence, and dropped 15 to 20 depth charges. The submarine came in to 3,000 yards, still unable to see the target, and fired two bow tubes. A minute or two later a terrific concussion shook the boat, and Kuykendall, who had been on the bridge, soon found himself struggling in the water. Since range and bearing of escorts were known, the survivor states that he is sure the explosion was the result of a circular run of one of TULLIBEE's torpedoes. There were shouting men in the water when Kuykendall first regained consciousness after the blast, but after about ten minutes everything was silent, and he never again saw or heard any of the other TULLIBEE men. At 1000 on March 27, an escort vessel located the swimming man, and after firing on him with machine guns, came in and picked him up. He learned here that the transport they had fired at had sunk. The story of his captivity is much the same as the stories of survivors of GRENADIER, SCULPIN, TANG, PERCH and other U.S. submarines. He was questioned assiduously by English speaking officers, and beaten when he refused to give any more information than international law required. In April 1944, he was taken to Ofuna Naval Interrogation Camp, where he stayed until September 30th. From that date until rescue on September 4, 1945, he was forced to work in the copper mines of Ashio. This submarine began her career in the Submarine Force in July 1943, with a patrol in the westem Caroline Islands. In this patrol she sank one freighter and damaged another. Her second patrol was in the area south of Formosa off the China coast; here she sank a transport ship and damaged a large tanker and another transport. Son her third patrol, in the Marianas area, TULLIBEE sank a small freighter. This gave TULLIBVEE a total of three ships sunk, totaling 15,500 tons, and three damaged for 22,000 tons.

USS H-1 (SS-28) March 12, 1920 – 4 Lost
The new submarine USS H-1 (SS-28) was attached to the 2nd Torpedo Flotilla, Pacific Fleet, and operated along the West Coast out of the submarine base at San Pedro, CA. On various exercises and patrols she traveled the coast from Los Angeles to lower British Columbia, often in company with USS H-2 (SS-29) and sometimes USS H-3 (SS-30). Sailing from San Pedro on 17 October 1917, she reached New London 22 days later via Acapulco, Balboa, Key West, Charleston and Philadelphia. For the remainder of WWI, she was based there and patrolled Long Island Sound, frequently with officer students from the submarine school on board. H-1 and H-2 sailed for San Pedro on 6 January 1920, transiting the Panama Canal 20 February via Norfolk, Key West and Havana. On 12 March 1920, as H-1 made her way up the coast, the submarine suffered an onboard fire and was

intentionally grounded off Santa Margarita Island, CA. Four men, including the Commanding Officer, were killed as they tried to reach shore. USS VESTAL, a repair ship, pulled H-1 off the rocks in the morning of 24 March, only to have her sink 45 minutes later in some 50 feet of water. Salvage was abandoned. Her name was struck from the Navy List 12 April 1920, and her hulk was sold for salvage scrap on 1 June of that year. Never salvaged her hulk was rediscovered in 1992.

USS KETE (SS 369) March 20, 1945 - 87 Lost Departing Guam on March 1, 1945, KETE (Lt. Cmdr. Edward Ackerman) headed for her second patrol in the vicinity of the Nansei Shoto (island chain). In addition to performing a normal patrol, KETE had orders to submit special weather reports, and to carry out rescue service during an air strike by carrier based planes. On the night of March 10, 1945, KETE reported having sunk three medium sized freighters on the previous night. She reported on the night of March 14th that she had fired four torpedoes which missed a small enemy cable laying vessel, and that she had only three torpedoes remaining aboard. In view of the small number of torpedoes left, KETE was directed to depart her area on March 20th, and proceed to Pearl Harbor for refit, stopping at Midway en route for fuel. On March 19th, she acknowledged receipt of these orders. On March 20th she sent in a special weather report. This was the last message received from her. At normal cruising speed she should have arrived at Midway about March 31, 1945. When she was neither sighted nor heard from by April 16, 1945, she was reported as presumed lost.

