



September 2005
Volume 11 - Issue 9

**What's "Below Decks"
in the Midwatch**



<http://perch-base.org>

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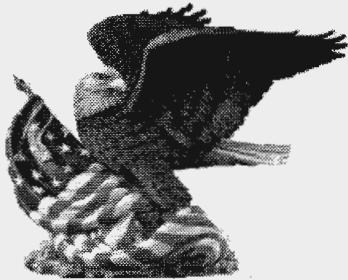
Lest We Forget Those Still On Patrol
SEPTEMBER ETERNAL PATROLS

USS S-5	SS110	Sept. 1, 1920	none lost
USS S-51	SS162	Sept. 25, 1925	32 men
USS Grayling	SS209	Sept. 9, 1943	76 men
USS Cisco	SS290	Sept. 28, 1943	76 men

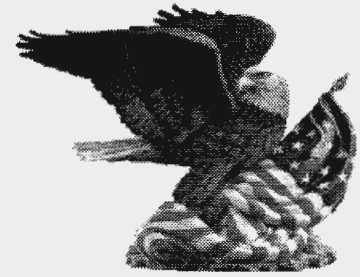
NEXT REGULAR MEETING - September 17, 2005
American Legion Post #62
11001 N. 99th Ave.
Starts at 1200 hours
Lunch provided - Donation Suggested \$3

The Perch Base USSVI is not able to totally support itself financially on the dues collected from its members. There has, to date, been no successful and ongoing plan since the base was formed to produce any other steady and effective source of income. Therefore, the Base has relied on additional donations from members -- usually given at membership renewal -- for its survival.

Listed below are those charitable givers, known as the Booster Club.



2005 Booster Club



Ben Acosta	Jerry Allston	Ken Anderson	Kirby Anderson
Ted Asbell	Gary Bartlett	Ken Becker	Joe Bernard
Dick Bernier	Ron Beyer	Ed Brooks	Jim Edwards
Harry Ellis	Chuck Emmett	Ray Graybeal	Chuck Greene
Billy Grieves	Kelly Grissom	Bob Hanson	Dave Harnish
Ed Hawkins	Glenn Herold	Dave Herrington	Les Hillman
Davy Jones	Ron Kloch	Bob Lacendorfer	Doug LaRoch
George Marions	Dale Martin	Terry Martin	Bob May
Denny McComb	Ray McKinzie	Paul Miller	Roger M. Miller
Roger R. Miller	Tim Moore	Tom Moore	Joe Mullins
Bon Nance	Jim Nelson	Jim F. Newman	Jim W. Newman
Joe Otreba	Ray Perron	George Petrovitz	Royce Pettit
Clair Prokupek	Scott Prothero	Robbie Robinson	Stan Rud
Frank Rumbaugh	Ray Schaeffer	Rick Simmons	Wyne Smith
Jim Strassels	Adrian Stuke	Jim Thomson	Tom Tilley
Jim Wall	Dick Weber	Jerry Yowell	John Zaichkin
Mike Haler	Darrell Lambert	Nick Pappas	Kenny Wayne
Ed Wolf	Roger Cousin	Alex Martin	John Cash
Roger Cousin	Joe Errante	Tom Foosee	Mike Haler
Steve Hough	Mike Keating	Darrell Lambert	Burt Loftin
Allen Miller	Nick Pappas	Ernie Plantz	Ray Samson
John McVeigh	Mike Simpson	Joseph Hawkins	Larry Rankin
Bob Gilmore			



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Sailing Orders



**NEXT REGULAR MEETING
September 17, 2005
American Legion Post #62
11001 N. 99th Ave.
Starts at 1200 hours**

SPECIAL ANNOUNCEMENT

We are, indeed, very fortunate. Thanks to Shipmate Jim Newman, I have the distinct pleasure of announcing that one of the most sought-after banquet and convention speakers in the state will be visiting us. He has appeared on:

- *ABC's Good Morning America*
- *The Nashville Network*
- *CBS's This Morning*

On February 13, 2003, Governor Janet Napolitano proclaimed him as Official State Historian. Please plan on joining in and giving Mr. Marshall Trimble a hearty, warm *Welcome Aboard* at **our October 15, 2005 Perch Base Meeting.**

Tim Moore, Commander, Perch Base USSVI

**ANNUAL VETERANS DAY
PARADE
November 11, 2005
Deck Park - Downtown
Phoenix
More details next MidWatch**

From the Wardroom

Shipmates:

The past month has been busy, eventful and filled with nostalgia. I just returned from the USSVI Convention and the Skipjack reunion. This was my second reunion in the past month and I have had the opportunity to spend time with more than a dozen shipmates with whom I have had no contact in over forty years. Lots of stories, lots of laughs and as you might guess, a little beer was consumed. I feel very fortunate to have had the opportunity to participate in these events.

The USSVI Convention in Kansas City was a big success. There were nearly a thousand USSVI and WWII Submarine Veterans in attendance. Our base was well represented as well as a number of shipmates from the other Arizona bases. This was my first experience at a National convention and I was most favorably impressed with the events and activities, and already look forward to next year. If you have never attended a convention, do yourself a favor and plan to do so in the near future. Our 2006 convention will be in Little Rock, and as you all know, the 2007 convention will be an Alaskan cruise.

