

Arizona Sub Vets Perch Base



Midwatch

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Arizona Sub Vets, Perch Base Officers

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For The Sake Of The Republic...



November Eternal Patrol Days

USS ALBACORE (SS218)	7 November 1944	86 Men Lost
USS GROWLER (SS215)	8 November 1944	84 Men Lost
USS SCAMP (SS277)	9 November 1944	83 Men Lost
USS CORVINA (SS226)	16 November 1943	82 Men Lost
USS SCULPIN (SS191)	19 November 1943	40 Men Lost
SS 66 (012)/(S-73)	20 November 1931	0 Men Lost

Lest We Forget Those Still On Patrol

November's Meeting will be held November
18 at the American Legion Post 29
Glendale

From the Wardroom:



November 11th, Veterans Day thoughts:

For the lost fathers, sons, and daughters of war we can only swear on our sacred honor that we will never forget their courageous sacrifice, and pray that theirs may be the last. Though war is not intrinsically a noble and honorable endeavor, it is those who rise to the challenge and engage in it for the greater good that make it so. They are all of us, and we are they. When one of them dies or is missing, our resolve is strengthened by the loss equal to the degree that our shipmate is honored and remembered by we who remain alive and free. Thus, it is our patriotic duty to honor those who lived and those who have been lost in the service of our country, and never allow them to be forgotten.

What is a Veteran:

Why do our homeless war Veterans sleep in cardboard boxes while our criminal convicts receive free medical and dental care, wholesome food and shelter, modern exercise equipment, free use of a well-equipped law library, and have the right to sue the government from prison? And why does our government spend billions of tax dollars on politics and foreign aid while denying valid medical complaints of its Veterans? Some veterans wear visible signs of their service:... a missing limb, an aged scar, a certain look in the eye. Others may carry the evidence inside them: a pin holding a bone together, a piece of shrapnel in the leg, or perhaps another sort of inner steel: the soul's ally forged in the refinery of adversity. Except in parades, however, the men and women who have kept America safe wear no badge or emblem. You can't tell a veteran just by looking.

What is a veteran? He is the policeman on the beat who spent six months in Saudi Arabia sweating two gallons a day making sure the armored personnel carriers didn't run out of fuel. He is the barroom loudmouth, dumber than five wooden planks, whose overgrown frat-boy behavior is outweighed a hundred times in the cosmic scales by four hours of exquisite bravery near the 38th parallel. She - or he - is the nurse who fought against futility and went to sleep sobbing every night for two solid years in Da Nang. He is the POW who went away one person and came back another - or didn't come back at all. He is the Quantico drill instructor that has never seen combat, but has saved countless lives by turning slouchy, no-account rednecks and gang members into Marines, and teaching them to watch each other's backs. He is the parade-riding Legionnaire who pins on his ribbons and medals with a prosthetic hand. He is the career quartermaster who watches the ribbons and medals pass him by. He is the three anonymous heroes in The Tomb of the Unknowns, whose presence at the Arlington National Cemetery must forever preserve the memory of all the anonymous heroes whose valor dies unrecognized with them on

the battlefield or in the ocean's sunless deep. He is the old guy bagging groceries at the supermarket - palsied now and antagonizly slow - who helped liberate a Nazi death camp and who wishes all day long that his wife were still alive to hold him when the nightmares come. He is an ordinary and yet an extraordinary human being, a person who offered some of his life's most vital years in the service of his country, and who sacrificed his ambitions so others would not have to sacrifice theirs. He is a soldier and a savior and a sword against the darkness, and he is nothing more than the finest, greatest testimony on behalf of the finest, greatest nation ever known. So remember, each time you see someone who has served our country, just lean over and say Thank You. That's all most people need, and in most cases it will mean more than any medals they could have been awarded or were awarded. Two little words that mean a lot, "Thank You".

Remember, November 11th is Veterans Day:

"It is the soldier and sailor, not the reporter, Who has given us freedom of the press. It is the soldier and sailor, not the poet, who has given us freedom of speech. It is the soldier and sailor, not the campus organizer, who has given us the freedom to demonstrate. It is the soldier and sailor who salutes the flag, who serves beneath the flag, and whose coffin is draped by the flag, who allows the protester to burn the flag, Father Denis Edward O'Brien, Lt.Col, USMC What more can be said?.....except to say that I wish it were this old Submarine Sailor that said that. Roger"

America's Wars Total (1775 - 2000):

War Participants 41,882,000
Deaths in Service 1,091,200
Living War Veterans 18,978,000
Living Peacetime Veterans 5,885,000
Total Living Former Service Members 24,863,000

Perch Base Calendar of Events for 2000:

11 Nov Meeting @ American Legion, Glendale,
1300 Hours (Veterans Day)
1 Dec Perch Base Christmas/Hanukkah Party
(See Write-Up Inside This Issue) No Meeting in
December!

Meeting Location:

November's Meeting will be held at the American Legion Post 29, 6822 No. 58th Ave., Glendale, one block south of Glendale Avenue. Take I-17 (if it's open) to Glendale Avenue - west to 58th Ave., south 1 block. Legion is on the left. Park in the lot behind the post. From Wet Valley, take Glendale Avenue and follow rest of the directions. Building is the one on the west side of the parking lot. Lunch served between 12:00 and 13:00 at a nominal cost. Beer and soda available throughout the meeting. As was voted by the membership some years ago, There is no Meeting in December.

New Membership List Available:

A new Perch Base Membership List is now available through our Membership Co-Chairman, Ray Samson. His phone number is: 623-815-9247, e-mail: rsamson@azwest.net



Arizona Submarine Veterans Centennial Christmas/Hanukkah Holiday Party:

By now all Perch Base members and those of the Arizona WWII Sub Vets should have received a flier with instructions and directions to our Holiday Party, but to be on the safe side, here they are again. This year's party is being held at the Luke Air Force Base NCO Club on December 1st 2000, from 17:30 (cocktails - no host bar) till whatever, and is going to be a true Submarine Centennial Affair to close out the year. Guests are invited. The dress code for men will be jacket and tie (or uniform) and ladies dress accordingly. The cost is very reasonable at only \$25/couple and \$12.50/single. We must guarantee a seating of 50 (Max 90). Checks are to be made out to "USSVI Perch Base" for the full amount, indicate "Party", and send to **Don Wannamaker**, 17827 N. Conestoga Drive, Sun City, AZ 85373. Checks must be received no later than 14 November 2000. A buffet dinner will be served consisting of Steamship Round Hand-Carved Beef and Boneless Breast of Chicken, and all the works. Dancing and Social to follow.