USS F-4 (SS-23) March 25, 1915 - 21 Men Lost USS F4 (SS-23) was christened SKATE and was renamed F4 on 17 November 1911. Joining the 1st Submarine Group, Pacific Torpedo Flotilla, F-4 participated in the development operations of that group along the west coast, and from August 1914, in Hawaiian waters. During submarine maneuvers off Honolulu on 25 March 1915 she sank in 51 fathoms, 1 1/2 miles from the harbor. Despite valorous efforts of naval authorities at Honolulu to locate the missing boat and save her crew, all 21 perished. A diving and engineering precedent was established with the Navy's raising of the submarine on 29 August 1915. Courage and tenacity marked the efforts of divers who descended to attach cables to tow the boat into shallow water; while ingenuity and engineering skill characterized the direction of Naval Constructor J.A. Furer, Rear Admiral C.B.T. Moore, and Lt C. Smith who accomplished the feat with the aid of specially devised and constructed pontoons. The investigating board subsequently conjectured that corrosion of the lead lining of the battery tank had permitted seepage of sea water into the battery compartment and thereby caused the commanding officer to lose control on a submerged run. F-4 was struck from the Navy List on 31 August 1915.

USS TRIGGER (SS 237) March 26, 1945 - 89 Lost Departing Guam on March 11, 1945, TRIGGER, under the command of Cmdr. D.R. Connole, headed for the Nansei Shoto area to conduct her twelfth war patrol. After having sent several routine messages en route to her area, TRIGGER reported her first action on March 18th. She stated that she had made a seventeen-hour end around on a convoy she had previously reported, and had attacked. She sank one freighter and damaged another. On March 20th, TRIGGER reported that she had been held down for three hours by escorts following the attack. When last seen or heard the convoy was heading for the restricted area, but TRIGGER had been unable to regain contact when she was able to surface. On March 24th, TRIGGER was given further orders. On March 25th she was to move west and patrol, remaining clear of restricted areas and outside the 100-fathom curve. On March 26th TRIGGER was told to proceed at best speed to form a coordinated attack group, known as Earl's Eliminators, with SEADOG and THREADFIN. The group was to be commanded by Cmdr. E.T. Hydeman in SEADOG. This message to TRIGGER required an acknowledgement, but on the same day she sent a weather report which did not contain an acknowledgement, and she never was heard from again. TRIGGER was ordered on April 4th to proceed to Midway. When she failed to arrive by May 1, 1945, she was reported as presumed lost in enemy water on her twelfth patrol, after a long and illustrious career. On the afternoon of March 28th, a two- hour long depth charge attack was conducted by Japanese planes in cooperation with other ships. Other U.S. submarines in the area heard the attack. Hour later, THREADFIN reports, "Many distant strings of depth charges and several heavy explosions heard from what was believed to be the eastward. (In the opposite direction from the location of our attacks). It sounded as though someone was getting quite a drubbing." The Japanese report of the above attack states, "Detected a submarine over eight times and bombed it. Ships also detected it – depth charged. Found oil pool of 1 x 5 miles in size the following day." Since it is extremely doubtful that THREADFIN received sufficient damage to have left the oil pool described by the Japanese, it must be presumed that TRIGGER was lost in this action. That it occurred two days after TRIGGER had been told to acknowledge a message, and none was ever received is not considered unusual. Conditions often forced submarines to delay transmissions for considerable periods of time. TRIGGER is credited with one freighter sunk and another damaged on her final patrol. This makes a total of 27 ships

sunk, for 180,600 tons, and 13 ships damaged, for 102,900 tons, during the ship's entire career.