The USSVI is 13,000 members strong, very healthy, highly spirited and growing. Part of our mission is to continue to support that growth. As our submarine force continues to shrink, there will come a time in the future when the opportunity for potential growth will begin to slow down. We must encourage the younger submarine veterans to join our ranks and continue to participate with and support our WWII brothers in their activities. Perpetuating the memories of our fallen comrades should always be foremost in our minds.

I want to encourage all of you to become more actively involved in Perch Base and other community activities . . . we can make a difference. We want to continue to promote the growth of our base and the other Arizona bases. In that regard, I would like to propose two objectives for the remainder of this year and the first half of next year. The first objective is very simple and that is for all of us to "re-up" so we can achieve 100% renewal of the current base membership for 2006. Start planning on it now. The second objective is to double the size of our base by the 2006 convention. While at first, this might appear to be a monumental task, I think it is very doable. Think about it! All we have to do is bring in one new member each and we have nearly a year to do it. I hope you all will step up to the challenge.

Fraternally,

Tim Moore, Commander, Perch Base USSVI

August Meeting Minutes

The regular monthly meeting of the members of the Arizona Submarine Veterans B Perch Base was convened at the American Legion Post #62 Peoria, AZ at 1303 hours, 20 August 2005. The meeting was called to order by the Base Commander – Tim Moore.

Base Chaplain Howard Doyle led the members in a prayer of Invocation followed by the standard ceremonial opening.

According to the sailing list, there were 28 members and 2 guests at the meeting. Included in the list was a recent transfer from Covina Base; Herold Lister and special guests; Walt Sweeney and Scott Fraser. The members welcomed Herold, Walt and Scott with a warm round of applause.

A motion was made and seconded that the minutes from the July meeting be approved as published in the Base Newsletter "The MidWatch." The motion carried by voice vote.

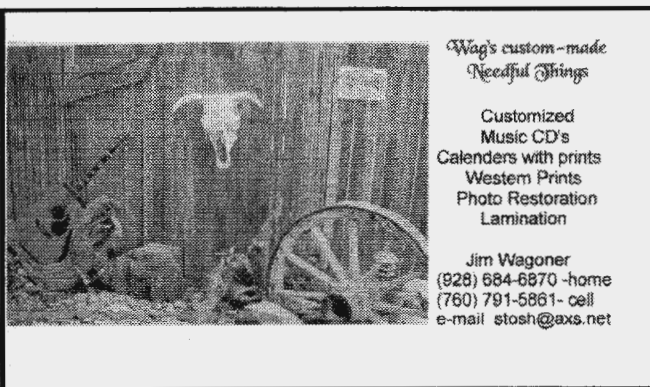
Treasurer, Jim Denzien, reported the Base's financial status as of the first day of August, 2005.

A motion was made and seconded to accept the Treasurer's report as read. The motion carried by unanimous voice vote.

REPORTS BY OFFICERS AND COMMITTEE CHAIRMEN

Base Vice Commander – Stan Reinhold reported on the USS Sea Wolf reunion held the previous week in Silverdale, WA.

Base Chief of the Boat – Bob Gilmore announced that the new American Legion Post 62 was more than 85% complete and is projected to have the Grand Opening on Octo-



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e-mail stosh@axs.net

ber 1st. Bob also indicated that the special fund raising event held by the Post raised over \$2,200.

Base Chaplain – Howard Doyle indicated that he would be sending flowers to Kathryn O'treba who is recovering at home from radical joint replacement surgery. There was no other reports of sick or infirm members.

Membership Chairman – Ramon Samson had nothing new to report regarding membership but informed the membership that he would be creating a "link" from the Perch Web Site to the web site for the American Legion Post #62, so members could keep abreast of Post activities.

Newsletter Editor – Chuck Emmett had nothing new to report.

Ship's Storekeeper – Jim Nelson announced that the ship's store now several items created by new member Herold Lister as well as shirts with individual boat's name screen printed on them and 2006 calendars.

OLD BUSINESS

Tim Moore reminded the members that the Perch Base Library books are being offered for sale. Anyone interested should contact Ray Samson.

It was also announced that there would be a meeting in October by the Parade Float Committee. Anyone with suggestions or ideas are welcome to attend the meeting. Roger Cousin offered that the Base might want to consider having a replacement float made from inflatable materials so that it may be transported without damage.

Roger Cousin briefed the members on the efforts of the USS Phoenix Commission to establish a Submarine Memorial in Phoenix utilizing the sail from the USS Phoenix.

Garry Schumann reported that he had taken a cruise on the USS Alaska and briefed the members on aspects of the cruise and the ship itself.

NEW BUSINESS

Tim Moore announced that Perch Base will again participate in the Phoenix Veteran's Day Parade on November 11th. Palo Verde Nuclear Station has also agreed to co-sponsor the event and provide t-shirts and refreshments for parade participants.

Tim also informed the members of the raffle of special upgrades and amenities for the 2007 National Convention Cruise. The raffle ticket sales will benefit Perch Base as well as the raffle sponsor (Bremerton Base).

Tim suggested that members who wanted issues addressed at the National Convention Business and Management meetings should let him know as soon as possible and he will carry the issues to those events.

