

The MidWatch

March 2013
Volume 19 - Issue 3

**THE MONTHLY NEWSLETTER,
Perch Base, USSVI
Phoenix, Arizona**

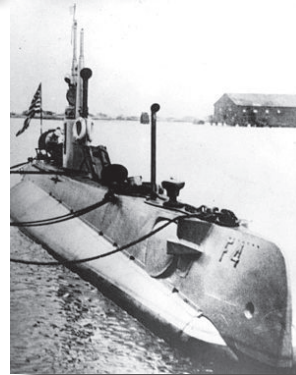


Visit our web site at:
www.perch-base.org

LEST WE FORGET THOSE STILL ON PATROL

MARCH ETERNAL PATROLS

Mar. 21, 1915 USS F-4 (Skate) (SS-23) 21 men lost
Failure of lead-lined battery compartment



Mar. 12, 1920 USS H-1 (SS-28) 4 men lost
Ran aground while in transit near Santa Margarita
Island, Baja, Mexico.



continued on next page

Mar. 3, 1942 USS Perch (SS-176) 6 men lost as POWs

Already damaged by previous depth charging, she was again attacked by enemy cruisers. Straddled by shellfire, she was abandoned and scuttled. The entire crew was captured and all but the 6 survived the war. (Note: vessel found in 2006)



Mar. 5, 1943 USS Grampus (SS-207) 71 men lost

Like the USS Amberjack, she was lost near Rabaul - New Guinea, probably by Japanese destroyers.

Mar. 15, 1943 USS Triton (SS-201) 74 men lost

After completing five (5) war patrols, she was attacked by three Japanese destroyers between Shortland Basin and Rabaul.

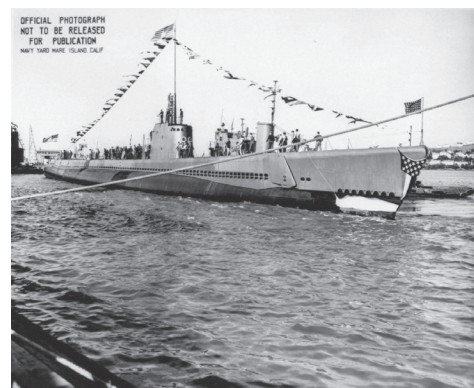


Mar. 20, 1943 USS Kete (SS-369) 87 men lost

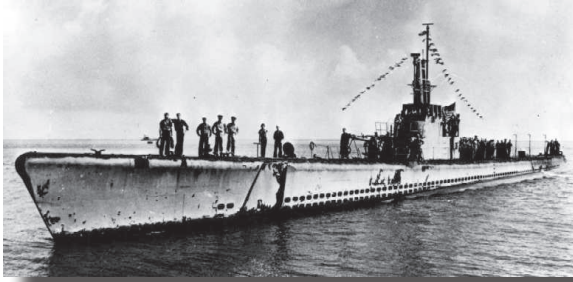
Her loss remains a mystery. She was returning to Midway from her patrol area near Colnett Strait

Mar. 26, 1944 USS Tullibee (SS-284) 79 men lost

On 5 March, Tullibee stood out of Pearl Harbor to begin her fourth war patrol. On 26 March, Tullibee spotted a convoy and closed. Eventually, Tullibee closed to 3,000 yards (2,700 m) and launched two torpedoes from her bow tubes at the target. About two minutes later, the submarine was rocked by a violent explosion. Apparently, one of Tullibee's own torpedoes ran a circular course and sank the submarine that had launched it. Gunner's Mate C.W. Kuykendall, on the bridge at the time, was knocked unconscious and thrown into the water. When he regained consciousness the submarine was gone He was taken prisoner by the Japanese.



Mar. 26, 1945 USS Trigger (SS-237) 89 men lost



On 26 March, Trigger was ordered to join a wolf pack and to acknowledge receipt of the message. A weather report came from the submarine that day but no confirmation of her having received the message. The weather report was Trigger's last transmission. On 4 April, she was ordered to proceed to Midway, but she had not arrived by 1 May and was reported as presumed lost. Postwar records indicate she torpedoed and sank a Japanese repair ship, but the next day, Japanese planes and ships joined in a two-hour attack on a submarine heard by other boats in the wolf pack. Japanese records showed a Japanese aircraft detected and bombed a submarine on 28 March 1945. Destroyers were then guided to the spot and delivered an intensive depth charging. After two hours, a large oil slick appeared.

USSVI CREED

Our organization's purpose is . . .

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

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

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



Sailing Orders



May 11

Base Annual Picnic

White Tanks Regional Park

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

*always **FlashTraffic** will be sent later.*



Scan for the Perch Base Web Site

DIGGING



DEEP

Fact #1: The REAL Cold War

Most Americans have no idea that the United States and Russia did openly engage each other in war. In 1918, about 11,000 American soldiers and Marines were sent to Russia to support what remained of the Czarist Russian army, where (in future irony) they joined Japanese troops fighting in support of the Czarist forces. In September of 1918, 7000 Marines landed in Vladivostok, and shortly thereafter, 4000 soldiers arrived in the far north of Russia, where British troops were already fighting the Bolshevik army. It was not until 1920 that Woodrow Wilson decided that he could not stop the Bolshevik takeover and quietly withdrew all American forces from Russia. American involvement in the Russian Revolution was well remembered in Russia, especially during the Cold War, even though it has been nearly forgotten in the United States. The number of American dead has still not been officially released to the American public.

