



January 2008  
Volume 14 - Issue 1



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

<http://perch-base.org>

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**Lest We Forget Those Still On Patrol**

**JANUARY ETERNAL PATROLS**

<b>USS Scorpion</b>	<b>SS278</b>	<b>Jan. 5, 1944</b>	<b>76 men</b>
<b>USS Swordfish</b>	<b>SS193</b>	<b>Jan. 12, 1945</b>	<b>85 men</b>
<b>USS Argonaut</b>	<b>SS166</b>	<b>Jan. 10, 1943</b>	<b>105 men</b>
<b>USS S-36</b>	<b>SS141</b>	<b>Jan. 20, 1942</b>	<b>none lost</b>
<b>USS S-26</b>	<b>SS131</b>	<b>Jan. 24, 1942</b>	<b>46 men</b>

## 2007 Booster Club

*Perch Base, USSVI, cannot support its operation on dues alone. Nor does the Base have any other successful source of income. The Booster Club is a list of those individuals who contribute extra money to keep the Base solvent.*

Jerry Allston, David Anderson, Ted Asbell, Reynaldo Altos,  
Gary Bartlett, Kenneth Becker, Richard Bernier, Ron Beyer,  
Walt Blomgren, Ed Brooks, David Carpenter, Roger Cousin,  
George Crider, George Debo, Jim Denzien, Butch Deshong,  
Jim Edwards, Harry Ellis, Joe Errante, David Fledderjohn,  
Tom Fooshee, Charles Greene, Billy Grieves, William Grissom,  
Michael Haler, Robert Hanson,  
Dave Harnish, Ed Hawkins, Harry  
Heller, Glenn Herold, Les  
Hillman, Stephen Hough, Mike  
Keating, Denny Kerton, Jack  
Kimball, Darrell Lambert, Al  
Landeck, Doug LaRock, Burtis  
Loftin, George Long, George  
Marions, Raymond Marshall, Sandy  
Martin, Terry Martin, Bob May,  
Alan Miller, Paul Miller, Roger M. Miller, Tim Moore, Jim  
Nelson, James F. Newman, James W. Newman, George  
Petrovitz, Royce Pettit, Wayne Pettes, Stan Reinhold, Robie  
Robinson, Stanley Rud, Mel Rycus, Ken Schonauer, Emil  
Schoonejans, Garry Shumann, Rick Simmons, Wayne Kirk Smith,  
Adrian Stuke, Jim Thomson, Turk Turner, William Tippet,  
Jim Wall, Forrest Watson, Donald Whitehead, Ed Wolf, Jerry  
Yowell, John Zaichkin,





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# Sailing Orders



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**Next Meeting**

**Saturday, January 19, 2007**

**12 noon**

**A.T.C.A. (Airline Training Center of Arizona)**

**LUFTHANSA FLIGHT TRAINING**

**1658 South Litchfield Road, Building # 104,**

**Goodyear, AZ 85338-1509**

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**3<sup>rd</sup> Annual Southwest / Western**

**Combined Regional Caucus**

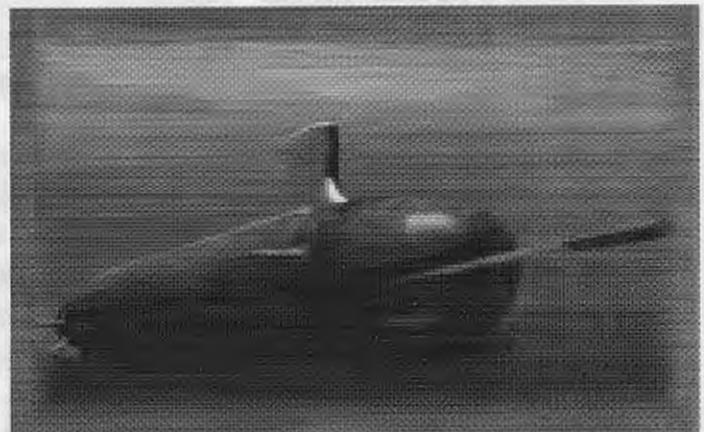
**US Submarine Veterans WWII and US**

**Submarine Veterans Inc.**

**Albuquerque, NM**

**7 - 12 April 2008**

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# Registration Form

**3<sup>rd</sup> Annual Southwest / Western Combined Regional Caucus  
For US Submarine Veterans WWII and US Submarine Veterans Inc.  
Hilton / Fairfield Hotel Albuquerque, NM 7-12 April 2008**

US Sub Vets WWII \_\_\_\_\_ US Sub Vets Inc. \_\_\_\_\_ Chapter \_\_\_\_\_ Base \_\_\_\_\_

(If you belong to both, please check both)