U212/U214 ATTACK SUBMARINE, GERMANY: The U212 submarine is capable of long distance submerged passage to the area of operation. The German Navy have ordered four of the submarines, the first ship will be commissioned in the year 2003. The Type 212 is being constructed by Howaldtswerke-Deutsche Werft GmbH (HDW) of Kiel and Thyssen Nordseewerke GmbH (TNSW) of Enden. Two U212 submarines are being built by Fincantieri for the Italian Navy The first is expected to launch in 2002 and commission in 2005. COMMAND AND WEAPONS CONTROL SYSTEM The Type 212 is equipped with a highly integrated Command & Weapons Control System which interfaces with sensors, weapons and navigation system. The system is based on a high-performance database and a distributed computer system, the Basic Command & Weapons Control System (Basic CWCS) supplied by Konsberg Defence & Aerospace of Norway under the trade name MSI-90U. TORPEDOES There are six torpedo tubes in two groups of three. Type 212 is equipped with a water ram expulsion system for torpedo launch. The submarine is equipped with the DM2A4 heavyweight torpedo weapon system from STN Atlas Elektronik. COUNTERMEASURES DaimlerChrysler Aerospace (now merged with Aeropsatiale-Matra of France and CASA of Spain to form the EADS company) and Thales Defence Ltd have been awarded a contract to develop the FL1800U electronic warfare system for the German and Italian navies' U212 submarines. The 1800U is a submarine version of the FL1800 S-II, which is in service on the Brandenburg and Bremen class frigates. A consortium led by STN ATLAS Elektronik and Allied Signal ELAC is responsible for the development of the TAU 2000 torpedo countermeasures system. TAU 2000 has four launch containers, each with up to ten discharge tubes equipped with effectors. The effectors are small underwater vehicles, similar in appearance to a torpedo. The effectors are jammers and decoys with hydrophones and acoustic emitters. Multiple effectors are deployed in order to counter torpedoes in re-attack mode. SENSORS The submarine is equipped with an integrated DBQS sonar system which has: cylindrical array for passive medium-frequency detection; a TAS-3 low-frequency towed array sonar; FAS-3 flank array sonar for low/medium-frequency detection; passive ranging sonar; and hostile sonar intercept system. The active high-frequency mine detection sonar is the STN Atlas Elektronik MOA 3070. The search periscope is the Zeiss-Eltro-Optronic (ZEO) SERO 14 with optical rangefinder, thermal imager and global positioning system. The ZEO SERO 15 attack periscope is equipped with laser rangefinder. PROPULSION The propulsion system combines a conventional system consisting of a diesel generator with a lead acid battery, and an air-independent propulsion (AIP) system, used for silent slow cruising, with a fuel cell equipped with oxygen and hydrogen storage. The system consists of nine PEM (polymer electrolyte membrane) fuel cells, providing between 30 and 50kW each. For higher speeds, connection is made to the high-performance lead acid battery. An MTU 16 V-396 diesel engine powers the generator from Piller GmbH for charging the battery installed on the lower of the two decks at the forward section of the submarine. The diesel generator plant is mounted on a swinging deck platform with double elastic mounts for noise and vibration isolation. The propeller motor is directly coupled to the seven-bladed screwback propeller. TYPE 214 HDW is developing the Type 214 submarine, which is a further improvement on the Type 212. The Greek Navy has ordered three Type 214 submarines. Construction of the first vessel has begun at the HDW Kiel shipyard for delivery in 2005, while Hellenic Shipyards will build the second and third vessels at Skaramanga. South Korea has also ordered three Type 214, to enter service in 2007, 2008 and 2009. These will be built by Hyundai Heavy Industries. The Type 214 will have an increased diving depth of over 400m, due to improvements in the pressure hull materials. Hull length is 65m and displacement 1700t. Four of the eight torpedo tubes will be capable of firing missiles. Performance of the AIP system has been increased with two Siemens PEM fuel cells which produce 120kW per module and will give the submarine an underwater endurance of two weeks. A hull shape which has been further optimised for hydrodynamic and stealth characteristics and a low noise propeller combine to decrease the submarine's acoustic signature. The Integrated Sensor Underwater System (ISUS) from STN ATLAS Elektronik integrates all sensors, command and control functions on board the submarine. The sensor suite of the U214 submarine consists of the sonar systems, an attack periscope and an optronic mast. The submarine's electronic support measures system and Global Positioning System sensors are also installed on the optronic mast.

Swedens Special Operations Submarines: The Sea Dagger series of submarines are special operations vehicles developed by Kockums of MalmoÖ, Sweden. The small stealthy submarines are tailored for five types of missions: attack; autonomous swimmer delivery; surveillance and minehunting; and as a target vehicle for antisubmarine warfare exercises and training. The Sea Dagger variants are constructed from three modules, the bow and stern modules and one chosen from four specific mission module options.

The submarines are small, with displacement in the range of 55 to 72t, a length of between 16 and 20m, a height of 3.6m and a diameter of 2.5m. The four variants of Sea Dagger are equipped with sonar, communications systems, and a comprehensive navigation suite including a navigation computer, a gyroscope compass, speed log, depth gauge, echo sounder, global positioning system, navigation radar and optronic mast. The diesel electric engine provides a surface speed of 6 or 7 knots according to the submarine configuration, and a submerged speed of 8 knots. The operational endurance is eight days (five days for the Advanced Target Submarine). The range is 2 x 350 nautical miles at 4 knots (3 knots for the ATS), and 70 nautical miles under battery power at 4 knots (35 nm at 3 knots for the ATS). The surface speed is 7 knots and the underwater speed 8 knots. The operational endurance is eight days (five days for the ATS). The Small Attack Submarine has the capability to carry and launch externally stowed weapons. A range of half-length anti-submarine warfare (ASW) weapons and mines can be carried. The submarine is operated by a crew of four, with two combat system operators. The rescue chamber can accommodate single escape or lockout.