Roger Cousin briefed the members on several ideas for raising funds for the Base Treasury one of which is a Casino trip where each person pays \$10 for the event (this amount is then refunded by the Casino. The Base retains the original \$10 for its treasury. No motions were made or votes taken on the suggestion.

GOOD OF THE ORDER

Stan Reinhold displayed to the members, a photo and medallions that came from the USS Sea Wolf 50th anniversary reunion recently held in Silverdale, WA. It was also announced that Stan had donated \$150 to the US SubVets Charitable Foundation for Ed Brooks to carve a set of mahogany dolphins that were then raffled for the benefit of the USS Sea Wolf Reunion Committee.

Jim Nelson announced that Herold Lister has agreed to create custom submarine related jewelry for Base members. The proceeds of any such sale will go to the Base Treasury.

Ray Samson reported on his tour of the Maritime Museums in San Diego, CA. He also suggested that members would derive numerous benefits from such tours.

Herold Lister informed the members that he will be a vendor at the National Convention in Kansas City and asked anyone attending the convention stop by and see him.

CHARTER FUNDING	Helping you create financial stability
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lzaichkin@charterfundingarizona.com	tel: 866-438-6500 X7312
TM: lyleloans@yahoo.com	fax: 866-492-7300
	mobile: 480-203-1829

50/50 DRAWING

The 50/50 drawing was preceded by drawings for special pins created by Shipmate Herold Lister. The three pins were won by Davy Jones, Jim Nelson and Garry Schumann. The money was won by Scott Fraser.

ADJOURNMENT

All the outstanding business being concluded, it was moved and seconded that the meeting of the Arizona Submarine Veterans - Perch Base be adjourned. The motion carried by voice vote.

The closing prayer was offered by Chaplain Howard Doyle and the meeting was adjourned at 1340 hours.

SPECIAL EVENT

Following adjournment, all the members were provided with glasses of champagne. The WWII SubVet members were then asked to assemble front and center. Tim Moore then read an elaborate toast in celebration of V.J. Day and appreciation to those of our Shipmates who participated in the defeat of the Japanese to end WWII.

Signed: Edgar T. Brooks, secretary, Perch Base

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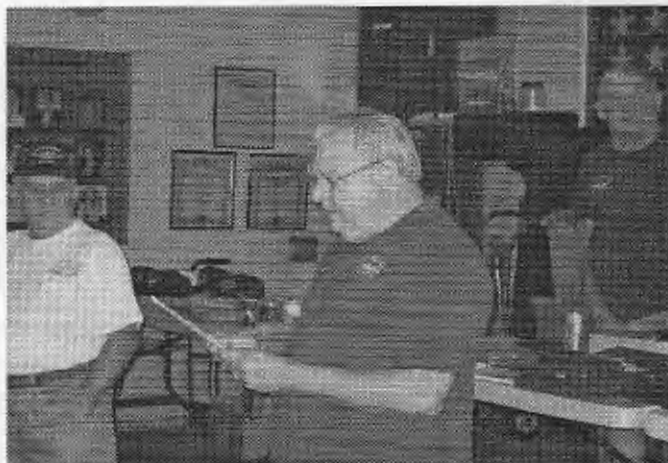
Paul Peaty
P.O. Box 5785
Peoria, AZ 85385-5785
License # 8319

(623) 594-5360
Fax (623) 594-5361



Shipmates, the American Legion has supported our Base by providing a place for our meetings. When the new Legion building is completed, will have space there for us too. Your Base officers believe we should help support those who support us. Join the American Legion and support them too.

At the August Meeting, to remember the 60th anniversary of V-J Day, all of those present took a few minutes and, with champagne or sparkling cider, toasted the WW II Pigboaters for all of their heroic efforts in ending that war. American submarines, more than any other single fighting force, acted to bring the Japanese home islands to their knees. These pictures captured the moment.





Our Fellow Vets Can Use Our Help

Our fellow veterans who reside in the Veteran's Home here in Phoenix could use our assistance. For any of you who are willing and able to participate in some volunteer work, your help would be greatly appreciated. Resident's activities include:

1. Bingo every Saturday at 0900.
2. Card playing (poker, etc.) every Monday at 0930.
3. Movies the 3rd Thursday of the month at 1400.

Volunteers help in moving residents from their units to Liberty Hall for these activities. They also play cards with the residents and help serve ice cream, pop corn, etc.

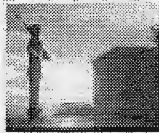
Extra help will especially be needed beginning March 30, and every 5th Wednesday thereafter, we will be going to a local casino. The time for this event will be from 0930 until 1430. Again, extra help here would be especially appreciated.

For details regarding volunteer services, contact:

Carrie Langford, CTRS
Recreational Therapy Program Manager
Volunteer Services
Phone - 602-248-1575
E-mail - clangford@azvets.com

Thank you for you assistance!





Eternal Patrol September 19, 1943

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.