Name \_\_\_\_\_ Wife's Name \_\_\_\_\_

Address \_\_\_\_\_ Other Attendees \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Phone (Home) \_\_\_\_\_ Cell \_\_\_\_\_

Emergency Contact Name \_\_\_\_\_ Phone \_\_\_\_\_ Relationship \_\_\_\_\_

Organization Title \_\_\_\_\_

Date you Qualified \_\_\_\_\_ Age of men over 90 \_\_\_\_\_

Number of War Patrols \_\_\_\_\_ Number of Patrols after January 1947 \_\_\_\_\_

Will you volunteer to help out with scheduled activities? Shipmates \_\_\_\_\_ Support Group \_\_\_\_\_

Did you have command of a US Submarine \_\_\_\_\_ Salvage Ship \_\_\_\_\_ Tender \_\_\_\_\_

Joint Boat Reunions Welcome. Please make your own hotel arrangements.  
If you would like a Sales Table contact hotel upon arrival (\$35.00 per table).  
\*If you need to rent a wheel chair, see hotel section of this form for information.

Please register by 15 February 2008 to help us with the planning this Caucus.

Please select the entrées you would like in items 6, 7 and 9.

	Activities	No.	Total
1	Registration Fee - \$12.00 (Nonrefundable)		
2	50 / 50 Raffle Tickets - \$1.00 each or 6 for \$5.00 (You do not have to be present to win the 50/50) Many outstanding prizes to be given out using these tickets		
3	SOS Breakfast \$15.00 per person		
4	Navy Bean Soup Lunch - \$12.00 per person		
5	Special Entertainment Night - <i>Pending</i> (Reservations and payment to be made at the Caucus Registration Desk)	?? ??	
6	Dime A Dance / Dinner \$38.00 per person. Stuffed Pork Chop or Salmon Croquettes		
7	Support Crew Luncheon (Wives, sons, daughters, widows) - \$18.00 per person Stuffed Tomato with Chicken or Club Sandwich		
8	Picnic Luncheon \$15.00 per person includes free RT buses to the Veterans Memorial Park, Cold Fried Chicken, Potatoes Salad, Baked Beans, Cole Slaw and refreshments		
9	Submarine Birthday Dinner \$45.00 per person. Yankee Pot Roast or Mexican Plate		
	<b>TOTALS</b>		

**Make check payable to: US Submarine Veterans WWII.**

Mail to Bobby Reed; 10817 Buckboard St. NW; Albuquerque, NM 87114

email - [bobreed 656@msn.com](mailto:bobreed656@msn.com) Home (505) 898-2982

Additional Info - Charlie Brown Cell (505) 459-2447 Home (505) 294-8428

**3<sup>rd</sup> Annual Southwest / Western Combined Regional Caucus  
 For US Submarine Veterans WWII and US Submarine Veterans Inc.  
 Hilton / Fairfield Hotel Albuquerque, NM 7 - 12 April 2008**

**Agenda**

7 April 2008 Monday		Real Early Bird Arrival
8 April 2008 Tuesday	0800 1700 2200	Registration / Sales Area and Hospitality Rooms Open Registration / Sales Area Closes Hospitality Room Closes
9 April 2008 Wednesday	0800 0930 1000 1100 1200 1300 1700 2200	Registration / Sales Area and Hospitality Rooms Open, SOS Breakfast Breakfast, Registration / Sales Area and Hospitality Rooms Close Getting Underway Briefing Presentation – How to build a Virginia Class Sub - Dick Brown Lunch – On your own Registration / Sales Area and Hospitality Rooms - Open Registration / Sales Area Closes Hospitality Room Closes
10 April 2008 Thursday	0800 0800 0900 1000 1100 1200 1700 1700 2200	Registration / Sales Area and Hospitality Rooms Open Arizona Wives Meeting California Wives Meeting US Submarine Veterans Support Group Meeting Support Group Social Support Group Luncheon Registration / Sales Area Closes Special Entertainment Night – <i>Pending</i> Hospitality Room Closes
11 April 2008 Friday	0800 0800 0900 1000 1100 1200 1300 1700 1700 1800 2200	Registration / Sales Area and Hospitality Rooms Open International Submarine Association Meeting – US Chapter Arizona Men's Meeting California Men's Meeting US Submarine Veterans – Southwest Region Directors Meeting Navy Bean Soup Luncheon Combined Men's Meeting Registration / Sales Area Closes Social Hour Dime-A-Dance Dinner with a live dance band Hospitality Room Closes
12 April 2008 Saturday	0800 0830 0900 1000 1130 1330 1430 1500 1545 1700 1800 1900 1930	Registration / Sales Area and Hospitality Rooms Open Load Buses for New Mexico Veterans Memorial Park Registration / Sales Area and Hospitality Rooms Closes Memorial Service Picnic Lunch as per seating schedule Guest Speaker Board buses to return to the hotel Hospitality Room Opens Hospitality Room Closes, bar stock auctioned Social Hour 108 <sup>th</sup> US Submarine Birthday Dinner Birthday Cake Cutting Ceremony Guest Speaker, 50 / 50 Raffle Drawing, Closing Prayer

**Albuquerque** is a fantastic city to visit and enjoy. Detailed information will be provided when you check in at the Caucus registration desk.