The attack submarine is fitted with passive, intercept and obstacle avoidance sonar. The communications

systems include VLF/LF, HF, and VHF antennae, internal and external communications, an underwater telephone system and a diver communications system. The submarine's combat systems include a command and control system, electronic support measures, two external torpedo tubes and a weapons launching system. The ASDV Autonomous Swimmer Delivery Vehicle carries, delivers and retrieves combat swimmers. The operational endurance is eight days. The vehicle carries no external weapons. The submarine is operated by a crew of four and can accommodate up to six divers. A lockout chamber allows four divers to exit simultaneously. The ASDV has passive, intercept and obstacle avoidance sonar. The communications suite includes a VLF/LF antenna system, HF and VHF antennae, external and internal communications, underwater telephone system and a diver communication system. The Advanced Surveillance Vehicle is equipped for surveillance and minehunting operations. An electronic support measures system is installed on the submarine. The communications system provides transfer of surveillance data. The submarine is operated by a crew of four, with two surveillance and minehunting system operators. The submarine has passive, intercept and obstacle avoidance sonar. The communications systems on the surveillance vehicle are VLF/LF, HF and VHF antennae, external and internal communications, underwater telephone and diver communications

The Advanced Target Submarine, ATS, provides a target vehicle for Anti-Submarine Warfare (ASW) training primarily for littoral warfare training. A variety of signatures and target signal strengths can be generated by the target simulator. The ATS is operated by a crew of three and the operational endurance is five days. The Advanced Target Simulator is equipped with an obstacle avoidance radar, a VHF antenna system, external and internal communications and an underwater telephone system.

SSGN Moving Forward Fast:

By Robert A. Hamilton – New London Day. 02/23/2002 The Navy is set to award Electric Boat a sole-source contract within weeks, to begin detailed designs for converting four older Trident nuclear submarines to fire conventional missiles, while two other key contracts for the project have been awarded and numerous efforts inside and outside of the Navy are looking at other ways to use some of the space in the converted ships. The head of the Naval Reactors division, Adm. Frank L. "Skip" Bowman, raised some eyebrows last year when he said he wanted to see a test firing of a conventional missile by a Trident before the end of 2002, which many thought was too ambitious a schedule; but Navy sources say that will likely happen in December. "This is good news for the U.S. military, it's good news for the taxpayer, and it's bad news for our enemies," said U.S. Rep. Rob Simmons, R2nd Conn., of the speed with which the project is progressing. Simmons was an early advocate of the Trident conversions. Longtime supporters of the project note that before the terrorist attacks of last Sept. 11 there was a question about whether anything was going to be done with the four Tridents, which would otherwise be retired halfway through their hull life. Now, Navy sources note, there is increasing discussion about whether there should be more than four put through the process, because the converted submarines are likely to be more relevant to 21st century warfare than nuclear missile-firing boats. Simmons noted that for now, the Pentagon has determined it needs 14 Tridents, not the 18 that were built, but that could change. "I think four (conversions) are a good buy for the American people, but if more were available, I think we should take a look," Simmons said. "We may find, in fact, that the lethality of this system and the efficiency of this system justifies further acquisitions." EB built 18 Trident submarines, which can be armed with up to 24 nuclear-tipped ballistic missiles, during the final years of the Cold War. Now, the Pentagon has determined that it needs just 14 submarines for strategic deterrence. Submarine advocates have prevailed in their arguments to convert the four oldest Tridents, which have 20-25 years of hull life