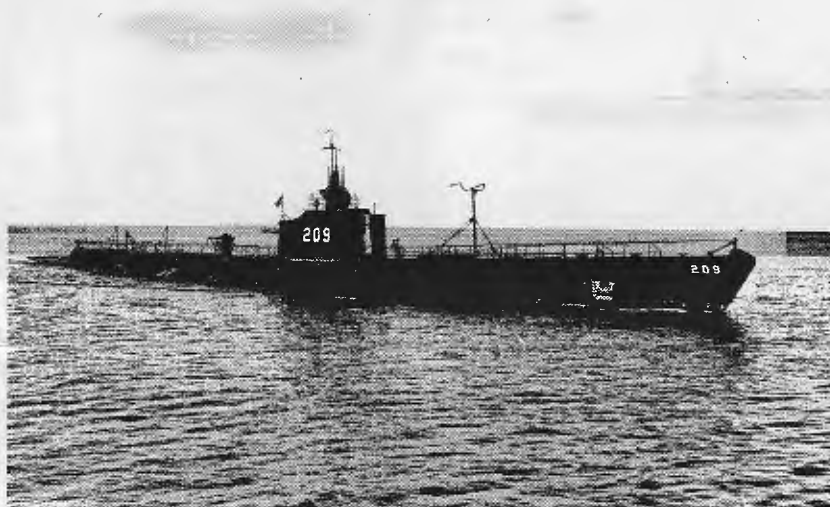
Make him welcome and take him by the hand. You'll find
without a doubt he was the best in all the land.

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.



U.S.S. Grayling (SS-209) 76 men lost



dp. 1475 (surf.), 2370 (subm.); l. 307'; b. 27'; dr. 13' 3" (mean);
s. 20 k. (surf.), 8.75 k. (subm.); td. 250 ft.; a. 1-3"/50, 6-21" tt. fwd., 4-21" tt. aft.;
cpl. 4 officers - 54 enlisted men; cl. GAR

Keel laid by the Portsmouth Naval Shipyard, Portsmouth, NH 15 December 1939;
Launched 4 September 1940; Sponsored by Mrs. Herbert F. Leary;
Commissioned 1 March 1941; Lcdr. Eliot Olsen in command

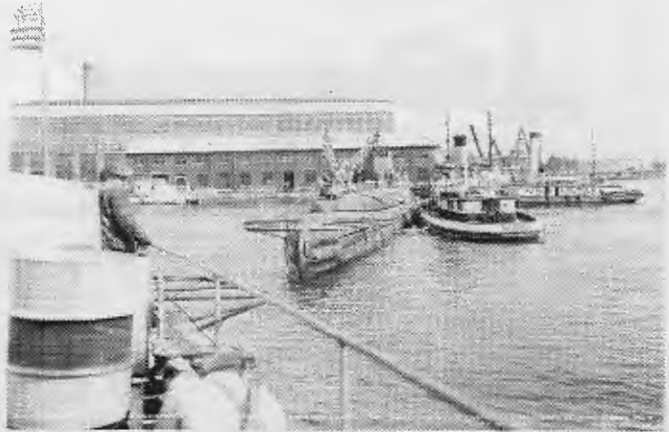
Grayling (Lt. Cmdr. R. M. Brinker) departed Fremantle on 30 July 1943, for her eighth patrol, going through Makassar Strait and thence to the Philippine area. On 19 August, she reported having damaged a 6,000-ton freighter near Balikpapan, and the following day told of having sunk a 250-ton Taki Maru-type pocket tanker by gunfire in Sibutu Passage, taking one man prisoner. This was the last report received direct from GRAYLING. On 23 August, she completed a special mission at Pandan Bay, Panay, delivering cargo to guerrillas. Guerrillas reported this mission. Then she departed for Tablas Strait, there to reconnoiter until 2 September, when she would patrol approaches to Manila until 10 September. She was to return to Pearl Harbor for refit, passing from SubSoWesPac to Subpac on 13 September.

She was not heard from after 19 August 1943, and on 30 September 1943, GRAYLING was reported as presumed lost.

Following war's end, the Japanese have submitted the following reports, which bear on GRAYLING. On 27 August 1943 a torpedo attack was seen by the enemy, and the next day a surfaced submarine was seen northeast. Both of the positions were in the Tablas Strait area. On 9 September a surfaced U. S. submarine was seen inside Lingayen Gulf; this ties with GRAYLING's orders to patrol the approaches to Manila. It is said that the freighter-transport HOKUAN MARU was engaged in a submarine action on the 9th in the Philippine area, but no additional date were available, and no known enemy attacks could have sunk GRAYLING. Her loss may have been operational or by an unrecorded enemy attack. At any rate, it is

certain that GRAYLING was lost between 9 and 12 September 1943 either in Lingayen Gulf or along the approaches to Manila. ComTaskFor 71 requested a transmission from GRAYLING on the latter date, but did not receive one.

GRAYLING's first patrol, made in January and February 1942, was a reconnaissance of the northern Gilbert Islands. She went to the Japanese homeland for her second patrol, and sank a freighter and damaged a sampan. Truk was the scene of GRAYLING's third patrol; she sank a large freighter. On her fourth patrol, this boat again went to Truk, and sank a medium tanker, while she damaged an aircraft transport. In January and February 1943, she patrolled the approaches to Manila on her fifth patrol. Here she sank two freighters and a medium freighter-transport and two schooners. Damage was done to a large tanker and two freighters. She went to the area west of Borneo for her seventh patrol, and sank a medium freighter and two sampans. Damage was done to a large tanker. Thus GRAYLING's total record is 16 ships sunk, totaling 61,400 tons, and six ships damaged, for a total of 36,000 tons.