Fact #2: The Black and the Baddest

The US Army's 369th Infantry Regiment, a black unit with white officers, served with amazing distinction in the First World War, earning much praise (especially from the French) and setting many records. They served in combat for 191 days in a row, more than any other American ground unit. But they trumped all Allied regiments in that they were the first to reach the Rhine. They were cited eleven times for bravery. They never lost a single foot of ground to the Germans and not one man was captured by the enemy. 171 men and officers were awarded the French Croix de Guerre by war's end.

Fact #3: Southern Gentleman

Long before his stint as Confederate President, a young US Army Lieutenant named Jefferson Davis dealt with insubordination in a rebellious private by beating him senseless with his fists, then refused to put the young man on report, stating that it was a fair fight. No one was insubordinate in Lt. Davis's unit again.

Fact #4: If you want peace...

Woodrow Wilson is remembered as the 'peace president,' because he tried to keep America out of World War I. But during his terms of office, he sent Marines to Haiti in 1915, troops to the Dominican Republic and Mexico in 1916, more troops to invade Cuba in 1917, even more troops to Panama in 1918, and then sent a few more the same year to Nicaragua (to force the country to elect a hand-picked pro-American presidential candidate, who was then forced to sign a commerce treaty with the US on favorable terms to US businessmen), sent most of the military to Europe to fight the Great War, then sent soldiers and Marines to the aforementioned Russian Revolution, and in 1919 sent ships of the US Navy to blockade Russian ports. Peace, huh?

Fact #5: While we're on that subject...

When US Marines took control of Haiti in 1915, they did so in support of a Haitian statesman with pro-American views, but when he toured the bases the Marines established there, he was not allowed to enter the officers' club...because he was black.

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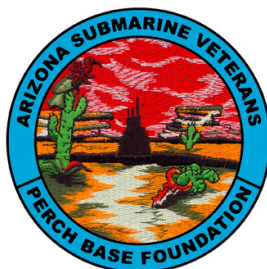
PAST-COMMANDER
Stan Reinhold
past-commander@perch-base.org

2013 Perch Base Foundation Supporters

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

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

These are the 2013 Foundation Donors



Jerry N. Allston
Kenneth R. Anderson
Reynaldo F. Atos
Steven Balthazor
Gary Bartlett
Kenneth E. Becker
Richard Bernier
Ronald B. Beyer
Walter Blomgren
Herbert J. Jr. Coulter
Roger J. Cousin
Eugene V. Crabb
George L. Crider
James R. Denzien
Warner H. Doyle Jr.
James N. Edwards
Harry Ellis
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Thomas E. Fooshee
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Robert M. Hayball
Harry Heller
Herbert Herman
Glenn A. Herold
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Robert A. Lancendorfer
Albert Landeck
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Steve Leon
DeWayne Lober
Burtis W. Loftin
George Long
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Tim Moore
Danny R. Moss
James F. Newman
James W. Newman

Bryan M. Pellegrini
Royce E. Pettit
Ernie Plantz
James Ratte
Stanley N. Reinhold
Bruce "Robie" Robinson
Stanley I. Rud
Larry D. Ruggles
Ramon Samson
Pete Sattig
John C. Schlag
Carl Scott
Garry L. Shumann
Richard H. "Rick" Simmons
Wayne Kirk Smith
William M. Tippet
Joseph J. Varese
Eugene Veek
Patricia A. Warner
Robert Warner
James L Wall
Forrest J. Watson
Rich Womack
George C. Woods
William Woolcott
John G. Zaichkin

WELL DONE COMMANDER!

Perch Base has been very fortunate over the past four years to have had shipmate Jim Denzien at the helm. Our Constitution and By-Laws stipulate that the Base Commander can serve two concurrent two year terms. However historically, most of our base commanders have served only a single two-year term. As one who has served in that position I can assure you that at times it can be a very thankless job. Most base members only see what goes on in a one or two hour meeting once a month which is analogous to observing a submarine on the surface. The greatest challenges are the responsibilities and tasks that the members do not see, activities that go on behind the scenes or below the surface. There are numerous daily, weekly and monthly duties, functions and projects with which the Commander is faced and he generally performs them tirelessly and without fanfare or recognition. That's the nature of the job.

Shipmate Denzien not only accepted a second two-year term as or Commander but did it without hesitation and with a great deal of enthusiasm. Our base has grown and prospered under his leadership and we all owe him a great deal of gratitude. I think one way to look at it is to ask yourselves if you would be willing to step up to the plate and take on this type of responsibility. My guess is a very large majority would decline the challenge. Over the years a relatively small percentages of the membership fulfill the leadership roles and keep the base on course. Jim Denzien has been one of those rare individuals. If memory serves me, he began as base Secretary back in '05 or '06 and also served as Treasurer, Vice-Commander and will soon be our most recent Past-Commander as our base elections are pending and we will be having a change of command.

I know the rest of the membership will join me in sending out a big BRAVO ZULU to shipmate Jim Denzien for his service to our country and Perch Base. Thank you Skipper... Well Done!

Tim Moore, Past Base Commander

Base Elections

Shipmates, the March meeting is our election meeting where we elect our Base Commander (two year term) and vice-Commander (one year term.) THERE ARE NO ABSENTEE VOTES. You either must have sent in your ballot (below) ahead of the meeting or vote at the meeting. Majority of votes cast wins. Votes sent by e-mail MUST BE sent to the Base Secretary secretary@perch-base.org in time for him to get it before the meeting. *NOTE: If you e-mail your vote to the secretary, just state your choice -- don't try and create the ballot!*

(cut out and bring to meeting)

Ballot - Perch Base 2013 Elections for Officers

BASE COMMANDER

Howard Doyle

BASE VICE-COMMANDER

George Crider

Chuck Emmett

Rick Simmons

Steve Stanger

(cut out and bring to meeting)

**From the Wardroom
Base Commander's Message**

Jim Denzien - Commander



Shipmates:

We have had a steady stream of events since last month and one left. All the events have been successful: Gold Rush Days parade in Wickenburg, the annual Awards Banquet, the Laveen parade and the Tale of Two Cities parade. The final event will be the Iwo Jima flag raising commemoration parade in Sacaton on February 23rd.