Directions: For those living locally, get to Luke AFB Main Gate on Litchfield Road any way that's convenient. From the North, you may head south on I-17 and exit onto Loop 101 South to Glendale Avenue. Head West and go to the end (Litchfield Road), turn right (north) and left at the first light. This is the Main Gate. The Desert Star (NCO Club) is inside the gate on the right about 500 feet. From points East (Phoenix area and Tucson), take Rt. I-10 West to Rt. 101, go North to Glendale Avenue, head west and follow same directions as above.

Note: The Guard at the gate will check you in from a list provided by The Party Chairman.

Insights:

- At age 4, success is not peeing in your pants.
- At age 13, success is having friends.
- At age 16, success is having a drivers license.
- At age 20, success is having sex.
- At age 35, success is making money.
- At age 50, success is having money.
- At age 60, success is having sex.
- At age 70, success is having friends.
- At age 75, success is having a drivers license
- At age 80, success is not peeing in your pants.

Think about it !

Dues. A Reminder - A Reminder - A Reminder:

Base and National Dues are due January 1, 2001. Please Mail to Perch Base Treasurer, Bob May. Address on front cover. Base dues, and National Dues: \$10.00 each: \$20 total, for renewal. New members to pay 20.00 for first year dues for National. Make out only one check payable to "AZ Perch Base USSVI" for total amount. Indicate "2001" dues. New Members who joined after October 1, 2000 are paid up for year 2001. See USSVI Constitution, article VIII, and section 5.

Perch Base Booster Club for 2000:

Another reminder, asking for money: The Perch Base Booster Club also resets itself on January 1st. For those not privy of what the "Booster Club" is, it's made up of concerned members, like you, who give extra generous financial support toward keeping this Club afloat for the year. Why beat around the bush? We're dealing with intelligent former U S submariners here. Who digs deeper than them when they see a needy cause? Here's the facts. Your \$10 yearly Base dues, do not even come close to paying for the costs associated with running this Base. It doesn't even cover the costs of printing and mailing of the monthly newsletters. Not even with those who freely give the use of their own personal computers, paying for repairs out of pocket, giving reams of free computer paper and purchasing their own expensive printing cartridges do we come close.

Additional funds are necessary to enable us to pay for postage, materials, and assist in giving toward the needy. A token gift to the American Legion for allowing us to meet at their Post, paying something toward seasonal holiday parties or picnics, funeral or get well flowers, get well cards and a slew of other Base expenditures. That's it ! No set amount is ever asked for and regardless of the size of your donation, \$50 or \$10, the amount you give will be confidential. In return, as a mere Token of supporter appreciation, your name will be listed monthly in *Midwatch* as a Perch Base Booster. We're not stupid...we know that there are some of you who would love to give but can simply not afford to. We understand that, and sympathize with you. Most of us have been there, have no fear, you're still our brothers. In true submarine fashion, there will probably be one of us that will pick up the slack. In 2000, 49 contributed, which is greatly appreciated. We now have 100 members and growing! We thank you for this excellent support. Make checks payable to "USSVI Perch Base" and indicate "Booster" and send to our Base Treasurer **Bob May**, (see front cover).



Perch Base Booster Club

I wish to thank the following members for their

above and beyond financial assistance to our base during 2000: **Jerry Allston, Ken Anderson, Joe Bernard, Jerry Becker, Wayne Braastad, Mike Brietner, Tom Burke, Jim Clewett, Roger Cousin, Earl Crowley, Steve Day, Jeff Duncan, Doug Eddy, Tom Fooshee, Billy Grieves, Lee Graybeal, Warren Grossetta, Dave Harnish, Glenn Herold, Steve Hough, Jim John's, Davy Jones, John Lang, Hubie Maxey, Bob May, Jim Michaud, Roger R. Miller, Bob Mitchell, Bob Moore, Joe Mullins, Jim Nelson, Jim Newman, Joe Otreba, Tom Patterson, Royce Pettit, Ray Perron, Scott Protero, Ray Samson, Frank Rumbaugh, Joe Schwartz (deceased), Tyler Smith, Adrian Stuke, Lou Tejera (deceased), Don Wannamaker, John Wilson, Don Whitehead, Bob Wonsley, George Woods, Jerry Yowell.**

Thanks to all of you who realize the financial burden of running this Base and for giving the extra financial support that is necessary to help make it successful.

Small Stores for the Holiday Gift Giving:

Our Storekeeper **Dave Harnish**, has a comprehensive array of Submarine Small Stores, consisting of hats, shirts, sweatshirts, belt buckles, beer mugs, cocktail glasses, coffee mugs, Dolphin stickers, and a slew of other memorabilia. Great gifts for the Holidays! With Winter, (finally) coming on, look at the Jackets **Dave Harnish** is offering. The price is right, and they look sharp. Also one of the best looking Vest's is offered. Come to a meeting and check things out.

Korean War Metal:

In a May 13, 2000 letter to Defense Secretary William S. Cohen, Republic of Korea Defense Minister Seong Tae Cho formally announced that his government would provide the Republic of Korea War Service Medal (ROKWSM) to eligible U. S. Veterans of that conflict, or to their surviving next of kin. The medal will be provided at no cost to U.S. veterans. The U.S. Air Force has been designated the lead agency to receive and distribute the medals. To apply, veterans must provide a copy of their discharge paper, commonly known as a DD-214 or a corrected version of that document, a DD-215.

Additional information on how to apply for, or request the medal can be found by contacting the Air Force Personnel Center. Monday - Friday, 0730 - 1630 (CST) at (800) 558-1404, or the Awards and Decorations Section (210) 565-2432/2520/2516, or by writing to HQ AFPC/DPPRA, 550 C Street est, Suite 12, Randolph Air Force Base, Texas 78150-4714. The organization's FAX number is (210) 565-3118.