**Hotel Information**

<b>Hilton Albuquerque</b>	<b>Fairfield Inn</b>	<b>Comfort Inn – Albuquerque</b>
1901 University Blvd. NE Albuquerque, NM 87102 Tel - (505)-884-2500 (800)-HILTON (800-274-6835) FAX - 505-880-1196	Located behind the Hilton 1760 Menaul Blvd. NE Albuquerque, NM 87102 Tel - (505)-889-4000 FAX - (505)-872-3094	(located 1/2 block from the Hilton) 2015 Menaul Blvd. NE Albuquerque, NM 87102 Tel - (505)-881-3210
Rooms: Single and double occupancy rooms are the same price - \$119.00 each (maximum of four people per room). Price includes free parking for cars and trucks. Free RV dry camp parking behind the Fairfield Inn.	Rooms: Single and double occupancy rooms are the same price - \$109.00 each (maximum of four people per room). Price includes complimentary continental breakfast and free parking for cars and trucks. Free RV dry camp parking.	Rooms: Double occupancy rooms - \$64.00 each. Price includes free continental breakfast and parking for cars and trucks
Make sure to identify yourself as a member of US Submarine Veterans Reservations must be made by 3/25/08 to ensure the \$119.00 rate EMAIL: <a href="mailto:ubghi-reservations@hilton.com">ubghi-reservations@hilton.com</a>	Make sure to identify yourself as a member of US Submarine Veterans Reservations must be made by 3/25/08 to ensure the \$109.00 rate No Email	Make sure to identify yourself as a member of US Submarine Veterans Reservations must be made by 3/25/08 to ensure the \$64.00 rate No Email

**DIRECTIONS to: The Hilton, Fairfield and Comfort Inn**

Directions Heading	Exit Name & Number	Directions
North on I-25	Exit: 225 – Lomas, Menaul, Candelaria	1. Take right onto Lomas 2. Go left onto University Blvd.
South on I-25	Exit: 227 – Comanche, Candelaria, Menaul	1. Continue parallel with I-25 South on Pan American Freeway 2. Take left onto Menaul 3. Turn right onto University Blvd.
West on I-40	Exit: 159 – University, 4 <sup>th</sup> Street	1. Turn right on to University
East on I-40	Exit: 159 – 4 <sup>th</sup> Street, 2 <sup>nd</sup> Street, University	1. Continue parallel with I-40 East on Frontage Road 2. Stay in your left lane 3. Turn left onto University Blvd.

**Southwest Airlines** offers a group rate when ten or more people book the same flight round trip. Check with your Southwest agent for details.

**Ground Transportation – to and from the Airport and Hotels.**

Support Shuttle Service - Go to Baggage Claim Area – Desk #3 for reservation or use the courtesy Phone or Call (505)-883-4966 or (866)-505-4966

Price: One Way - \$14.00 plus \$5.00 each additional person

Round Trip - \$26.00 plus \$10.00 for each person

**Wheel Chair Rental:** New Horizons (505) 884-2492 or A & R Medical Supply (505) 256-1610



**Chaplain's  
Column**

**ETERNAL PATROL PREPARATIONS**

Shipmates, while we hope your day and those of your shipmates is far off in the future, we must nevertheless prepare. Please copy this notice and place it with your will or important papers.

**IMPORTANT**

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

Please ask them to contact my local chapter's Base Commander with this information as well (they can look it up in their membership records).

This information can alternatively be E-Mailed to the National Office at [office@ussvi.org](mailto:office@ussvi.org).

-----  
Shipmate Merle D. DAHN, Submarine Veteran of WWII, departed on eternal patrol Oct. 26, 2007. Merle is survived by his wife Dorothy. *Sailor Rest Your Oars.*

-----  
Shipmate Eugene C. ROBERTSON, Submarine Veteran of WWII, departed on eternal patrol Nov. 13, 2007. Gene is survived by his wife Dorothy. *Sailor, Rest Your Oars.*



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## From the Wardroom Base Commander's Message

Dear Friends and Shipmates,

I hope you all had an enjoyable holiday Christmas/Hanukkah and I wish you all the blessings of a joyous New Year.