The nominations for the base election are now closed. We have one candidate for Base Commander and four candidates for Vice Commander. The election will be in March at our regular meeting: be there to vote!

This will be my final communication as your Base Commander. It has been a good four years. Thank you for your support!

Our next meeting will be March 9, 2013. See you there!

Fraternally,

Jim Denzien, Base Commander



**From the XO
vice-Commander's Message**

Howard Doyle - vice-Commander



Need a Ride to a Base Meeting or Other Function?

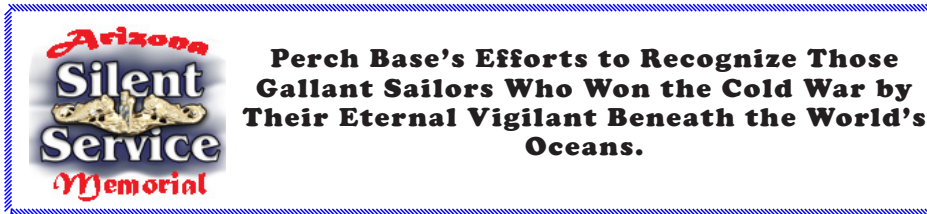
Contact me, the Base vice-Commander [Howard Doyle \(602\) 228-2445](tel:6022282445) or any other Base Officer. All officers are listed near the front of every copy of the MidWatch.

Our recent Base Eternal Patrols have proved that our shipmates are not paying attention to the notice page (**Shipmates, if you have not already done so . . .**) that's included in the MidWatch each month. All too many times, the next of kin of a departed shipmate has no idea where the will, power of attorney, living will, DD-214, etc., are located! Do you want to be interred in the Phoenix National Cemetery where so shipmates are? How would your next of kin prove you had honorable military service?

Shipmates, PLEASE take care of this at once. Place a copy of your important final instructions and papers where grieving survivors would have no problem locating them.

I have arranged for a Goodyear Firefighter/Paramedic to teach a CPR class offered on Sunday afternoon March 3 at 1300 hrs at my home, 13600 W Roanoke Ave, Goodyear. This fireman is a certified instructor and upon completion, certificate cards will be issued. There will, however, be a cost of \$45.00 per person but if there are enough attendees the cost could go down. If you are interested, please contact me at (home) 623-935-3830 or (cell) 602-228-2445.





Results of February Meeting:

A discussion of the committee covered the name change from SOS to Arizona Silent Service Memorial ASSM). A motion was made, seconded and approved by the committee membership on a show of hands. Chuck will now proceed with development of an official logo for the new memorial entity. Following the adoption of the logo, he will also create business cards and a new pamphlet for the ASSM program which will be used in the solicitation of funds.

Changes to the Save our Sail Corp. docs and the tax exempt status of ASSM is still in progress and will hopefully be complete prior to the next meeting.

The issue of the return of the \$6000 given to Perch Base by the Phoenix Commission was discussed and its disposition tabled until the next meeting or when the issue is again visited by certain members of the past SOS committee.

We continue to search for a suitable traditional design for the ASSM. We have met with Don DeMarte's selection of an artist, Rene Palmer-Jones, and were pleased with her presentation. She will develop additional drawings for our consideration.

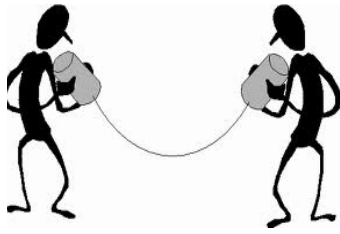
We continue to look for individuals to chair the "Construction", "Design" and "Funding" committees.

Foundry, sculptors and artists are still our priority in the coming months.



We sure had busy schedule the last five weekends. Pouring down rain at the Military Vehicle Show, nice day for the Laveen Parade, cold day in Wickenburg for the Gold Rush Days, sunny day for the Tale of Two Cities Parade in Goodyear, a blustery, windy rainy and cold day for Adrian Stuke's Eternal Patrol Ceremony at the AZ National Memorial Cemetery and a breezy day at the Ira Hayes Parade in Sacaton. Thank you for all of you who were able to attend any or all of these events. Wearing our vests at these events raise a lot of questions and arouse a lot of curiosity about submarines and the submarine service from the people attending which goes along with the purpose of USSVI to perpetuate the memory of our "Brothers of the Pin."

Richard Kunze, Chief of the Boat



"Soundings"
Communications Officer's Message

Chuck Emmett - Communications Officer

(I edit the whole newsletter. But, it's just my thoughts in this section.)

Shipmates, were coming to the end of a very busy winter, with everything from the Awards Banquet to back to back to back parades and displays. Now, we top it off with our election for Base Commander and vice-Commander. Remember, the only way you can vote is to either send an e-mail prior to the March meeting to the base Secretary at his Base e-mail (secretary@perch-base.org) or be present at the March meeting to cast your vote in person. There are no proxy votes allowed.

The competition for Base Commander is pretty well decided — unless you have a write-in candidate, which is perfectly OK — since Howard Doyle is the only listed nominee. The Base vice-Commander is really a “horse race” with four candidates. If you attend no other meeting during the year, try and make the March meeting to vote.