Associate Membership:

Both the USSVI By Laws and the Perch Base By Laws (as revised 2000), clearly endorse Associate Membership. I believe it is an avenue Perch Base has hardly broached in the past but should become more

active in it's pursuit. The Associate Member must be sponsored by a Regular Member, voted in by the Membership, be at least 16 years of age, and must display a legitimate interest in submarines. The annual dues for an Associate is the same as a Regular Member. That is, \$20 for the National Organization (for the first year -- \$10 after that) and \$10 for Base membership. An Associate is required to live up to the responsibilities of both by laws. The Associate has Base voting rights, may hold an office, is entitled to monthly Midwatch Newsletters, and bi-monthly issues of American Submariner Magazine. He is also encouraged to join us for meeting lunches, all Base functions (picnics, holiday parties, etc.), be permitted to purchase submarine items at storekeeper prices from our ship stores and would be welcomed as one of "the crew". Most of us have a family member, friend, neighbor, or business associate who fits these requirements. Why not approach them with the idea?

Interesting Dates in November:

(4th) 1980, Ronald Reagan elected 40th President;
(8th) 1805, Lewis and Clark reach the Pacific;
(11th), Veterans Day observed;
(19th) 1863, Lincoln delivers his famous Gettysburg Address;
(22ed) 1963, JFK Assassinated;
(23rd) Thanksgiving;
(29th) 1890, 1st Army/Navy Football Game - Navy 24, Army 0.

New 2001 Perch Base Subvet Calendars Available. Great Christmas Gift Item:

The new 2001 Arizona Perch Base Submarine Calendar is now available through our Vice Commander, **Don Wannamaker** (address on front cover). In my opinion, it's even better than last year's - if that's possible. Don has come up with a fine mix of various submarine photos including Fleet, Guppy and Nuke, which will spike everyone's imagination. Great for Holiday gift giving and priced to sell . . . \$8.00 each plus \$2.00 each for postage. 10 or more, \$7.00 each plus \$6.00 total for postage. Make checks payable to "Arizona Perch Base" and send to **Don Wannamaker**.

Lost Boats and Crews for November:

USS GROWLER (SS215); Launched 22 Nov. 1941, Sunk 8 Nov. 1944, 84 Men Lost.

USS GROWLER'S famous career began in June 1942, with the sinking of one destroyer and damaging of two others in Aleutian waters. Her 2nd patrol was off Formosa, where she succeeded in sinking five enemy ships. It was **USS GROWLER'S** 4th patrol, however, that set the stage for one of the most legendary acts of heroism in the history of U.S. Submarine warfare. **USS GROWLER** had rammed an enemy patrol ship which then opened fire on her, killing two of her crewmen on deck. **Commander Howard W. Gilmore**, lying

wounded on the bridge, saw that the **USS GROWLER's** only hope for survival was to submerge immediately, knowing that he would not have enough time to go below deck, he still gave the order to dive. As **USS GROWLER** dove to safety, **Commander Gilmore** was swept away. He was posthumously awarded the Congressional Medal of Honor. **USS GROWLER** returned to battle with a vengeance, wreaking havoc on Japanese shipping throughout the Pacific. In October of 1944, **USS GROWLER** set out on her eleventh patrol, forming a wolf-pack with two other submarines. On 8 November, this search-and-attack group fired upon an enemy convoy in the Sulu Sea. When the depth charging ceased and the remnants of the enemy convoy passed, **USS GROWLER** was never heard from again.

USS ALBACORE (SS218); Launched 17 Feb.; Sunk 7 Nov. 1944; 86 Men Lost.

USS ALBACORE distinguished herself by demonstrating an uncanny ability to prevail in encounters with huge Japanese men-of-war. Her record of enemy combat ships destroyed was the best of any U.S. Submarine. Her crowning achievement was the destruction of the enemy's newest and largest aircraft carrier, Taiho. In addition, she was responsible for the sinking of at least one light cruiser, two destroyers, a sub chaser, and two additional gunboats. During ten successful war patrols between August 1942 and October 1944, **USS ALBACORE** sank 13 enemy ships for a total of 74,100 tons and damaged five others. She earned nine battle stars and was awarded the Presidential Unit Citation for Extraordinary Heroism during four patrols. On 28 October 1944, **USS ALBACORE** left Midway on her 11th patrol. She was bound for the dangerous waters off northeast Honshu where four American ships had already disappeared. On 7 November, she slipped beneath the surface of the mine-filled waters south of Hokkaido. Moments later a Japanese patrol craft witnessed an underwater explosion. This was **USS ALBACORE'S** last dive as thick oil, air bubbles and debris rose to the surface.

USS SCAMP (SS277); Launched 20 July 1942, Sunk 9 November 1944; 83 Men Lost.

USS SCAMP proved to be a bold undersea raider. In less than two years of service, she sank 49,000 tons of enemy shipping. **USS SCAMP** was severely damaged in an attack by Japanese aircraft during her seventh patrol. In true Hollywood fashion, releasing a deceptive cover of oil and air bubbles to give the appearance of sinking, she was able to escape undetected and headed for safety and repairs. On her 8th patrol, **USS SCAMP** was assigned to the waters south of Tokyo. Early in November 1944, she acknowledged an order to change her patrol area in anticipation of B-29 raids on Tokyo. Five days later, **USS SCAMP** was sent to rescue downed aviators east of Tokyo Bay. On 29 November, information was received that an enemy minefield had been laid in

USS SCAMP's vicinity. Warnings were issued to all submarines operating in the area, but for **USS SCAMP**, the warning came too late. She never returned from her lifeguard mission. Records released after the war revealed that several anti-submarine attacks had occurred in **USS SCAMP's** area between 11 and 16 November. She may have been the target of any or all of these attacks, or she may have fallen victim to a mine or midget sub. No one will ever know for certain, but one thing we do know is that she took 7 Battle Stars with her to the bottom.

USS CORVINA (SS226); Launched 9 May 1943; Sunk 16 November 1943; 82 Men Lost.

American forces were engaged in major surface operations in the Gilbert Islands when **USS CORVINA** set sail from Pearl on 4 November 1943 on her first war patrol. She was ordered to an area south of Truk on a special mission. By whatever means necessary, she was to restrain Japanese reinforcements from leaving Truk bound for the Gilberts. **USS CORVINA** patrolled as close to Truk as Japanese anti-submarine measures would allow. Then, on 30 November, a dispatch was sent to **USS CORVINA** ordering her to pass to a new command in an eastern Australian port. There was no reply. Again, in a desperate attempt to contact her, a message was sent ordering **USS CORVINA** to rendezvous with a surface escort at Talagi. There was no reply. As fate would have it, **USS CORVINA** slipped to the surface as she was patrolling just south of Truk late in the evening of 16 November. In the distance lurked the Japanese submarine I-176. The enemy sub, sighting the unsuspecting **USS CORVINA**, fired three torpedoes, ripping through **USS CORVINA'S** hull. Within minutes, the 6 month old **USS CORVINA** and her crew were gone.