Our Christmas / Hanukkah party was a great success. We had 41 members and guest attend. I would like to add my personal congratulations to the recipient of the "Sailor of the Year", Mr. James "Jim" Denzien. Jim was almost speechless, but he has able to say a few words.

Bob Gilmore did an outstanding job in the recording and supplying the music and sound system for the evening.

Thank you SubVettes for there table decorations for the Christmas / Hanukkah party.

I would like to thank the Sailor of the Year committee for they work and effort this year. Outstanding job!!

We look forward to an exciting year of growth and hard work for the Base.

Fraternally,

Stan Reinhold, Commander – Perch Base USSVI

## November Meeting Minutes

The regular monthly meeting of the Arizona Submarine Veterans, Perch Base was convened at the Airline Training Center of Arizona (ATCA), Goodyear, AZ at 1300 hours, 17 November 2007. Stan Reinhold, Base Commander, called the meeting to order.

The membership was led in a prayer of invocation by Shipmate Dave Harnish followed by the Pledge of Allegiance and a standard ceremonial opening. A moment of silence was observed for shipmates on eternal patrol and the tolling ceremony for boats lost in November was conducted.

According to the sailing list, there were twenty-nine members and guests present.

There were two guests: Dewey Reed of Dolphin Base and Don Phay of Scorpion Base. There were also two prospective members: Ted Hunt and Gary Marquardt.

Minutes from the October 2007 regular meeting as published in the Midwatch were approved.

Treasurer Jim Denzien reported the Base's financial status as of the first day of November 2007. A motion was made and seconded to accept the Treasurer's report as read. The motion carried by unanimous voice vote.

### Reports of Officers and Committee Chairmen

**Vice Commander** - Bob Gilmore had nothing to report.

**Secretary/Treasurer** - Jim Denzien had nothing additional to report.

**Chief of the Boat** – Jim Edwards had nothing to report.

**Chaplain** – Howard Doyle was not present.

**Membership Chairman/Webmaster** – Ramon Samson reported that he had sent out the letters for "reenlistment". Also that he had sent the challenge coins to Perch survivors.

**Newsletter Editor** – Chuck Emmett was not present.

**Ship's Storekeeper** – Jim Nelson asked that members buy challenge coins if they have not done so yet.

**Past Base Commander** - Tim Moore had nothing to report.

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The Subvettes were not represented.

Base Commander Stan Reinhold conducted a Holland Club induction for a visiting member, Don Phay. Don is a member of Scorpion Base in Sioux Falls, SD. Don was welcomed into the Holland Club by other Holland Club members present.

### **Old Business**

We plan on going to Tucson after the Veterans Day parade to talk to Tucson Base members about their float construction.

### **New Business**

We will be looking forward to having Les Parsons, former OIC of Trieste II, as a guest speaker in February. We also want to have John Dudas, VA rep and member of Gudgeon Base, speak to the group at some point in the future.

### **Good of the Order**

Shipmate Jim Denzien announced that an announcement for the current meeting had been placed in The West Valley View. We will try and get the announcement in all future issues.

Shipmate Tim Moore reported on the status of the Kap(SS) for Kid(SS) program. We have received the hats.

There will be no December meeting due to the annual awards banquet. The annual awards banquet will be on December 22 at ATCA from 1730 - 2130. Tickets are \$20 per person.

### **50/50 Drawing**

The 50/50 drawing was held and the winner was Jim Edwards.

### **Adjournment**

All the outstanding business having been concluded, it was moved and seconded that the meeting be adjourned. The motion carried by voice vote.

Shipmate Dave Harnish offered the closing prayer and the meeting was adjourned at 1338.

Jim Denzien, Base Secretary/Treasurer



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

That was a great Awards Banquet!! Fabulous! Those of you who weren't there missed the best banquet of all.

Delightful Christmas candle holders were at each place setting for everyone to take home. Thank you, candle fairy!

Jim Denzien moderated a very touching "Table Ceremony" that was well received by all. You really had to be there!

The food was to die for. Prime rib (outstanding), Chicken Romanoff with a creamy garlic sauce (yum), twice baked potatoes (super) and the most incredible deserts!

Jacqui Hawkins is our 2007 SubVette Member of the Year! Congratulations Jacqui – it's well deserved. You do so many thoughtful things for our group. Your cheery presence makes every meeting so much better.

There were lots of great door prizes too! Gift baskets were donated by Stan and Jane Reinhold and Sheila Galloway. Jane Reinhold worked her magic with the Wigwam Resort for a donation of a golf package. There were several gas cards too.

I am telling you, this was the best party ever – I can hardly wait for next year's party!

I hope to see lots of you at the January 19<sup>th</sup> meeting!