Submarines of Today

No Injuries as U.S. Submarine and Merchant Vessel Collide

Release Date: 9/5/2005 9:03:00 AM

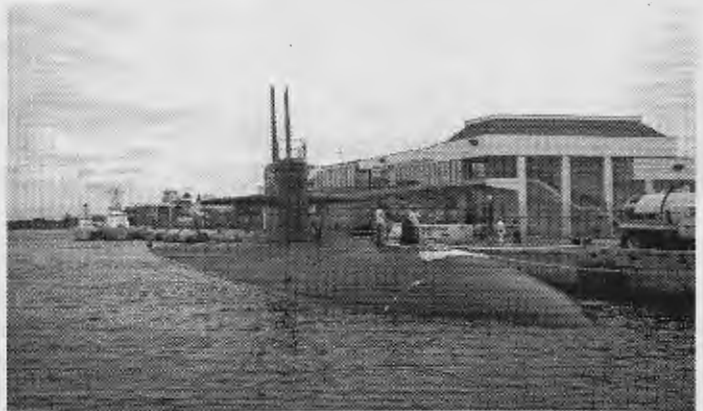
From Commander, U.S. Naval Forces Central Command/Commander, U.S. 5th Fleet Public Affairs

MANAMA, Bahrain (NNS)— No Sailors or merchant seamen were injured when a U.S. Navy submarine and a commercial cargo vessel collided in the Persian Gulf Sept. 5.

The collision between USS Philadelphia (SSN 690) and the Turkish-flagged M/V Yaso Aysen occurred at approximately 2:00 a.m. local time while the submarine was conducting surfaced operations as it transited to Bahrain for a scheduled port visit.

The submarine's propulsion plant was unaffected by this event. Philadelphia will continue to Bahrain for inspection of any potential exterior damage. The incident is under investigation.

Philadelphia is currently on a regularly scheduled deployment to the U.S. Navy Central Command area of responsibility conducting Maritime Security Operations (MSO). MSO set the conditions for security and stability in the maritime environment as well as complement the counter-terrorism and security efforts of regional nations. MSO deny international terrorists use of the maritime environment as a venue for attack or to transport personnel, weapons, or other material.



The U.S.S. Philadelphia (SSN-690) in an earlier file photo.



Submarines in History



Soviet strategic missile submarines were the greatest naval threat to the United States during the Cold War. Accordingly, strategic antisubmarine warfare (ASW) became a major role of the U.S. Navy, especially the attack submarines. This excerpt from *Cold War Submarines: The Design and Construction of U.S. and Soviet Submarines* by Normal Polmar and Kenneth J. Moore briefly describes the development of strategic ASW. *Cold War Submarines* was written in collaboration with the Rubín and Malachite design bureaus, which developed most of the Soviet submarine projects of the Cold War, as well as other Russian agencies. Mr. Polmar is a leading naval author, analyst, and historian; Mr. Moore, president of the Cortana Corporation, is a submarine technologist.

The appearance of the Project 667A/Yankee (SSBN) strategic missile submarine had a profound impact on the U.S. Navy's antisubmarine strategy.¹ Heretofore Western naval strategists looked at the Soviet submarine force as a reincarnation of the U-boat threat of two world wars to Anglo-American merchant shipping.

From the late 1940s, for two decades, the U.S. Navy contemplated an Anti-Submarine Warfare (ASW) campaign in which, in wartime, Soviet submarines would transit through "barriers" en route to attack Allied convoys in the North Atlantic and then return through those same barriers to rearm and refuel at their Arctic bases. These barriers – composed of maritime patrol aircraft and hunter-killer submarines guided or cued by the seafloor Sound Surveillance System (SOSUS) – would sink Soviet submarines as they transited, both going to sea and returning to their bases.² Also, when attacking Allied convoys,

the Soviet submarines would be subjected to the ASW efforts of the convoy escorts.

In reality, by the mid-1950s the Soviets had discarded any intention of waging an anti-shipping campaign in a new Battle of the Atlantic. The U.S. Navy's development of a carrier-based nuclear strike capability in the early 1950s and the deployment of Polaris missile submarines in the early 1960s had led to defense against nuclear strikes from the sea becoming the Soviet Navy's highest priority mission. New surface ship and submarine construction as well as land-based naval and, subsequently, Soviet *Air Forces* aircraft were justified on the basis of destroying U.S. aircraft carriers and missile submarines as they approached the Soviet homeland.

When the Project 667A/Yankee SSBNs went to sea in the late 1960s, the Soviet Navy was given another high-priority mission: Strategic (nuclear) strike against the United States *and* the protection of its own missile submarines by naval forces. The Yankee SSBNs severely reduced the effectiveness of the U.S. Navy's concept of the barrier/convoy escort ASW campaign. These missile submarines – which could carry out nuclear strikes against the United States – would be able to

U.S. Submarines Keep Vigilant Watch on Soviet Strategic Missile Submarines

pass through the barriers in peacetime and become lost in the ocean depths, for perhaps two months at a time. Like the U.S. Polaris SSBNs, by going slow, not transmitting radio messages, and avoiding

Allied warships and shipping, they might remain undetected once they reached the open sea.