fire conventional missiles. EB has been doing preliminary design for a couple of years, and the Navy is negotiating the final terms of a detailed design contract that could be announced as early as next month. In addition, the Navy has awarded two other contracts that will move the project forward. Advanced Information Systems in Pittsfield, Mass., which like EB is a subsidiary of General Dynamics, has won a $5.6 million contract to integrate the attack weapon control system on the so-called SSGN, combining components from the Navy's surface ship and submarine fire control systems and developing hardware and software. Northrop Grumman, meanwhile, has won a $16.6 million contract to team with EB to develop a Multiple All-Up-Round Canister, which will accommodate up to seven Tomahawk cruise missiles in each of the larger tubes on a Trident. That would allow the converted Tridents to carry up to 154 conventional land-attack missiles, as many as are now carried by several ships in an aircraft carrier battle group. With work well underway in those areas, the Navy is casting its attention to some of the other ways the SSGN might be used. For instance, there might be a study of using the submarines to sneak in close to a coast and then deploying unmanned aerial vehicles from under the cover of the ocean. The Navy has also begun a formal study of some of the other payloads that might be carried by the SSGN, with a focus on two key areas: suppression of enemy air defenses; and weapons or sensors that might help in an embargo or other naval quarantine operation. Simmons said as envisioned, the SSGNs could carry dozens of commandos, and still have ample space for their equipment to do surveillance, targeting and strike. "Without getting into a lot of detail — in fact, without getting into any detail — you can imagine how we can configure these spaces for that use," Simmons said. "And all of this can be accomplished with incredible secrecy, with incredible security for the personnel involved, because you just can't know where the submarine is going to be." "The new world order is about being able to conduct operations in areas where you didn't think you were going to have to be, on very short order," Simmons said. "SSGN is going to give us that capability."

Cause of "Kursk's" Sinking Revealed:

The cataclysmic second of two explosions slightly more than two minutes apart is now considered the likely cause of the submarine's destruction, the official at the head of the continuing inquiry revealed this weekend. Full story, see Details. Russian Prosecutor-General Vladimir Ustinov announced the view of his own officials probing the disaster as work continued today (Sunday) to seek the remains of sailors still inside the hull and to unload Kursk's cruise missile arsenal. "Investigators believe the submarine's sinking was caused by the second explosion, which took place 135 seconds after the first," Ustinov told Interfax news agency. "We believe that the first explosion was that of a torpedo which served as a detonator that caused the battle-scale of ammunition in the front part of the vessel," he said. This scenario is still under investigation, though, the prosecutor added. "It is not a final conclusion, just one of the versions," he said. "But visiting the submarine and work aboard it again convinced us that this version may be the true one." Ustinov distanced himself from speculation that investigators had decided the sinking followed an underwater collision with another submarine. "I don't know who is saying this, but I can tell you for sure: we do not have a single conclusion indicating this," he said. In the dry dock at Roslyakovo, near the Russian Arctic port of Murmansk, specialists from the Northern Fleet's artillery and torpedo armaments division worked on to remove the seventeenth cruise missile from aboard the boat. Eight weapons have been taken from either side of the submarine, Northern Fleet headquarters staff reported. Despite the deformation of containers holding the last six missiles located nearer the bow, specialists are trying to remove them according to normal procedures without cutting them from the superstructure. Experts completely rule out the possibility of any accidental missile launch as "the submarine has been de-energized for more than a year." Northern Fleet military prosecutor Vladimir Mulov – appointed supervising prosecutor for the inquiry by the Russian prosecutor-general - said yesterday that attempts were under way to retrieve body parts found in the third compartment and one body found in compartment five. "Work is going smoothly, nearly all of the compartments are being examined step by step," Mulov said. "Our people continue to work practically all day, taking only short breaks for rest," he said. Read the articles yourself at http://kursk.strana.ru/english/

Tomorrow's Submarine Fleet:

By Robert G. Williscroft submitted by Frank Rumbaugh. The U.S. Navy nuclear fast attack submarine fleet is the most awesome suite of weapons ever built, but gains in non-nuclear propulsion technology over the last few decades raise the question of whether we should augment our nuclear submarine fleet with equally effective and dramatically less expensive non-nuclear submarines. We currently float 55 fast attack submarines. Thirty are Los Angeles class and 23 are of the improved Los Angeles class - quieter, with improved weapons, retractable bow planes instead of sail planes, especially suited for under ice operations. The remaining two are the new Seawolf class, significantly quieter, faster, with even more weapons. The Seawolf class originally was