Mary



**SUBVETTES MEETING  
MINUTES  
November Meeting**

The meeting was called to order at 12:25 p.m. by President Mary Denzien. The Pledge of Allegiance was led by President Mary Denzien. Minutes were accepted as printed in the MidWatch

**OLD BUSINESS**

We are still taking orders for ladies shirts, and also have additional children's items for sale, to raise funds.

The Veteran's Day Parade was a big success. Linda Wall & Mary Denzien represented the SubVettes with all the pride they could muster. Hope their arms and smiles have recovered.

We are still trying to get in touch with our raffle winners. If anyone can reach them it would be appreciated. The poncho was won by Joanne Norwood and the afghan was won by Katherine Darnell.

**NEW BUSINESS**

We are still thinking of fundraisers for our Kay Harnish Memorial Scholarship Fund. So far we are going to have a spaghetti dinner and a raffle of the mobile. The mobile will hopefully raise over \$300 alone. We will be advertising in the MidWatch and the American Submariner soon, and will be selling tickets at our Holiday Awards Banquet.

**GOOD OF THE ORDER**

Due to the death of our Chaplain's husband, Joe Bernard, Sandy suggested that we make a donation to Hospice of the Valley, in his name, which we will do in the amount of \$50.00. Sandy, all our thoughts and prayers are with you and your family.

On a brighter note we all wished a Happy Birthday to Millie Hillman, born on Nov. 25. BEST WISHES!!!

Our 50/50 drawing was won by President Mary Denzien, who immediately donated her share to our scholarship fund. Thank your Mary.

All business being concluded, meeting was adjourned at 1:25 p.m. Thank you all for attending and we hope to see you all at the December Party.

Our next schedule meeting will be held on January 19, 2008. HAPPY NEW YEAR!

Nancy Nelson, Vice-President and acting Secretary.

**Perch Base Inducts New Holland  
Club Member**



*"The requirement's for membership in the Holland Club is determined by Section 5 of the USSVI Constitution. Basically a member must be qualified 50 or more years, and is either, a life member and a member in good standing for one year, or an annual member in good standing for 5 consecutive years."*

The list of crewmen below, are to be inducted into the halls of the Holland Club.

**Walter BLOMGREN**

**Daniel J. REEL**

**Roger R. MILLER**

**Ronald B. BEYER**

**George LONG**

# Eternal Patrol January 12, 1945

**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



Photo #: 19-N-51811 USS Swordfish underway off San Francisco, California, 13 June 1943



**Sargo Class**

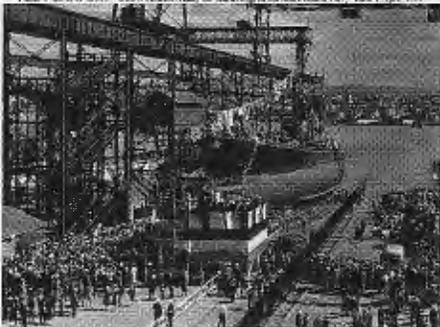
Displacement: Surf=1,450 tons, Sub=2,350 tons  
Length: 310.5' ft Beam: 27.08 ft  
Propulsion: 4 diesel 2,740 shp, 2 electric motors 3,300hp  
Speed: Surf: 20knots Sub: 8.75knots  
Range: Surfaced:11,000nm at 10 knts Submerged:100nm at 5 knts  
Complement: 55  
Armament: 4x21in bow tubes, 4x21in stern tubes;  
1x3ins 50cal, 2x50cal, 2x30cal machine guns

**USS *Swordfish* (SS-193)**, a *Sargo*-class submarine, was the first submarine of the United States Navy named for the swordfish, a large fish with a long, swordlike beak and a high dorsal fin.

### Operational history

Her keel was laid down on 27 October 1937 by the Mare Island Naval Shipyard of Vallejo, California. She was launched on 3 April 1939 sponsored by Miss Louise Shaw Hepburn, and commissioned on 22 July 1939 with Lieutenant Chester C. Smith in command.

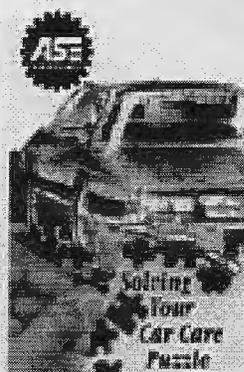
Photo #: 80-G-6-13701 USS Swordfish ready for launching at the Mare Island Navy Yard, 1 April 1939



Following shakedown and post-shakedown repairs at Mare Island, *Swordfish* operated out of San Diego, California, until early 1941, when she set sail for Pearl Harbor. On 3 November, *Swordfish*, in company with three other U.S. submarines, departed Pearl, and on 22 November, arrived at Manila, Philippine Islands. The submarine remained at Manila until the Japanese attack on Pearl Harbor on 7 December 1941. The following day, she set sail on her first war patrol, conducted off the coast of Hainan, China. After damaging several enemy vessels on the 9th, 11th, and 14th, *Swordfish* sank her initial victim of the war on 16 December.