SS66 O-12/S73; Launched Sept. 9, 1917; Scuttled, Norway 20 Nov. 1931; 0 Men Lost.

USS SCULPIN (SS191); Launched 27 July 1938; Sunk 19 November 1943; 63 Men Lost.

The full story of the **USS SCULPIN** can only be told in two parts, and even those are minuscule to the actual events. You know me, I have a flair for the dramatics, so here's part 1, of the Sculpin saga, hope you enjoy it.

USS SCULPIN departed Cavite on 8 December 1941, one day after the Japanese attack on Pearl Harbor, to begin her first patrol. During her two-year career, **USS SCULPIN** would earn eight battle stars. Renowned for her fearless determination, she was credited with destroying or crippling over 105,000 tons of enemy shipping. **USS SCULPIN'S** assignment late in 1943, was to harass Japan's lifeline to her base of operations at Truk. Aboard her was Commodore John P. Crumble, Commander of Submarine Division 43, who was to take tactical command of a wolf pack, which was to be formed if the situation warranted it.

Crumble possessed vital information concerning the strategy and tactics of submarine warfare, and of pending fleet movements and large-scale amphibious operations in the Central Pacific - information which was not normally known to submarine commanding officers or even to group commanders. He knew the outline of the general plan of the Battle of Taro, which was to begin November 20, 1943. Approaching Truk on November 18, **USS SCULPIN** started searching for the enemy in earnest. About midnight, she spotted a convoy but it was going away from **USS SCULPIN**. Speeding up, **USS SCULPIN** succeeded in getting ahead of the convoy as dawn broke, about 0500 of the 19th. **USS SCULPIN** dove to periscope depth and prepared for a torpedo attack. About 0600, the convoy came over the horizon. Everything was proceeding according to plan. The **SCULPIN** was in proper position, and the range closed to 2,500 yards. The outer doors opened, targets selected. The tracking was perfect. Captain Connaway, who commanded the **USS SCULPIN**, was on the scope and gave the order to stand by to fire. Then, "Hold it, the convoy's changing course. It's coming directly toward us. "This last-minute turn placed a destroyer almost on top of **USS SCULPIN** and saved a large Jap freighter from being sunk. Heading down to 200 feet in hopes of avoiding a depth charge run, the negative tank was quickly flooded; however, to maintain trim it also had to be blown. The noise of air, blowing the water out of the tank was detected by the Jap destroyer. Cromwell believed that the extraordinarily heavy escort indicated this convoy was of sufficient importance to justify a daylight surface "end-around" and place the **USS SCULPIN** again in a position to attack. Reluctantly agreeing, Connaway ordered the **USS SCULPIN** to periscope depth, at 65 feet, it appeared clear, and they surfaced. Wrong move! **USS SCULPIN** broke water, and the conning tower bridge crew hurried up into their wet perch only to see a destroyer 6,000 yards away and bearing down on them. "Dive, Dive!" shouted Connaway. "Take her down to 200 feet.... Rig for depth charge attack.....Close water tight doors." The depth charge alarm was sounded, watertight doors secured, and the boat rigged for silent running. The Japanese destroyer dropped eighteen depth charges on her first run over **USS SCULPIN**. Initial damage cracked one of the after-engine room's exhaust valves, damaged depth and pressure gauges around the diving station, broke lights and caused valves to back off their seats. The second string of charges knocked the lighting system out and worsened existing leaks. It was also found that the after engine room had flooded making it unwise to attempt to place a bubble in No. 4 Main Ballast Tank, which would have aided the trim considerably.....the vulnerable Submarine had no choice but to surface. When she stuck her nose out, the destroyer saw it, and came over again, dropping a third string of depth charges which severely damaged outboard vents in her After

torpedo room and damaged her steering. By 12:30, the Forward Torpedo Room was also springing leaks. Besides the cracks forward and aft around the torpedo tubes, the sound heads were now driven up into the boat, shearing the hold down clamps. The boat was now without "ears". It required about 170 turns to maintain depth. The battery was about exhausted, the crew hardly able to breathe, and it was six hours till sundown. Connaway decided to bring the sub up again and fight it out with the destroyer on the surface. If unsuccessful, the crew could at least then abandon ship with an even chance of survival. Word was passed through the stricken sub by intercom, "stand by.... battle surface!" "Surface... Surface ... Surface!" Breaking water, the guncrew dashed out on deck quickly to man the deck guns. The destroyer was about 3,000 yards off. Immediately the crew began to fire at him. The first shot went over him. The second fell short. Returning fire with his 5-inch-70, a shot went through the conning tower and came out the other side, killing a number of men inside, and also men who were out on the deck, hiding from the gunfire. Men were also being killed from machine gun fire as they came out of the hatches. Next the Japs made a direct hit on **USS SCULPIN'S** gun. **USS SCULPIN** lost her captain and XO in the surface battle and the boat was uninhabitable. It was time to scuttle her. The word was spread "abandon ship". Commodore Cromwell was afraid that the information he possessed might be injurious to the war effort, if the Japanese made him reveal it by torture. He, according to later reports of survivors therefore, coolly decided to ride the boat down, thereby robbing the Japanese of a valuable war trophy. The mortally wounded **USS SCULPIN** went down quickly in a whirlpool of white foam, carrying with it Cromwell and other officers and men. In nine hours of blasting by the Yokohama, the **USS SCULPIN** had been rocked by an estimated 52 heavy depth charges. But for the survivors, their hell had just begun.

Part II OF **USS SCULPIN'S Story. "The Imprisonment of her Crew".**

In the April issue of Midwatch, I wrote an account of the deprivations the crew of the **USS GRENADIER (SS210)** received at the hands of the Japanese as Prisoners of War after their boat was scuttled on April 2, 1943. Unfortunately, **USS GRENADIER'S** crew were not the only submariners to suffer the same fate. On November 19, 1943, just seven months after **USS GRENADIER'S** epic, it was **USS SCULPIN'S** turn. This is their story. First Hand Account, by **USS SCULPIN** Survivor, **Fireman Joseph Baker**.