"Member Mogul"
Membership Chairman's Message

Rick Simmons - Membership

In the last “MidWatch” I reported that we had lost 6 members who had not renewed their membership. I also reported that we had gained 3 new members so far this year. I am very happy to report that we have gained an additional 3 new members so we have made up for our losses. I hope the trend continues.

The 3 new members are:

1. Mac Brady, who joins as an Associate Member. Mac is the daughter of shipmate Charles Brady who departed on eternal patrol last September. Mac lives in Scottsdale.
2. David A. Heighway who qualified in 1986 on the USS Pollack (SSN-603.) David lives in Tempe with his wife Hila.
3. William (Bill) Malda who qualified in 1961 on the USS Bashaw (SS-241.) Bill lives in Wickenburg.

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

Last month I talked about Associate Membership so this month I thought I'd give equal time to the main classification of our membership, the Regular Member.

Regular Membership is defined in the USSVI Constitution which states

“Regular membership is restricted to current and former U.S. Military Personnel, who have been designated “Qualified in Submarines” by authorized U.S. Navy Command Authority, or are regular members of the U.S. Submarine Veterans of World War II.”

In accordance with the USSVI Constitution and the Perch Base Policies & Procedures (P&P) Regular Members can vote in all USSVI National elections and all Perch Base elections. Regular Members are eligible to hold any elective or appointed Perch Base office.

As always, if you have any membership questions please give me a call.

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

**** IMPORTANT INSTRUCTIONS ****

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

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

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

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

Other Important Information:

Veterans Death and Burial Benefits

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

Navy Burial at Sea Information

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

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

**** IMPORTANT INSTRUCTIONS ****



The February 2013 regular Perch Base meeting was called to order at noon on Saturday February, 2013 by the Base Commander, Jim Denzien. The meeting was held at its usual location, Dillon's restaurant at 59th Ave. and the 101.

The invocation was given by the Base Chaplain, Steve Leon, followed by the Pledge of Allegiance and purpose of the organization. This was followed by the Tolling for the Boats ceremony conducted for those ships lost during the month of February.

SAILING LIST for the meeting:

Richard Kunze	Robert Warner	Rick Simmons
DeWayne Lober	Steve Leon	Don Unser
Herb Coulter	Walt Blomgren	Jim Denzien
Dewy & Donna Reed	Mike Dahl	Bill Woolcott
Davey Jones	Steve Stanger	Doug LaRock
Ray Marshall	Don DeMarte	Dan Moss
Herb Herman	John Zaichkin	Bernie Marshall
Bill Maida(new member)	George Crider	Ted Hunt
Bernie Fromm	Royce Pettit	Jim Newman
Chriss Urness(new member)	David Heighway(new member)	

Denzien acknowledged guests, Davy Jones' daughter Tonya and Ted Hunt's nephew, Tim.

The Commander also introduced new members Bill Maida, Chris Verness, and Dave Heighway.

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

A motion was made and seconded to approve the minutes of the January Base meeting as printed in the MidWatch. The motion was approved by voice vote.

Base Commander's Board of Directors (BOD) Report

Events Calendar:

1. Wickenburg "Gold Rush days" parade on meeting day, Feb. 9. Chuck Emmett and Howard Doyle are planning on attending.
2. The Avondale/Goodyear "Tail of Two Cities" is a short parade with static display on February 16.
3. The "Ira Hayes, Iwo Jima" parade in Sacaton on February 23.
4. Last event on the current calendar is Luke days March 15-17. There is some question as to whether it will be held, because of budget constraints. We should know within 2 weeks

Jim reviewed the Awards Dinner. 60 people attended and no adverse comments were received except travel distance for a few. The silent auction raised \$991. The Base basically broke even on cost vs expenses for the banquet itself.

There was nothing new to report on the United Arizona Veterans. Jim will remain our Base's representative even after our Officer election in March.

The Base Annual Picnic will be May 11. The location is the same as in the past, the White Tanks Regional Mountain Park and we will be seeking volunteers to help with cooking, etc. The same space has already been reserved.

A ¼ page Perch Base ad for the 2013 Rochester Convention has been developed and ad will appear in the convention program. The convention dates are Aug 25 through Sept. 2.

Board Officer Reports

Membership (Rick Simmons):

Last year, we lost six members but gained six new. There will also be a word change regarding Associate Members in our Base Policies and Procedures such that the Base will be aligned properly with USSVI changes. Changes, when completed, will be showcased in the MidWatch.

vice-Commander (Howard Doyle): Not present, attending Wickenburg parade.

Secretary (Herb Herman): Copies of Mid-Watch available to pass out. Also, all candidate nominations for the Base election (Commander and vice-Commander) should be sent to the Secretary prior to February 16.

Storekeeper (DeWayne Lober): Gave general report on what is available in ships store.

Event Coordinator (Walt Blomgren): Nothing to report

COB (Richard Kunze): The COB updated the Base presented next Saturday's parade info including that a parking pass is required, where to park and where to stage. Everyone should be staged by 9 a.m. Parade starts at 10 a.m.

Communications Officer (Chuck Emmett): Missing in action, attending the "Gold Rush" in Wickenburg.

Save our Sail (Dan Moss): .Dan announced that meeting will follow after the Base meeting.

Old Business

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

Elections: The nominations after today must be in writing by February 15. Election ballots will be counted in the Mach Base meeting. The secretary will select two non-nominated members to assist in in the counting procedure

Nominations for officers:

- Rick Simmons was nominated by Steve Sanger for Vice Commander.
- Chuck Emmett was nominated by Walt Blomgren for Vice Commander
- George Crider was also nominated for Vice Commander
- Previous nominations are Howard Dole for Commander and Steve Sanger for vice-commander.
- All nominees have accepted and will serve if elected.