Hit amidships by one of three torpedoes, the cargo ship *Atsutasan Maru* erupted in a cloud of smoke and flames and disappeared beneath the waves. On 27 December, *Swordfish* embarked the organizational staff of the Submarine Asiatic Command Staff at Manila and headed for Soerabaja, Java, arriving on 7 January 1942.

*Swordfish* departed Soerabaja on 16 January for her second war patrol, conducted in the Celebes Sea and in the Philippines. On 24 January, she torpedoed and sank a cargo ship off Kema, Celebes Islands. On 20 February, she submerged in the entrance of Mariveles, Luzon, only



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Photo # NH 98515 USS *Swordfish* at San Francisco, California, 13 June 1943



Photo taken at San Francisco, California, 13 June 1943, at the conclusion of an overhaul in the Mare Island Navy Yard, California. Circles mark recent alterations, including a 3"/50 deck gun, platform and mounting for a 20mm gun, radio direction finder loop, signal lamp, radar antenna, and spreaders for a radio antenna.

Although her fifth war patrol, conducted in the Sulu Sea, and her sixth war patrol, conducted in the Solomon Islands, were unproductive, during her seventh war patrol *Swordfish* sank a 4122-ton cargo ship on 19 January 1942. Returning to Pearl Harbor on 23 February, the submarine underwent overhaul until 29 July, when she got underway for her eighth war patrol.

On 22 August, she sighted her first target of the patrol, and quickly sent the cargo ship to the bottom, the victim of two torpedo hits. A convoy was intercepted on 5 September, and *Swordfish* damaged a large tanker before sinking a cargo ship. The submarine concluded this patrol at Brisbane, Australia, on 20 September.

*Swordfish's* ninth war patrol lasted only three weeks. Shortly after reaching her assigned patrol area, material defects were discovered, and the submarine had to return to port.

On the day after Christmas 1943, *Swordfish* departed for her tenth war patrol, conducted in Tokyo Bay. On 14 January 1944, she sank a passenger-cargo ship and two days later sank a converted gunboat. On 27 January, she fired two torpedoes at a converted salvage vessel which broke in half and sank. *Swordfish* terminated her tenth patrol at Pearl Harbor on 7 February.

*Swordfish* put to sea on 13 March for her eleventh war patrol, conducted in the Mariana Islands. Although several enemy ships were damaged during this patrol, no sinkings could be confirmed; and the submarine returned to Majuro on 29 April.

*Swordfish's* twelfth war patrol was conducted in the area of the Bonin Islands. On 9 June, the submarine found a Japanese destroyer clearly illuminated against the horizon and sank the enemy ship with two torpedoes from her bow tubes. On 15 June, she torpedoed and sank a cargo ship. The remainder of the patrol was unproductive, and the submarine terminated her twelfth patrol at Pearl Harbor on 30 June.

On 22 December, *Swordfish* departed Pearl Harbor to conduct her thirteenth war patrol, in the vicinity of Nansei Shoto. She topped off with fuel at Midway on 26 December and left that day for her area. In addition to her regular patrol, *Swordfish* was to conduct photographic reconnaissance of Okinawa, for preparation of the Okinawa Campaign.

On 2 January, *Swordfish* was ordered to delay carrying out her assigned tasks in order to keep her clear of the Nansei

Shoto area until completion of carrier-based air strikes which were scheduled. She was directed to patrol the general vicinity of 30°N; 132°E until further orders were received. Her acknowledgement of those orders on 3 January was the last communication received from *Swordfish*.

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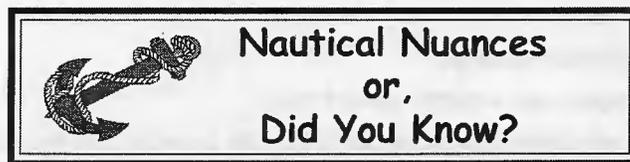
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On 9 January 1945, *Swordfish* was directed to proceed to the vicinity of Okinawa to carry out her special mission. It was estimated that the task would not take more than seven days after arrival on station, which she should have reached on 11 January. Upon completion of her mission, *Swordfish* as to proceed to Saipan, or to Midway if she was unable to transmit by radio. Since neither place had seen her by 15 February, and repeated attempts to raise her by radio had failed, she was reported as presumed lost on that date.

In the report of her loss, mention was made that *Kete* (SS-369), which at the time was patrolling the vicinity of Okinawa, reported that on the morning of 12 January she contacted a submarine by radar. It was believed that contact was with

*Swordfish*. Four hours later *Kete* heard heavy depth charging from this area, and it was believed that this attack might have been the cause of *Swordfish*'s loss.