The wet, oil-grimed survivors were hauled aboard the destroyer Yokohama. One was tossed back into the sea after his captors decided he was too badly wounded to live. Another, bleeding, fought free from similar attempts. Two of the **USS SCULPIN'S** crew underwent immediate amputations of their arms.

--**Baker:** "That night, as the destroyer carried the three surviving officers and 38 men of **USS SCULPIN** toward the island of Truk, we were all left on the deck, with our hands and feet tied, with only a piece of tarpaulin stretched over all 41 of us for protection against a rainstorm, against a raging sea ... many of the men were in terrible agony, because of the wounds, and were losing blood." "They had their hands tied and were blindfolded when they were taken off the ship onto Truk and this is where some of us received our first punishments because we tried to see from beneath our blindfolds. The 41 survivors were placed in three 8 x 7 cells which included a small head in one corner. We were kept there for 12 days - a living hell for everyone concerned . . . at first they didn't feed us or give us any water to drink. We were questioned about our sub and other military information. Many of us took some hard beatings." "H. J. Thomas, Torpedoman 1st, resorted to the ruse of warding off beatings by giving the Japanese erroneous information. He said, for example, that American submarines were refueling at a secret island between the Gilberts and Truk. Their inquisitors produced charts, but could find no such island. His buddies solemnly repeated the fable." "The men were subjected to constant questioning, during which they were stimulated by frequent beating with clubs and fists. It appeared that the officers received the worst treatment, with the radar men being next in line."

--**Roger:** Eventually the 41 Americans were evacuated from Truk and placed on two aircraft carriers - 21 on one Carrier, 20 on another)

--**Baker:** "We weren't out of the harbor very long before they were dropping depth charges and we really began to sweat, expecting to get hit with an American torpedo at any moment. We were three decks below, just about even with the waterline. We had been told that, should the carrier be torpedoed and sunk, we would go down with it. Every day, all the way to Japan, they manned their battle stations at least twice because of lurking American subs." "Finally, on the night before we reached Tokyo, we heard three loud explosions which scared the hell out of all of us. At first we thought we had been hit up forward, but then we decided that there would have been more of a jar if it had been us. One thing we did know was that something had been hit. As it turned out, the carrier Chuyo, carrying 21 of our submarine shipmates had been torpedoed by the **USS SAILFISH (SS192)** ex **USS SQUALUS**, which had no way of knowing that their own countrymen were on board. All but one of the American POW's perished in this great tragedy of the Pacific War."

--**Roger:** I doubt if it would have made a difference even if **USS SAILFISH** had known, 21 American lives for one heavily manned and loaded Carrier is hardly reason for rolling the dice in this situation....you make the sign of the Cross, say one

Our Father very fast, and shoot.

--**Baker:** "The Jap Captain gave us a speech following our carrier's anchoring in Tokyo Harbor, telling us that we were about to enter a strange life in a strange country and we would eat many strange things, but we must get used to the Japanese ways as we would have to learn to like and do them until the day the war was over, and we were returned to our country. The weather was pretty damned cold and here we were barefooted and nothing but old third-hand Navy blues covering our bodies. We were marched through the streets to an electric tram system . . . We got off at the village of Ofuna and marched another half hour over a cinder road in bare feet which were already sore, cold and bloody. "We came to a place with a high wooden fence around it, and in the front gate we marched, believing that we would become registered POW's, but were sadly mistaken, it was a secret questioning and intimidation camp run by the Japanese Navy for nothing else but to pump or beat military information out of the prisoners. We stayed in our rooms and were ordered not to even talk to one another or we would be beaten. The following dawn the **USS SCULPIN** crew was awakened at 05:30, lined up in the compound facing the Emperor's palace and made to bow to the Emperor. This was done every morning, rain or shine . . . The guards were sadistic and beat us for any minor infraction."

NOTE: The **USS SCULPIN'S** only surviving officer, George E. Brown, was kept in solitary confinement when not being interrogated, put on reduced rations, given frequent beatings, and threatened with death if he refused to answer questions. He divulged only information which was contained in "Jane's Fighting Ships," to which he was given free access. He was able to convince his tormentors that, being the Engineer Officer, he knew nothing concerning matters of policy, fleet organization, plans or logistics. The next year the harassed, half-sick submariners were sent to Ashio to work in the copper mines, with the back-breaking hours and noxious sulphur fumes. The death rate was appalling.

--**Baker:** "Our Navy men resorted to every ruse in the book, and invented a few new ones. They hid out behind boilers and took full advantage of air raid alarms to dive into storehouses, out of which they would steal all sorts of plunder, from rice to clothing. Here the average weight loss was 35-45 pounds per man. Sleeping quarters were old barracks with lice-infested straw for bedding. The "burn treatment", consisted of placing a small piece of dried swamp punk on a man's leg or back and lighting it off, it was used as a "cure" for almost every "ailment". "Burned, beaten, starved, brutally overworked, forced to exist with vermin as bedfellows, humiliation their unflinching daily fare, the survivors of **USS SCULPIN** proved to be tough. Twenty one had entered POW camps. Twenty one started for home after VJ Day."

Commanders Comments: And the memories remain. Let us not forget. Let us inform those, who don't know.

On the Lighter Side Part I:

Once upon a time there lived a submarine Captain named Captain Bravo. He was a man's man, who showed no fear when facing his enemies. One day, while sailing the seven seas, his lookout spotted an enemy ship and the crew became frantic. Captain Bravo bellowed, "Bring me my red shirt!" The XO quickly retrieved the captain's red shirt and while wearing the brightly colored frock, the Captain led his crew into battle and defeated his enemy's swift ship. That evening many of the men sat around topside recounting the day's triumph. One of them asked the Captain, "Sir, why did you call for your red shirt before battle?" The captain replied, "If I am wounded in the attack, the shirt will not show my blood. Thus, you men will continue to fight, unafraid." All of the men sat and marveled at the courage of such a manly man's man. As dawn came the next morning, the lookout on the bridge spotted not one, not two, but ten, enemy ships approaching at flank speed. The crew stared in worshipful silence at the captain and waited for his usual orders. Captain Bravo gazed with steely eyes upon the vast armada arrayed against his sub and without fear, turned and calmly shouted, "Get me my brown pants!"