New Business

The April Base meeting will have a VA benefits representative to speak. Please email questions you have about the VA. Steve Sanger and Herb Coulter relayed some VA knowledge and experiences.

Mac Brady as a mortgage specialist is available to help anyone in need.

Jim thanked Steve Leon for all his good work. Steve then provided more information on Adrian Stuke. Jim then asked for a show of hands regarding the use of the donated funds for Sticky medical condition to be provided for burial expenses in addition to medical expenses. The Base approved the change.

Binnacle List

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

- Adrian Stucke is now in hospice status. **(EDITOR: Since departed on Eternal Patrol.)**
- Joe Varese "wanderer" is still in chemo treatment. **(EDITOR: Since departed on Eternal Patrol.)**
- Tim Moore was in motorcycle accident and has a cast on his foot.

50/50 Drawing (\$109)

Winner was Don DeMarte and he donated all his winnings to the Base.

Closing Benediction

Moved to adjourn the meeting was made and seconded. Motion passed by voice vote. Adjourned at 1300.

Herb Herman, Base Secretary



Chief Petty Officers

You may have forgotten it (although I'm not sure how) but Chief Petty Officers are known as the "backbone of the Navy." This is how you tell if you are in the presence of a "real" Chief:

- A Chief's not afraid of the dark; the dark is afraid of a Chief.
- Chiefs think Ensigns should be seen and not heard, and should not be allowed to read books on leadership.
- A Chief once visited The Virgin Islands. They are now simply called "The Islands"
- Superman owns a pair of Chief pajamas.
- A Chief has never paid taxes. He just sends in a blank form and includes a picture of himself.
- If a Chief is late, then time had damned well better slow down.
- A Chief actually died four years ago, but the Grim Reaper can't get up the courage to tell him.
- A Chief can divide by zero.
- A Chief has counted to infinity ... twice!
- If a Chief ever calls your house, be in!
- A Chief doesn't leave messages; he leaves warnings. You had better pay attention to them.
- A Chief can slam a revolving door.
- A Chief was sending an email one day, when he realized it would be faster to run.
- When the Incredible Hulk gets mad, he becomes a Chief.
- When a Chief exercises, the machine gets stronger.
- Bullets dodge a Chief. If not, he catches them in his teeth.



- Chiefs do not have any civilian clothes. As civilians, they keep their uniforms forever.
- A Chief's favorite national holiday is CPO Initiation.
- A Chief's favorite food is SOS for breakfast.
- Chiefs don't know how to tell civilian time.
- Chiefs dream in Navy blue and gold, white, haze gray, and occasionally khaki.
- Chiefs have served in ships that are now war memorials or tourist attractions.

- Chiefs get tears in their eyes when a Chief dies in the movie “Operation Pacific.”
- Chiefs have pictures of ships in their wallets.
- Chiefs do not own any pens that are not inscribed “Property of U.S. Government.”
- Chief’s favorite quote is from the movie Ben Hur, “We keep you alive to serve this ship.”
- A Chief’s last ship (or duty station) was always better.
- Chiefs know that the black tar in their coffee cup makes the coffee taste better.
- A Chief’s idea of heaven: Three good PO1’s and a Division Officer who does what he’s told.
- Chiefs think John Wayne would have made a good Chief, if he hadn’t gone soft and made Marine movies.



Fact #6: Bad Luck of the Irish

It is well known that at the beginning of the Mexican War, John Riley, a career sergeant, deserted with a number of Irish-American soldiers to Mexico and ended up forming an artillery battalion in the Mexican Army known as the San Patricios. He left because of the harsh treatment of Irish soldiers at the hands of their officers, but about half of the regular US Army, and a huge portion of citizen soldiers, were Irish. Irish soldiers despised the San Patricios as traitors and deserters, and fought the San Patricios with a particular ferocity. It was Irish American soldiers who finally captured their erstwhile countrymen, and treated them roughly while they awaited trial, disgusted that fellow Irishmen could so easily cast aside their new homeland and disgrace all Irishmen. The San Patricios were truly elite soldiers in the Mexican Army, fighting with greater vigor than other Mexican units, for the simple fact that Mexican soldiers would be treated as prisoners of war, while the San Patricios would be treated as deserters and traitors and tried accordingly. This, of course, is exactly what happened. Those who defected after war was declared were hanged. Riley and many of his men who defected before the declaration of war were whipped and branded. Riley never returned to the United States. He mustered out of the Mexican Army in 1850. His fate is unknown.

Fact #7: Last of the First

The last veteran of the American Revolution, Daniel Bakeman, died in 1869 at the age of 109.

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 businesses. 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 off 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.

Eternal Patrol

March 26, 1944

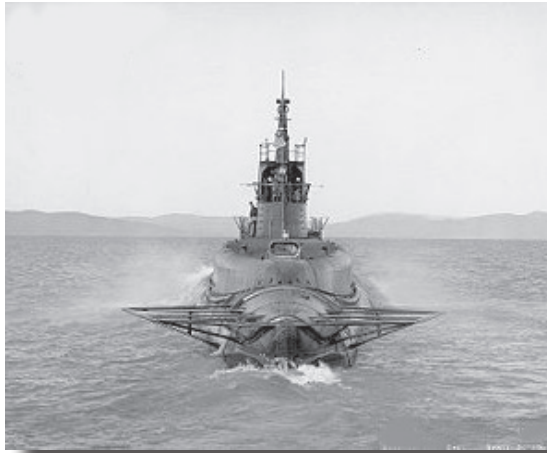
Editors Note: Less we forget, each month, one boat on eternal patrol will be highlighted in this newsletter. Sailors, rest your oars.