If the Soviets maintained continuous SSBN patrols at sea (as did the U.S. Navy) there would always be some ballistic missile submarines at sea. During a period of crisis, additional Soviet SSBNs would go to sea, passing through the barriers without Allied ASW forces being able to attack them.

Efforts to counter these submarines required the U.S. Navy to undertake a new approach to ASW. A variety of intelligence sources were developed to detect Soviet submarines leaving port, especially from their bases on the Kola Peninsula. These included High-Frequency Direction Finding (HF/DF) facilities in several countries, Electronic Intelligence (ELINT) intercept stations in Norway and, beginning in the 1950s, Norwegian intelligence collection ships (AGI) operating in the Barents Sea.³ Commenting on the AGI *Godoynes*, which operated under the code name Sunshine in 1955, Ernst Jacobsen of the Norwegian Defense Research Establishment, who designed some of the monitoring equipment in the ship, said that the *Godoynes* – a converted sealer – was “bursting at the seams with modern American searching equipment, operated by American specialists.”⁴ The Central Intelligence Agency sponsored the ship and other Norwegian ELINT activities. The Norwegians operated a series of AGIs in the ELINT role in the Barents Sea from 1952 to 1976. In the Pacific, there was collaboration with Japanese intelligence activities as well as U.S. HF/DF and ELINT stations in Japan to listen for indications of Soviet submarine sorties.

From the early 1960s U.S. reconnaissance satellites also could identify Soviet submarines being prepared for sea. Once cued by such sources, SOSUS networks emplaced off the northern coast of Norway and in the Greenland-Iceland-United Kingdom (GIUK) gaps would track Soviet SSBNs going to sea. Presumably, SOSUS networks in the Far East were cued by similar ELINT and other intelligence sources.



Directed to possible targets by SOSUS, U.S. attack submarines would attempt to trail the ballistic missile submarines during their patrols. These SSBN trailing operations were highly sensitive and until the late 1970s were not referred to, in even top secret U.S. Navy documents. Navy planning publications – highly classified – began to discuss trailing operations at that time as the U.S. understanding of the Soviet submarine roles in wartime began to change.

Beginning in the late 1960s, the Soviet Union

gained an intelligence source in the U.S. Navy that could provide details of U.S. submarine operations, war plans, communications, and the SOSUS program. This source was John A. Walker; a Navy communications specialist who had extensive access to highly classified U.S. submarine material. Based on Walker's data and other intelligence sources, the Soviets restructured their own naval war plans. The previous American perception was that the U.S. Navy would win “easily, overwhelmingly,” according to a senior U.S. intelligence official.⁵ “From the late 1970s . . . we obtained special intelligence



sources. They were available for about five years, until destroyed by [Aldrich] Ames and others.” Based on those sources, “we learned that there would be more holes in our submarines than we originally thought—we had to rewrite the war plan.”⁶

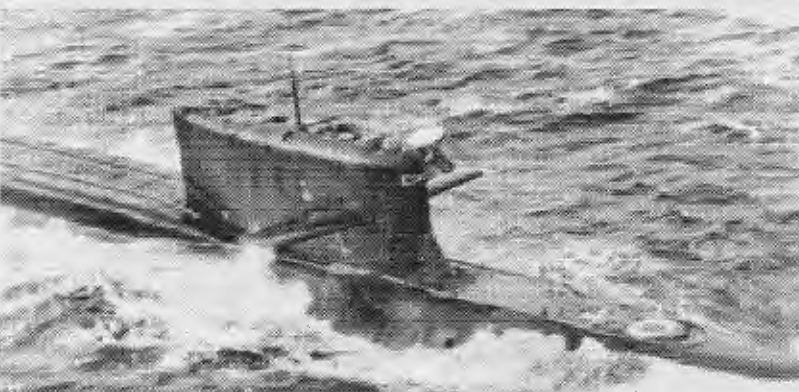
In the mid-1980s U.S. officials began to publicly discuss the Western anti-SSBN strategy. Probably the first official pronouncement of this strategy was a 1985 statement by Secretary of the Navy John Lehman, who declared that U.S. SSNs would attack Soviet ballistic missile submarines “in the first five minutes of the war.”⁷ In January 1986, the Chief of Naval Operations, Adm. James D. Watkins, wrote that “we will wage an aggressive campaign against all Soviet submarines, including ballistic missile submarines.”⁸ Earlier Watkins had observed that the shallow, ice-covered waters of the Soviet coastal seas were “a beautiful place to hide” for Soviet SSBNs.⁹

Only in 2000 would the U.S. Navy reveal some of the details of trailing Soviet SSBNs. In conjunction with an exhibit at the Smithsonian Institution’s Museum of American History commemorating one hundred years of U.S. Navy submarines, heavily censored reports of two U.S. trailing operations were released: the trail of a Yankee SSBN in the Atlantic,¹⁰ and that of a Project 675/Echo II SSGN in the Pacific by SSNs.¹¹

This particular Yankee trailing operation – given the code name Evening Star – began on March 17, 1978 when USS *Batfish* (SSN-681) intercepted a Yankee SSBN in the Norwegian Sea. *Batfish*, towing a 1,100-foot sonar array, had been sent out from Norfolk specifically to intercept the SSBN, U.S. intelligence having been alerted to her probable departure from the Kola Peninsula by the CIA-sponsored Norwegian intelligence activities and U.S. spy satellites. These sources, in turn, cued the Norway-based SOSUS array as the Soviet missile submarine sailed around Norway’s North Cape.