For Your Health:

Silent Killer Stalking Millions, Diabetes Avoidance Essentials:

I read recently that the number of adult-onset diabetes cases is rising at an unprecedented rate. Ten years ago, diabetes typically started after age 50 . . . now it regularly strikes people in their 30s and 40s. The consequences are serious.

Diabetes triples the risk of heart attack and stroke. It is the leading cause of chronic kidney failure. And it is the leading cause of blindness in people ages 20 to 65. (I have diabetes and have been fighting blindness for years.) An estimated five million Americans have diabetes and don't know it. "The best defense," says Yale's Robert Sherwin, MD, President of the American Diabetes Association, "is a blood glucose test every three years starting at age 45, and maintaining a healthful lifestyle and appropriate body weight." Some people should take this test earlier - ask your doctor. Good News: You can significantly reduce your risk, says Dr. Sherwin. An important new Harvard study found that people who walk briskly for one half hour a day have nearly half the diabetes risk of those more sedentary. Biggest Dietary Waste: Liquid calories. Sugary soft drinks, shakes or fruit juices cause a huge release of insulin into the bloodstream. In those predisposed, this can eventually lead to diabetes. Choose whole fruit over juice. For thirst quenching, choose water. If caught early, diabetes can often be treated through lifestyle changes exercise and diet - rather than troublesome medication. (Please heed this advice. I'm a diabetic Roger.)

Your Money and You. Strictly a recommendation:

Hold on to stocks that quickly rise 20%. A stock that goes up that much in just a few days or weeks is a good choice to hold for months or years. Selling too quickly locks in a profit but may eliminate the chance for a much bigger gain over time. Even the strongest stocks do not rise every day during big advances. Temporary pull-backs may be an opportunity to buy more shares. New IRS Ruling, can help surviving spouses. The IRS says if a spouse designates his/her estate as IRA beneficiary, the surviving spouse can roll over the account into a new IRA without tax or penalty - as long as he is the ultimate beneficiary of the estate. Importance: In the past, if the estate was the IRA beneficiary, money taken out of the IRA was subject to accelerated income taxes and potential estate taxes. The new IRS ruling softens this big tax blow. Speak to you tax person.

Chaplain's Corner:

It's another month, and we still have those that have their problems. **Gary Patterson, Manny Burrell** and **Bobby Moore** could still use some cheering up and a few prayers. **Jim Nelson** and **Phil Wagner**, thank God, are improving and gaining strength every day. New this month is **Kenny Wayne** who is all broken up inside from his rodeo days and is feeling the effects as he becomes ancient (as some of us have already become). He's got very painful vertebrae neck and back problems and his arm, which had been badly broken in those rodeo days, often becomes numb. He's really giving the docs at the VA a run for their money. His gal friend, Nancy, is also having her problems with stomach pain and an inflamed duadulam to go along with her arm and elbow problems. I'm telling you, we're falling apart. Our sympathy is also with **Billy (Sally) Hatcher** and his family on the loss of his 86 year old Mother on September 24th. Please, men, let your Chaplain know of deaths, family illness or other problems. Thank You.

On the Lighter Side. Part II:

Admiral, Officers, and Chief ... This one comes from shipmate Edgar Brooks. A young Navy officer was in a serious car accident but the only visible permanent injury was to his ears, which were amputated. Since he wasn't physically impaired, he remained in the Navy and eventually became an Admiral. He was, however, very sensitive about his appearance. One day the new Admiral was interviewing three young Naval personnel for the position of becoming his personal aide. The first officer was a Surface Warfare Officer (SWO) and it was a great interview. At the end, the Admiral asked him, "Do you notice anything different about me?" The young SWO answered, "Why, yes, sir. I couldn't help but notice that you do not have ears." At that, the Admiral got very pissed at this lack of tact and threw him out of his office. The second interview was with a female Fleet Support Officer, who wanted to become

the first woman submariner. She did even better than the first officer. The admiral asked her the same question, "Do you notice anything different about me?" She replied, "Well, sir you don't have ears." The Admiral threw her out also. The third interview was with a Navy Submarine Yeoman Chief Petty Officer. He was articulate, looked extremely sharp and seemed to know more than the two officers together. The Admiral wanted this guy, and went ahead with the same question. "Do you notice anything different about me?" To his surprise, the Chief said, "Yes sir: you wear contact lenses." The Admiral was impressed and thought, what an incredibly observant CPO and he didn't mention my ears. "And how do you know that I wear contacts?" The Admiral asked. The sharp-witted Chief replied, "Well, sir, it's pretty hard to wear glasses with no f—king ears."

New Submarine Tapes now Available:

John Clear (**SS315**), 180 Robin Lane, Port Ludlow, WA 98365 Phone 360-437-1143; E-mail: sealbtdt@continet.com., has now made available the third tape, with 3 Silent Service stories and a Navy training film for your pleasure. This new film is only \$17.50 (including S & H). The second film is still available, with four viewable - not grainy, "Silent Service" episodes that weren't on our 1st run of the 13 grainy ones (last year). These stories are of the **USS TAUTOG**, **USS BERGALL**, **USS TINOSA** and **USS ASPRO**. Also included is a tape that was made for the Navy in 1940, titled "Submarines at Sea". This one has terrific footage including several boats that were later lost in WW2 . . . unbelievable scenes.

The cost of this 2 ½ hour VHS tape is only \$20.00 (including shipping), which is the actual cost to produce the tape. These tapes are part of our submarine heritage and therefore are only being offered within the sub community. So if you want to take advantage of this price, send John Clear your payment in full for the quantity you wish.

(Commander's Comments: John Clear is a good guy who thinks and dreams submarines. Take it from me, he is very trustworthy.)