planned for 29 subs, but with the end of the Cold War, it was truncated to three, with two built and one scheduled. This was done to make way for a new, more versatile, less expensive submarine, the Virginia Class. The USS Virginia is expected to be launched sometime in 2004, costing about $1.6 billion, followed by the USS Texas, USS Hawaii, and the USS North Carolina. By comparison, the USS Seawolf cost about $2.1 billion, and the average cost of Los Angeles class subs was around $1 billion. The annual operating cost for any of these subs is approximately $21 million. The typical service life of a nuclear sub is about 30 years. Refueling and modernizing at the half-life point costs about $200 million. Near the end of the service life, another refueling and extensive overhaul for about $410 million will extend the life another 12 years, for a total service life of 42 years. This totals to about $3.6 billion in constant dollars over the lifetime of a Seawolf class sub. These are impressive numbers, on one hand for how long a nuclear submarine can be an effective weapon platform, and on the other for how much it actually costs. Nuclear submarines are designed to operate in "blue water," out in the open ocean. They can run fast and deep, using thermal layers and other characteristics of deep water to disguise their movements and mask their noise. In shallow water, a nuclear submarine often is longer than the water is deep, severely restricting its maneuverability. Like a large whale in the surf, it can fall victim to a swarm of smaller, more maneuverable subs, unable to detect and outmaneuver them, unable to deploy its weapons effectively. While the new Virginia class is designed to operate closer to shore, especially for delivery of Special Forces and other tactical in-shore options, these operations are short lived, and the sub quickly returns to deeper, safer water. A nuclear sub uses a reactor to generate steam to drive a turbine to turn the propeller. They are much quieter now, but they still make a lot of noise. Diesel submarines use reciprocating engines on the surface and while snorkeling, and battery driven electric motors while submerged. The first is noisy, the latter extremely quiet. Near the end of World War II, Germany experimented with several methods for driving a submarine independent of surface air. Several Air Independent Propulsion (AIP) submarine prototypes ended up with the Russians, the British, and in our own hands. In the 1950s, however, under the firm hand of Adm. Hyman Rickover, the United States turned towards nuclear power for submarine propulsion, and never turned back. Elsewhere, AIP progress continued on four different fronts. German Thyssen Nordseewerke (TNSW) developed a closed-cycle diesel using liquid oxygen, diesel oil, and argon. The same diesel is used as a conventional air-breathing engine for surface propulsion. Howaltswerke-Deutsche Werft (HDW) in Germany has developed a hybrid fuel cell system for a diesel-electric sub. High-speed operations run off the conventional battery, while the fuel cell recharges the battery, and provides energy for low-speed operations. Typical submarine cost using either HDW or TNSW AIP systems is $250 million. Hybrid diesel-electric units propel Swedish Gotland Class subs, supplemented with Kockum Stirling engines running on liquid oxygen and diesel oil to turn a generator to produce electricity for propulsion and to charge the vessel's batteries. Typical cost for a Gotland class sub is $100 million. The French "MESMA" (Module d'Energie Sous-Marine Autonome) AIP steam-turbine system burns ethanol and liquid oxygen to make steam to drive a turbo-electric generator. Typical cost for a new submarine powered by MESMA is$250 million. Each of these designs has its own advantages and disadvantages, but they all allow for about a month submerged operating capability for 25 to 40 crew members, extended operating range, and capabilities limited only by hull strength, and installed electronics and weapons suits. In particular, the HDW and MESMA systems are extremely quiet - far quieter than any nuclear/steam plant. Combined with a state-of-the art sensing system and appropriate weapons, such a sub would be a formidable opponent for any nuke. We won the Cold War, in large part, because of the important role played by both fast attack and ballistic missile nuclear submarines. Our large fleet of submarines, however, no longer serves its original intent. As we overhaul these behemoths and build newer versions, we are changing them to serve our current needs better - hence the Virginia class with its multi-mission capability and lower cost. But $1.6 billion still is a lot of money. Can we do better and still meet our needs in today's world of armed incursion, coastal surveillance, and special operations? When operating in littoral waters, ice margins, straits, and other global "choke points," AIP submarines can be particularly formidable. New underwater weapons will help equalize any remaining differences between AIP and nuclear subs. The U.S. Navy may wish to reassess its plan to build a fleet of 18 new Virginia class subs for a total of about $29 billion, when, for about half this cost, it could build a fleet of 30 AIP subs and the four already budgeted Virginia class subs. More than twice the muscle for half the cost is a no-brainer. Robert G. Williscroft is DefenseWatch Navy Editor. He can be reached at dwnavyeditor@argee.net.

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