After trailing the Soviet submarine for 51 hours while she traveled 350 nautical miles, *Batfish* lost contact during a severe storm on March 19. A U.S. Navy P-3 Orion maritime patrol aircraft was dispatched from Reykjavik, Iceland, to seek out the evasive quarry. There was intermittent contact with the submarine the next day and firm contact was reestablished late on March 21 in the Iceland-Faeroes gap.

The trail of the SSBN was then maintained by *Batfish* for 44 continuous days, the longest trail of a Yankee conducted to that time by a U.S. submarine.¹² During that period the Yankee traveled 8,870 nautical miles, including a 19-day “alert” phase,




(top) A Soviet Yankee SSBN transiting on the surface. Yankees, designed for high speeds while submerged, could reach 25 knots

(bottom) An Echo II sail with radio antenna raised at the after end of the fairwater structure.

much of it some 1,600 nautical miles from the U.S. coast, little more than the range of the submarine’s 16 RSM-25/R-27U missiles. The *Batfish* report provides day-to-day details of the Yankee’s patrol and the trailing procedures. Significantly, the SSBN frequently used her MGK-100 Kerch active sonar (NATO designation Blocks of Wood).¹³ This sonar use and rigidly scheduled maneuvers by the Soviet submarine, for example, to clear the “baffles,” that is, the area behind the submarine, and to operate at periscope depth twice a day continuously revealed her position to the trailing SSN.¹⁴ *Batfish* ended her trailing operation as the Yankee SSBN reentered the Norwegian Sea.

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The routine repetitiveness of the "target" was used to considerable advantage by *Battfish*. Certain maneuvers indicated a major track change or impending periscope depth operations. But would such predictable maneuvers have been used in wartime? The repeated use of her sonar in the *Battfish* operation was highly unusual for a Yankee SSBN on patrol. Would the missile submarine have employed countermeasures and counter-tactics to shake off the trailing submarine during a crisis or in wartime? "You bet they would change their tactics and procedures," said the commanding officer of the *Battfish*, Cmdr. Thomas Evans.¹⁵

There are examples of tactics being employed by Soviet submarines to avoid U.S.-NATO detection. Among them have been transiting in the proximity of large merchant ships or warships in an attempt to hide their signatures from Western sensors, and reducing noise sources below their normal level when transiting in areas of high probability of SOSUS detection.¹⁶

When the Russian cruise missile submarine Kursk was destroyed in August 2000, a Russian SSBN, believed to be a Project 667BDRM/Delta IV, may have been using the fleet exercise as a cover for taking up a patrol station without being detected by U.S. attack submarines in the area. (Another Delta IV, the Kareliya [K-18], was participating in the exercise at the time.)

Not all U.S. trailing operations were successful. Periodically Soviet SSBNs entered the Atlantic and Pacific without being detected; sometimes the trail was lost. A noteworthy incident occurred in October 1986 when the U.S. attack submarine *Augusta* (SSN-710) was trailing a Soviet SSN in the North Atlantic. *Augusta* is reported to have collided with a Soviet Delta I SSBN that the U.S. submarine had failed to detect. *Augusta* was able to return to port, but she suffered \$2.7 million in damage. The larger Soviet SSBN suffered only minor damage and continued her patrol.

(U.S. and Soviet submarines occasionally collided during this phase of the Cold War, many of the incidents undoubtedly taking place during trail operations. Unofficial estimates place the number of such collisions involving nuclear submarines at some 20 to 40.)

The limited range of the Yankee's RSM-25/SS-N-6 missile forced these submarines to operate relatively close to the coasts of the United States. Under these conditions, and upon the start of hostilities, the trailing U.S. submarines would attempt to sink the Soviet SSBNs as they released their first missiles (or, under some proposals, when their missile tube covers were heard opening). If feasible, the U.S. submarines would call in ASW aircraft or surface ships, and there were proposals for U.S. surface ships to try to shoot down the initial missiles being launched, which would reveal the location of the submarine to ASW forces. These SLBM shoot-down proposals were not pursued.¹⁷

U.S. anti-SSBN efforts again were set back in 1972 when the first Project 667B/Delta I ballistic missile submarine went to sea. This was an enlarged Yankee design carrying the RSM-40/R-29 (NATO SS-N-8 Sawfly) missile with a range of 4,210 nautical miles. This missile range enabled Delta I SSBNs to target virtually all of the United States while remaining in Arctic waters and in the Sea of Okhotsk. In those waters the SSBNs could be defended by land-based naval aircraft as well as submarines and (in ice-free waters) surface warships. These SSBNs were equipped with a buoy-type surfacing antenna that could receive radio communications, target designations, and satellite navigational data when the ship was at a considerable depth.