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 Tullibee (SS-284) March 26, 1944 79 men lost



GATO-CLASS DIESEL-ELECTRIC SUBMARINE

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

USS Tullibee (SS-284), a Gato-class submarine, was the first ship of the United States Navy to be named for the tullibee, a whitefish of central and northern North America. Her keel was laid down on April 1, 1942 at Mare Island, California, by the Mare Island Navy Yard. She was launched on November 11, 1942 sponsored by Mrs. Kenneth C. Hurd; and commissioned on February 15, 1943, Commander Charles F. Brindupke in command.

Tullibee held shakedown training from April 8-30 1943 and departed for Hawaii on May 8. She arrived at Pearl Harbor on May 15 and held further training exercises in Hawaiian waters. Numerous air fitting leaks developed, and she was docked for repairs twice. When this proved ineffective, the submarine entered the navy yard until July 11.

First War Patrol

On July 19, Tullibee got underway for the Western Caroline Islands and her first war patrol. On July 28, she sighted a passenger-cargo ship, accompanied by an escort and an aircraft that prevented her attack. On August 5, the submarine began patrolling the Saipan-Truk traffic lanes. Five days later, she sighted smoke on the horizon that proved to be three freighters with an escort. Tullibee closed the range to 2,700 yards (2,500 m); launched one torpedo at the ship on the right and three at the vessel on the left. As the submarine fired the first torpedo, a ship rammed her and bent her number one periscope. She went deep and was depth charged by the escort as the ships sped away. As they had been set to run at a depth of 15 feet (4.6 m) — too deep for the draft of the largest target — none of the torpedoes exploded.

On August 14, Tullibee sighted a convoy of three freighters with an escort and began an end-around run to get into good attack position. She launched a torpedo from a range of 3,000 yards (2,700 m) and went deep. It missed, and she returned to periscope depth to fire three torpedoes at the last ship. It apparently saw their wakes as it turned and combed them. The submarine again went deep. When she surfaced, the targets had escaped. On August 22, Tullibee sighted a convoy of five ships escorted by two destroyers; closed to 2,000 yards (1,800 m); and launched three torpedoes at the nearest freighter. Two minutes later, she fired three more at another ship. As she went deep to avoid a destroyer heading her way, she heard one explosion. She soon



heard the bursts of two more torpedo explosions, followed by breaking up noises. When she surfaced, she sighted over 1000 empty 50 US gal (190 l) oil drums, but no ships. Postwar examination of Japanese records indicated that Tullibee had damaged one freighter and had sunk the passenger-cargo ship Kaisho Maru. The patrol terminated when the submarine reached Midway Island on September 6.

Second War Patrol

On September 28, Tullibee began her second war patrol. Her assigned area was in the East China Sea between the Ryukyu Islands and the China coast. On October 4, she sighted a convoy of nine passenger-cargo ships with three destroyer escorts. The submarine pulled well ahead of the convoy and tracked them until the next morning. At 00:58, she fired a spread of three torpedoes at a large freighter, with one hitting the target a minute later. Another spread of three from the bow tubes produced two hits on a heavily-laden cargo ship. Minor explosions and breaking up noises began immediately as Chicago Maru sank. Twelve days later, Tullibee contacted a convoy of seven ships with three escorts that later separated into two groups; one hugging the China coast and the other heading for Pescadores Channel. She attacked the largest ship in the latter group with six torpedoes; one hit the target. The submarine began an end-around run and launched four torpedoes at another ship. Two torpedoes soon broached, and Tullibee broke off the attack. She went deep and rigged for silent running to evade the escorts. On November 5, the submarine was running submerged near Okinoyerabu Shima when she sighted a large, three-story building on the island. She surfaced and fired 55 shells into the barracks before retiring at full speed. She began the voyage back to Hawaii the next day and reached Pearl Harbor, via Midway Island, on November 16. Her official score for this patrol was one passenger-cargo ship sunk, a tanker damaged, and a passenger-cargo ship damaged.

Third War Patrol

Tullibee's third patrol was in a "wolf pack" with sister ships Halibut and Haddock. The trio sortied from Pearl Harbor on December 14 1943 for the Mariana Islands to intercept enemy shipping plying between Truk and Japan. On January 2, 1944, Tullibee sighted a Japanese I-class submarine on the surface and launched four torpedoes at a range of 3,000 yards (2,700 m). The enemy saw the wakes and combed the four of them as Tullibee was forced deep by an enemy floatplane that dropped six bombs.

On January 19, Haddock reported that she had damaged the Japanese escort carrier Unyō, which limped to Saipan. Tullibee sighted the carrier there on January 25, close ashore and well protected by escorts and aircraft. The submarine remained on station for several days awaiting an opportunity to sink the aircraft carrier. However, when she surfaced on January 28, she learned that the carrier had slipped away. Three days later, the submarine made radar contact with two targets. She launched three torpedoes at what appeared to be a freighter and swung left to fire one at the escort. The first target, net tender Hiro Maru, took two hits and disintegrated in about one minute. The torpedo fired at the escort missed, and the submarine went deep to evade. Tullibee cleared the area the following day and returned to Pearl Harbor on February 10.