Japanese information on antisubmarine attacks does not mention the attack heard by *Kete* on 12 January, and records no attacks in which *Swordfish* is likely to have been the victim. However, it is now known that there were many mines planted around Okinawa, since the Japanese were expecting an Allied invasion of that island. The majority of the mines were planted close in. It is considered about equally likely that *Swordfish* was sunk by depth charge attack before she reached Okinawa for her special mission or that she was lost to a mine at that place.



*In their history, submarines were called by many names such as 'eel boats', 'plunging boats', 'devil divers', and 'pig boats'. Technically, and by size, the submarine is a ship, but it has been called a boat since its earliest days, and the term is steeped in tradition. Submariners almost invariably call their ships 'boats'.*

*Among the 'first' that Electric Boat Division has introduced into American submarines, have been the marine Diesel engine, the perfected use of the storage battery, the combination of battery and internal combustion engine, and the world's first adaptation of nuclear energy to propulsion in the USS NAUTILUS.*

*The USS SEAWOLF join the Electric Boat built USS NAUTILUS and SKATE in writing new chapters in the achievements of man when the nuclear powered submarine came to the surface at 11:45 a.m. on October 6, 1958 after being continuously submerged for 60 days.*

*Probably the most expensive ballast ever carried by a ship was two tons of gold and eighteen tons of silver pesos carried by the U.S. submarine TROUT while on a trip from Corregidor to Pearl Harbor early in World War II.*

# The After Battery Rat

by  
Dex Armstrong



## Off Watch at Sea

The late night hours underway submerged became late in life, gentle memories.

Night people have always been a different breed of cat. There's something kinda special about people who own the middle of the night . . . cab drivers; Waffle House waitresses; 'Dirty Apron Bill', the short order cook at the I-95 truck stop; and midnight shift highway patrolmen. Great people, great conversationalists . . . there are few competing distractions so you tend to pay more attention to what people say during the hours most folks are sleeping.

Coffee always tastes better when it has percolated to the point of massive liquid reduction . . . stuff one step above hot tar. Coffee that can pop rivet your eyelids to your eyebrows . . . a concoction resembling boiled Egyptian mummy wrappings or Pakistani bunion pads. Late night submarine, bottom of the pot midwatch, wake the dead, put hair on your chest jamoke can dissolve your adenoids.

But, you never forget it . . . and you never get any cup of coffee that matches submarine midwatch coffee the rest of your life.

When you turn in to an after battery rack . . . as you are corking off you can pick up bits and pieces of mess deck conversation as on duty crewmen pass through the crews' mess airlock door.

"Yeah . . . Mary told him to . . ."

Then the door would close.

"Back around 1952, my old man . . ."

And then the door would shut again. You never learned what his dad did in 1952. If it was one of those mid-western farm kids, his dad probably bought a damn hay baler or married some big, corn fed gal with John Deere tractor seat butt.

It was great layin' there in your hot sack rack picking up bits and pieces of late night 'Go nowhere' pass the time, revelations.

Every smokeboat sailor had those gentle memories.

Aft of the After Battery berthing compartment was the enlisted head.

Here you could pick up entire conversations from guys using the side-by-side, port and starboard sinks . . . or between some using the urinal and some socially convivial bluejacket with his butt parked on a freckle maker head seat.

"Hey Pete . . . That you?"

"Yeah . . . it's me . . . That you, Ralph?"

"It's me . . . Hey, when we pull in tomorrow morning, you got the duty?"

"Naw . . . Section Three has the duty . . . I'm in two."

"You hittin' the beach?"

"Yeah, if the COB opens the Saltwater Savings and Loan."

Note: Slush Funds were totally illegal and outlawed by the United States Navy . . . they operated far beyond anything remotely resembling Federal banking regulation, inspection or protection. It was a cross between an Aboriginal headhunters' credit union and the booty split of the brotherhood of pirates.

The Chief of Naval Operations and Secretary of the Navy had no idea of the complexity of E-3 finances and the periodic difficulty of financing a night of inebriated lust.

Our slush fund was run out of a beat-up 'Have-a-Tampa' cigar box in the COB's bunk locker. Every payday, the animals

tossed five bucks in the box. You could borrow \$10.00 for \$11.00 or \$20.00 for \$22.00. Profits went to beer ball games, ships parties aft of the conning tower fairwater, Luaus, and flowers for deceased people . . . and one baby crib for a strapped E-3 new dad.

The Saltwater Savings and Loan was a great, faith based financial institution that saved more submarine sailors than Billy Graham.

All night long, the lads on duty in the maneuvering room and both engine rooms sent men forward to get coffee.