Further, communications with submarines in Arctic waters were simplified because of their proximity to Soviet territory. The use of surface ships and submarines for communications relay were also possible. It was possible that *civilian* nuclear-propelled icebreakers – which were armed on their sea trials – were intended to provide such support to submarines in wartime.¹⁸

Also, having long-range missiles that would enable SSBNs to target the United States from their bases or after short transits, fit into the Soviet Navy's procedure of normally keeping only a small portion of the submarine fleet at sea, with a majority of their undersea craft held in port at a relatively high state of readiness. These submarines – of all types – would be "surged" during a crisis.

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This procedure was radically different than that of the U.S. Navy, which, for most of the Cold War, saw up to one-third of the surface fleet and many SSNs forward deployed. More than one-half of the SSBN force was continuously at sea – nautical at a cost of more personnel and more wear-and-tear on the ships.

The Soviet SSBN operating areas in the Arctic and Sea of Okhotsk-referred to a “sanctuaries” and “bastions” by Western intelligence-were covered by ice for much of the year and created new challenges for Western ASW forces. U.S. attack submarines of the *Sturgeon* (SSN-637)-class were well suited for operating in those areas, being relatively quiet and having an under-ice capability.¹⁹ However, the Arctic environment is not “ASW friendly”: communications – even reception – are extremely difficult under ice; passive sonar is degraded by the sounds of ice movement and marine life; and under-ice acoustic phenomena interfere with passive (homing) torpedo guidance. Also, the Arctic environment, even in ice-free areas, is difficult if not impossible for Allied ASW aircraft and surface ship operations.

The Soviet SSBN force thus became an increasingly effective strategic strike/deterrent weapon, especially when operating in the sanctuaries or bastions.

(c) 2003 N. Polmar and K. J. Moore, *Cold War Submarines* (Dulles, VA: Brassey's - Potomac Books).

Bibliography

- 1) The first major studies of this subject to appear in public were Donald C. Daniel, *Anti-Submarine Warfare and Superpower Strategic Stability* (Urbana: University of Illinois Press, 1986), and Tom Stefanick, *Strategic Anti-Submarine Warfare and Naval Strategy* (Lexington, Mass.: Lexington Books, 1987).
- 2) The term SOSUS, believed to have been coined in 1952, was itself classified until about 1967; the unclassified code name Caesar was used as a cover name for production and installation of the arrays.
- 3) HF/DF - known as “huff-duff” - sought to detect Soviet submarine-to-shore communication to determine the location of submarines. The U.S. name for these facilities was *Wullenweber*, the name as well as the equipment being copied from the Germans; the Soviets had similar facilities to detect U.S. naval forces. HF/DF of submarine communications was a major factor in the Anglo-American victory over German U-boats in World War II.
- 4) Riste, *The Norwegian Intelligence Service*, p. 147.
- 5) Confidential source A discussion with N. Polmar, Washington, D.C., Aug. 22, 1997.
- 6) Ibid. Ames was a CIA counterintelligence officer who spied for the Soviets and, after the fall of the USSR, for Russia. When Ames was arrested in 1994, federal officials said that he had perpetrated the most costly break of security in CIA history. During at least nine years as a Soviet agent, he had revealed more than 100 covert operations and betrayed more than 30 operatives spying for the CIA and other Western Intelligence services.
- 7) Quoted in Melissa Healy, “Lehman: We'll Sink Their Subs,” *Defense Week* (May 13, 1985), p. 18. One of the first meaningful public discussions of this subject was Capt. John L. Byron, USN, “No Quarter for Their Boomers,” U.S. Naval Institute *Proceedings* (April 1989), pp. 49-52.
- 8) Adm. James D. Watkins, “The Maritime Strategy,” supplement to the U.S. Naval Institute *Proceedings* (January 1986), p. 11.
- 9) George C. Wilson, “Navy Is Preparing for Submarine Warfare beneath Coastal Ice,” *The Washington Post* (May 19, 1983), p. A5.
- 10) From Commanding Officer USS *Batfish* (SSN-681), to Chief of Naval Operations (Op-095), Subj: Report of Mission LS-26, March 2-May 17, 1978; May 17, 1978, ser LS-26-D-0006-T-78. Also see Thomas B. Allen, “Run Silent, Run Deep,” *Smithsonian Magazine* (March 2001), pp. 51-61.
- 11) From Commanding Officer USS *Guardfish* (SSN-612), to Commander in Chief U.S. Pacific Fleet, Subj: Trail of Echo II nuclear submarine (Case Papa 07) during the period May 12-June 6, 1972; June 10, 1972, ser 00015-72.
- 12) USS *Batfish* report, Enclosure (1) “Abstract,” p. 1.
- 13) The active sonar was used every one to three hours through the Yankee's transit to patrol area and while in the alert area; there was one three-day period when the sonar was not intercepted after the Yankee began the home transit; USS *Batfish*, Enclosure (1) “Abstract,” p. 7. The NATO term is derived from the “ping” of the active sonar, said to sound like the sharp clapping together of two blocks of wood.
- 14) Such baffle-clearing maneuvers at high speeds, sometimes involving a rapid descent to a deeper depth, are referred to as “crazy Ivan turns” by U.S. submarines.
- 15) Rear Adm. Thomas Evans, USN (Ret.), discussion with N. Polmar, Washington, D.C., Jan. 26, 2001.





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