Fourth War Patrol and Loss

On March 5, Tullibee stood out of Pearl Harbor to begin her fourth war patrol. Nine days later, she called at Midway Island to top off her fuel and then proceeded to her patrol area in the Palau Islands. She was scheduled to support aircraft carrier strikes against those islands on March 30-31. On March 25, Tullibee arrived on station and began patrolling. The next day, off the Palau Islands she made radar contact on a convoy consisting of a large passenger-cargo ship, two medium-sized freighters, a destroyer, and two other escorts. The submarine made several surface runs on the transport but kept losing her in rain squalls. Tullibee finally closed to 3,000 yards (2,700 m) and launched two torpedoes from her bow tubes at the target. About two minutes later, the submarine was rocked by a violent explosion. It was only learned after the war that Tullibee's torpedo had run a circular course and she had sunk herself.

Gunner's Mate C.W. Kuykendall, on the bridge at the time, was knocked unconscious and thrown into the water. When he regained consciousness, the submarine was gone. He heard voices in the water for about ten minutes before they stopped. The next day, he was picked up by a Japanese escort. Kuykendall survived as a prisoner of war and was released after V-J Day.

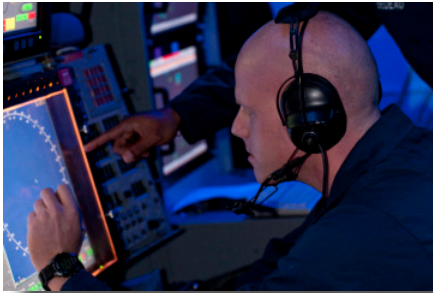
Tullibee received three battle stars for World War II service.

Tullibee was stricken from the Naval Vessel Register on July 29, 1944.



More than the Navy's Numbers Could Be Sinking

By Winslow Wheeler - Dec. 04, 2012



NAVY PHOTO / MCS SEAMAN MICHELLE N. RASMUSSON

A Navy sonar technician monitors the Anti-Submarine Warfare Module aboard the aircraft carrier USS George Washington in the Philippine Sea in November.

The shrinking size of the fleet is just one variable in considering its adequacy: the ability to perform assigned missions, especially after withstanding whatever threats may exist, is a far better measure than mere numbers.

As described by the Congressional Research Service, a core mission is to influence “events ashore by countering both land- and sea-based military forces of potential regional threats . . . including improved Chinese military forces and non-state terrorist organizations.”

This is similar to the mission described by former defense secretary Robert Gates: “to enhance...overall posture and capabilities in the Asia-Pacific region” with “numbers, speed, and agility to operate in shallow waters.”

Whether or not these sentiments are only passing conventional wisdom or profound insight, they represent the current mission. Unfortunately, it is precisely those areas of operation where the mismatch between capabilities and threats is most disconcerting.

The Diesel-Electric Submarine Threat

To put it simply, if naval exercises in the last two decades involving foreign diesel-electric submarines had been actual combat, most if not all, U.S. aircraft carriers would be at the bottom of the ocean: as many as 10 U.S. aircraft carriers have been reported “sunk” in these exercises.

The analytically conservative Congressional Budget Office was alarmed enough to officially report that “some analysts argue that the Navy is not very good at locating diesel-electric submarines, especially in noisy, shallower waters near coastal areas. Exercises with allied navies that use diesel-electric submarines confirm that problem [For example,] Israeli diesel-electric submarines, which until recently were relatively old, are said to always ‘sink’ some of the large and powerful warships of the U.S. Sixth Fleet in exercises. And most recently, an Australian Collins-class submarine penetrated a U.S. carrier battlegroup and was in a position to sink an aircraft carrier during exercises off Hawaii in May 2000.”

There have been many such exercise “sinkings” since then, including aircraft carriers Reagan and Lincoln.

Moreover, the problem stems not just from the latest, 21st-century diesel-electric submarine technology from the West, it occurs in the form of various earlier technology submarines built in Russia, operated by China, and/or available to various lesser navies, such as Peru’s, and throughout the world.

The latter navies include North Korea’s and Iran’s. The problem was dramatically demonstrated when a Chinese Song-class submarine surfaced—previously undetected—in the middle of a U.S. carrier battlegroup much too close for comfort to the USS Kittyhawk in 2006.

Nor is this problem new. When the U.S. Navy still possessed diesel-electric submarines (until 1990), aircraft carrier and major surface combatants were routinely “sunk” in exercises—unless carrier advocates had the exercise ruling reversed for the sake of appearances.

Indeed, the Navy was so neurotic about the repetitive success of this bureaucratically-disfavored submarine technology that in the 1980s it declared classified an analysis of exercises demonstrating their high degree of success written by a congressional staffer in the office of Senator Gary Hart (D-Colo.) on the Senate Armed Services Committee based on open source materials. I came across the memo in a classified-materials safe while working at the General

Accounting Office [now the Government Accountability Office] and was informed that the Navy insisted that any public record of the analysis be suppressed via classification.

In the mid-2000s, the Navy was finally rattled enough to start a Diesel-Electric Submarine Initiative (DESI) with allied navies, such as those of Peru, Columbia, Chile and Brazil, to train in anti-submarine warfare. It even leased for two years—complete with crew—a modern Swedish Gotland-class submarine to participate in U.S. Navy exercises.

The Swedish sub and crew promptly demonstrated their proficiency by “sinking” a Nimitz-class carrier, among other ships and submarines. The lease appears not to have been renewed, even though the Navy continued to have extreme difficulty in finding the Swedish sub at sea. The non-solution of the problem would appear to have been described in 2008 by the to-be chief of naval operations, Admiral Jonathan Greenert, who demurely stated “We are not satisfied with [our progress] right now.”