Russia. My View: by Roger Cousin:

The recent loss of the Russian submarine **KURSK** was felt greatly by all submariners throughout the world. For losing a sub and its entire inhabitants in peacetime, regardless of its country of origin, is like losing one of our own. Yes, the American submarine community mourns the death of these brave men alongside the families of our Russian friends. But, there are still so many questions to be answered, and knowing the Russian hierarchy, many, if not most will never be answered with any degree of accuracy or truth. First, it is my belief that with upwards of 50 officers supposedly onboard as reported, this boat with a total of 118 men, was heavily and dangerously undermanned by an experienced crew and before sailing was already in jeopardy. This type of submarine normally employs a working crew, including officers, of about

130 men, similar to our own **Los Angeles Class**. We can therefore assume that like the **LA, KURSK** normally carried an officer compliment of about 14. Not the day she made her final dive. According to all reports I've read, there were 118 men onboard (which some accounts erroneously mention as being her "crew") . . . 50 of these were officers. Therefore, about 36 of these officers were either visiting, training, or there for some other reason. One thing is certain, these officers were not part of the **KURSK'S** "crew" as casually reported. If there were only 118 men aboard, which we probably won't know for certain until, or if, they ever bring her up, then that means **KURSK** was operating at sea for an unspecified time with an actual working qualified crew of only 68 enlisted men, including chiefs, plus her normal 14 officers, at least 48 men short, or about only 60% efficiency. Could things have been different had a fully qualified crew been onboard checking things over two or three times as American crews do? Who knows? We don't even know if the Russians know for sure what happened that day or what caused the disaster, no less if it could have been avoided. But what's more frightening is that this may very well be the "standard" for the Russian Submarine Navy today. Large, scary nuclear submarines with scary nuclear capabilities, secretly deployed in oceans around the world, rapidly deteriorating inside and out from lack of adequate Government funding and repairs, and manned by far less than sufficient crew members who are routinely underpaid or unpaid, many with questionable qualifications. The horrible state that Russia is in today makes it one of the poorest monetary and corrupt countries in the world and no turnaround is in sight. Every day sees a worse decline in its economy and both the government and its military are stealing anything possible to sell on the black market in order to provide for their families. I heard of one case where a Captain of one of their nuclear submarines was actually stealing plutonium from his ship to sell. Russia is in a deadly down hill spiral and what scares me most is if the free world cannot help it turn itself around quickly, China, which has benefited greatly from the sale of Russian arms and know-how, is poised right there on her borders, waiting. Better the world go into hock helping solve Russia's and our problems now, than fight a frightening war of self destruction in the not too distant future. That is if it isn't already too late. Last month, two excellent stories appeared in Midwatch about the recent loss of Russian Submarine **KURSK**. Their views were poignant and most enlightening. But now, I'd like to go even deeper into the core of the problem, Russia itself. This one comes out of Moscow by Vladimar Isachenkov, AP, dated August 18, 2000: "The loss of a Russian nuclear submarine is just one more catastrophe in a nation that has been transformed by years of decline and stagnation from a superpower into a technological junkyard."

Disasters ranging from crashing airplanes to industrial accidents have become commonplace in

Russia, an increasingly poor country that can't afford to purchase new equipment or maintain aging Soviet-era machinery. In industry and the military, the problem has been compounded by carelessness, lack of training and pilfering.

President Vladimir Putin describes the increasingly worn-out equipment as one of the main obstacles to economic growth. "Only 5 percent of our enterprises are actively using modern technologies," Putin said at a recent meeting with scientists.

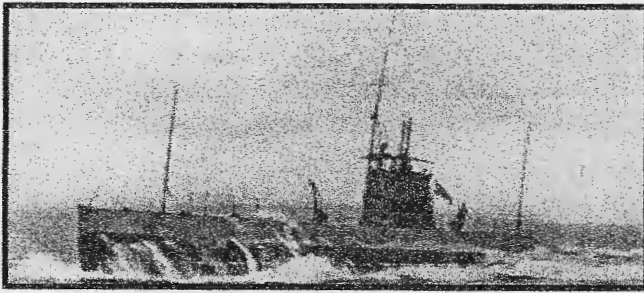
Emergency Situations Minister Sergei Shoigu has repeatedly warned that Russia faces disaster as everything from airplanes to elevators go without the maintenance vital to keep aging machinery running safely. In their annual forecast released in January-one which drew quick comparisons to Nostradamus' darkest prophecies - Shoigu's experts predicted that the country could face a steady string of technological disasters starting from fires, collapsing buildings and breaking pipelines and ending with leaks of radiation and poisonous chemicals. Experts have warned that if the shortage of funds for new equipment and maintenance goes on, most of Russia's industrial equipment could be unusable by 2007. Companies struggling to stay afloat and workers desperate to get any kind of pay continue to use aging equipment that should have been junked years ago, experts say. "This danger is augmented by the popular neglect of safety rules in the run for profit," said Marina Ryklina, a spokeswoman for the Emergency Situations Ministry. Unlike in Soviet times, when discipline and fear of punishment were stronger, safety rules are commonly ignored in modern Russia. A string of plane crashes was blamed on overloading after pilots accepted bribes to take extra cargo, weighing down their aircraft. Natural gas explosions have become commonplace in apartment buildings because of a lack of maintenance. In rural areas, people hack holes into oil pipelines to siphon fuel, often causing fires or explosions. Hundreds of people are electrocuted every year while trying to pilfer communication wires, electric cable and train and plane parts to sell as scrap metal. Large areas are left without electricity after power lines are looted. Compounding the problem, many Russians say, is a tendency to minimize or dismiss danger - a trait that is sometimes boasted of as a national characteristic. Thousands of people drown in Russia every summer, mostly men who swim when drunk. Drowning's in Russia and other former Soviet republics are up to 500 percent higher than in Western nations according to officials. The Russian military is a glaring example of the breakdown, experts say. Even though the **KURSK** was one of the most modern vessels in the navy, its safety systems apparently failed to work. "Not a single rescue system functioned on this top-of-the-range submarine, so what can be said about the older ones?" said Alexander Golts, a military analyst for the weekly magazine Itogi. Insisting it is

still a world power, the navy refuses to scrap hundreds of rusting Soviet-era ships and submarines even though there is no money for maintenance. Navy officials admit that 70 percent of their ships need major repairs, and scores of vessels simply sank because their hulls rusted out. "Why should we keep a huge and expensive nuclear fleet if we are short of funds to send it to sea for even three days?" the daily newspaper *Nezavisimaya Gazeta* asked Friday. "We must live in accordance with our means and not turn the seamen into kamikaze when they go on an exercise." Low military wages have contributed to a steady decline of skill and morale. Officers who earn the equivalent of \$100 a month when they get paid, have to moonlight as cabdrivers or security guards to feed their families. Theft is endemic in the military, with servicemen stripping ships and planes of parts and metal to sell for food and other necessities."