Subsequent to that time, I have found no public reports of the results of exercises with diesel-electric submarines—suggesting that either the exercises have stopped or the results have been suppressed. However, there is some indirect evidence that the exercises continue, as well as indications of continuing difficulties in locating diesel-electric subs. This serious problem apparently remains very unsolved.

The Mine Threat

Diesel-electric submarines are not the U.S. Navy’s only undersea problem: in the post-World War II-era 19 of its ships have been sunk or seriously damaged, 15 of them by sea mines.

In the 1980s “tanker war” in the Persian Gulf, the guided-missile frigate Samuel B. Roberts struck a 1908-design Russian mine and was kept afloat only after heroic damage control efforts by the crew. In 1991, during Operation Desert Storm, the Aegis-class cruiser Princeton and the amphibious warship Tripoli were both seriously damaged by mines.

The Navy became sufficiently intimidated by the mine threat laid by Iraq that the Marines cancelled plans for an amphibious assault against Kuwait city. Things have not improved since then: in 2012 the Navy conducted joint anti-mine exercises with 34 allies in the Persian Gulf; over 11 days, 24 ships (including eight of the U.S. Navy’s paltry fleet of 14 minesweepers) with 3,000 sailors found only half of the 29 simulated mines laid for the exercises.

The Navy asserts that retiring and not replacing the specialized Avenger-class of U.S. mine-hunting ships will result in an increase in anti-mine capabilities with 24 mine-warfare modules added, at times, to Littoral Combat Ship. That the capability may increase is entirely theoretical; the LCS mine countermeasures module has proven problematic, and operational testing of it will not even start until 2014.

It is a real question whether ships not primarily designed for mine hunting with organic crews that have little to no experience in such specialized tasks (but augmented by 38 mine specialists) can outperform the specialized capability—albeit quite limited—being retired with the Avenger class.

While the Navy has ignored mine warfare, allowing capability to remain inadequate, others have not: China reportedly has 80,000 sea mines, Iran has from 2,000 to 3,000, and worldwide 50 nations have an inventory of 250,000.

Just as primitive land mines (euphemistically called Improvised Explosive Devices) made an unpleasant surprise from the start of the Iraq war continuing to this very day in Afghanistan, sea mines — even primitive ones — constitute a present and real threat to the U.S. Navy that it has not demonstrated an ability to deal with effectively.

However, the Navy is threatened not just from below the sea, but also from above.

The Air Threat

The first evaluation I was given when I joined the Government Accountability Office in the late 1980s focused on the performance of the Aegis air-defense system against anti-ship cruise missiles. We found that in highly-unrealistic, that is to say obliging, tests, Aegis generally performed at a mediocre level against its own criteria.

Even though the Navy classified all but the vaguest and most mundane parts of our assessment, it is possible to say, unclassified, that against the more-stressful targets in terms of speed and altitude, the Aegis system performed well below that. Against the most difficult targets — traveling at supersonic speeds at very low, sea-skimming altitudes — the test results were, to put it mildly, depressing.

In tests using surrogates that were both slower and higher than the Mach 2 Soviet SS-N-22 “Sunburn” missile, it was clear that the Aegis system could not be relied on for an effective defense of itself or aircraft carriers it was escorting.

Both China and Iran now possess that missile.

Moreover, the Sunburn has been supplanted by the significantly faster and even lower-flying SS-N-27 Sizzler, also now in the possession of China and Iran.

More than one director of the Operational Test and Evaluation (DOT&E) shop in the Pentagon has expressed serious concern that the Navy has not even been able to replicate the Sizzle in tests. Worse, Russian arms dealers are now marketing a version of this missile that can be deployed and used from shipping containers on merchant ships or littoral craft.

To make matters still worse, the Chinese are now developing an additional but very different anti-ship technology, an anti-ship ballistic missile, the DF-21D. It is also very problematic to defend against: so problematic that in February 2012, the current DOT&E reported “No Navy target exists that adequately represents an anti-ship ballistic missile’s trajectory....[the Navy] has not budgeted for any study, development, acquisition or production” of a DF-21D target. Apparently, we do not even know how good or poor our defenses are against this newer threat; however, previous Aegis performance against high-angle, high-speed targets suggests this is a serious problem awaiting solution.

If these very-high and very-low altitude, high-speed missiles work as intended—and that is always a legitimate question—the U.S. Navy has a long way to go to demonstrate that it has the ability to intercept existing threats.

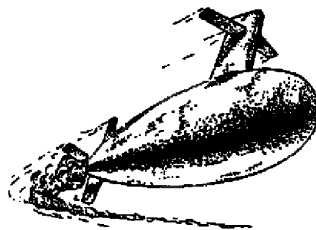
The threats from these missiles, sea mines and diesel-electric submarines have all been real and existing for decades. They have also been without an effective response from the Navy, which seems more interested in high-profile, high-cost, show-the-flag forces that are best usable against enemies like Afghanistan, Libya, and Iraq – nations that have little, if any, weapons to use against us.

Our contemporary wars have amounted to little more than “clubbing baby seals” at sea. We have been lucky in the past, and escaped with only a few ship casualties.

Can we expect our luck to continue?

Read more:

<http://nation.time.com/2012/12/04/more-than-the-navys-numbers-could-be-sinking/#ixzz2E9JhyJgy>



Return To:

U. S. Submarine Veterans, Perch Base

7011 West Risner Road

Glendale, AZ 85308

E-Mail: communications@perch-base.org

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

NEXT BASE MEETING
March 9, 2013
Dillion's Restaurant
59th Ave. and Loop 101