Commander's Comments: For years I've been writing articles on just this situation occurring in Russia since the collapse of the Soviet Union. None of my articles have ever expressed the depth of decomposition of this once-feared world super power as well as this one by Mr. Isachenko. Nothing in my opinion is more scary to the safety of the entire world than what is taking place in Russia today. And worst of all, I don't know if there is any viable solution to the problem. It only gets worse. And that's even scarier. When are the leaders of the world going to realize this potential Armageddon and band together to at least try to do something concrete about it. Roger.

Dolphin Tales, with a dash of salt:

It was our third attempt to reach the North Pole. The date was August 3, 1958. After giving a count down over the IMC to mark the event, I went forward to the Crew's Mess to join in a North Pole cake-cutting and to ship over the first man ever to reenlist at the North Pole ... James Sordelet. One of the crew walked into the compartment from aft and remarked, "I was caught in the shower, What about that?" Following just behind, another commented, "Well, I was washing dungarees .. you tell your grandchildren you were the first guy to take a bath at the North Pole, and I'll tell mine I was the first to wash my clothes there." Just then, one of the youngest seamen aboard, who had overheard the comments, had just come into the compartment from the forward torpedo room with grease all over his dungarees, hands, and face. With a big grin, he said, "Hell, you guys wern't to clever. Where do you think I was when the skipper counted down? I was up between the torpedo tubes, as far forward as a guy can get. I'll tell my grand babies I was the first guy to get there and he was. Capt. W.R. Anderson USN (Ret.)



(USS K-1 representative of Class)
SS K-8 (SS-39)

Displacement - 392 tons (Surf); 521 tons (Subm)
Length - 53'; Beam 16.7'
Speed - 4k (Surf); 10.5k (Subm.)
Test - Depth 200'
Armament - 4 18" TT (fwd)
Compliment - 2 Officers, 26 Enlisted Men
Class - "K"

Keel laid down by Union Iron Works, San Francisco, CA, 10MAY12; Launched: 11JUL14; Sponsored by Mrs. John W. Lewis; Commissioned: 1DEC14 with Lt John W. Lewis in command; Decommissioned: 24FEB23; Sold for scrapping 25JUN31.

USS K-8 (SS39) departed San Francisco on 26 December 1914, with **USS K-7 (SS-38)**, for training operations along the coast of southern California. Returning to the Mare Island Navy Yard on 4 June 1915, the submarine underwent a period of restricted availability. She sailed on 3 October 1915 for duty in the Hawaiian Islands arriving at Pearl harbor on 14OCT15.

For more than two years, **K-8** operated with **USS K-3 (SS34)**, **USS K-4 (SS35)**, and **USS K-7 (SS38)** developing and perfecting submarine techniques in diving, torpedo firing, and underwater tactics. The United States became an active participant in the First World War in 1917.

Ordered to return to the west coast of the United States on 31 October 1917, **K-8** transited to San Pedro, CA, arriving there on 12 November 1917. On 27 November 1917, **K-8** commenced a transit to the United States Naval Station at Key West, FL, where she was to conduct war patrols out of that port. Arriving at the southernmost city in the continental United States on 8 January 1918, **K-8** commenced conducting patrols from Key West to Galveston, TX, during the remaining months of the First World War the shooting part of which concluded with the implementation of the terms of the Armistice on 11NOV18.

Departing Galveston on 21NOV18, **K-8** transited to Key West to continue experimental operations along the Florida coast until she sailed for the Philadelphia Navy Yard at Philadelphia, PA, on 14 April 1919. **K-8** arrived at Philadelphia on

21APR19 then underwent overhaul at the navy yard. All yard work completed on 10NOV19. Then **K-8** transited to Key West and arrived there on 3 DEC19 beginning seven months of operations in the Caribbean. After returning to The City of Brotherly Love on 8JUN20, **K-8** underwent restricted availability work at the Philadelphia Navy Yard.

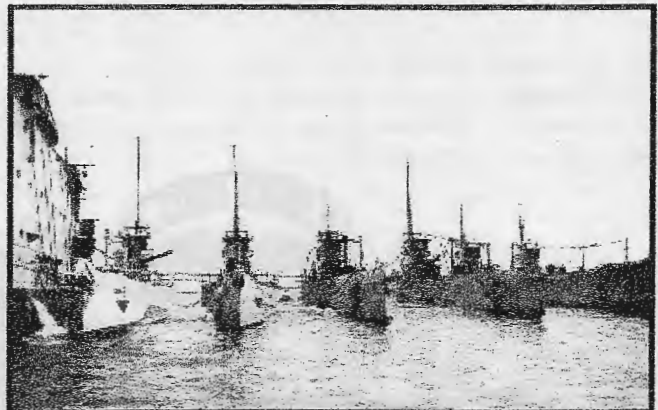
On 19JAN21, **K-8** commenced a transit to Annapolis, MD. Upon arrival at the United States Naval Academy the submarine commenced training operations for Naval Academy personnel. On 15FEB 21, **K-8** commenced a transit to Hampton Roads, VA. From that large naval base area, **K-8** continued with development operations along the Atlantic coast of the United States, from Norfolk, VA, to Cape Cod, MA.

The submarine visited the U. S. Naval Academy during the period 4 through 14 April, 1921 and visited the United States Military Academy at West Point, NY, from 24 through 30 May 1921. **K-8** conducted experimental maneuvers in the Chesapeake Bay from 4DEC21 to 16MAY22.

The submarine was the "school boat" for the Submarine School at the United States Naval Submarine Base at New London/Groton, CT, during the period 20 May to 5 September 1922 then returned to Hampton Roads on 7 September 1922 to resume operations in the lower portion of the Chesapeake Bay.

K-8 decommissioned at Norfolk, VA, on 24 February 1923 then was moored there in an inactive status. On 2 September 1924, **K-8** was towed to the Philadelphia Navy Yard where she was moored in the Back Channel with other inactive ships. On 25 June 1931, the submarine was sold for scrapping.

Compiled by SUBNET from "Dictionary of American Naval Fighting Ships" - Navy Department; and "UNITED STATES NAVAL SUBMARINE FORCE INFORMATION BOOK" - J. Christley



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