Another set of sounds that originated from the crews' mess were the rattle of silverware being washed and the banging of pots, pans, aluminum trays and crockery. Mess cooking was not a delicate art . . . the mess cooks created racket like tossing horseshoes on a tin roof.

But the racket was a familiar sound . . . one of those comforting sounds that a boat sailor accepted as indicating all being right in the underwater environment in which he lived.

Every time someone passed through the watertight door from the forward engine room, you would get a momentary ear full of the pounding of a pair of Fairbanks-Morse 38D rock crushers . . . then it would suddenly stop and you would hear the click of the spring loaded latch.

Some nights, cooks and mess cooks would play hell with your sleep when they started rooting around the compartment in search of the location of specific canned goods needed for future meal preparation.

"Jeezus, what in the hell's going on?"

"Lookin' for some gahdam cans of beans."

"You gotta disturb a working sailor's sleep to find a couple of cans of lousy beans??"

"There isn't a sailor sleeping back here that would qualify as a working sailor on his best day."

"Yeah . . . nobody listens to a stupid, worthless canned food heater-upper."

"Mickey . . . don't bother to ask what's in the soup the next time yours tastes like somebody peed in it."

Nonsensical, go absolutely nowhere conversation between men who would have shown up for a kidney transplant if either needed one. The gentle, no malice bullshit that was the common coin of diesel submariners.

No narrative of the nocturnal activities of the underwater kingdom would be complete without mentioning the acid-eaten dungaree voltage ferrets . . . the main power electricians.

Those bastards would show up . . . open a manhole hinged door in the thwartships passageway and drop down into a world where they snaked around taking battery temperatures and topping the cells off with pure distilled water. In short, they feed the electron wizards that pushed us through saltwater below snorkel depth.

In my tour in the boats, I never met a bad electrician. They, like enginemen, machinist mates and other auxiliary rates were numbered among God's most generous people.

I have no idea what late night sounds a modern day sailor will carry with him into old age, but, I do know, having seen living conditions aboard the most recent classes of the modern high-tech submersibles, there are certain memories we will not share in common.

No modern day nuke rider will carry the memory of feet in stinking socks stepping on him on the way to an upper bunk just below an air conditioning condensate drip pan.

He won't have memories of waking up to a close-up view of a bare butt when the Chief Corpsman was conducting a sick call crab check in Hogan's Alley.

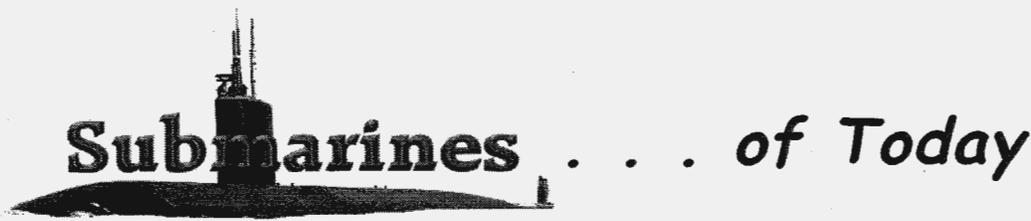
He won't remember the aromatic wonder fog that accompanies the venting of #2 Sanitary Tank Inboard.

He won't remember midwatch cheese sandwiches made from Navy contract self-healing, scab forming mayonnaise and sliced cheese that could patch a tractor tire blowout.

He, or maybe she in the not so distant future, won't leave the boat service with memories of CPO dried armpit salt stains that would deflect a 20mm round.

Each generation will collect memories to pass on to down line generations.

These are mine . . . the ones I carry in my heart of wonderful times spent among the finest men I would ever know during the time I spent as an oxygen thief on this planet.



# Submarines . . . of Today

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## Russian Completes Hybrid Submarine

Norman Polmar | December 20, 2007

Russia's Sevmash shipyard at the Arctic city of Severodvinsk has completed a hybrid submarine powered by a diesel-electric plant and a small nuclear reactor. Designated *B-90* and named *Sarov*, the submarine was completed on 17 December.

The submarine is known as Project 20120 in Russian design terminology. She apparently employs the small nuclear reactor — known to some engineers as a “teakettle” — to keep a charge on the battery, providing essentially unlimited underwater endurance on relatively quiet electric propulsion. In effect, this is an Air-Independent Propulsion (AIP) system.

The “teakettle” concept is not new. The Soviet Navy deployed a Project 651 (NATO Juliett) cruise missile submarine (SSG) in 1986-1991 with a similar diesel-electric/nuclear plant. That craft had a pressurized-water reactor with a single-loop configuration coupled with a turbogenerator. The Soviet report stated that the sea trials “demonstrated the workability of the system, but revealed quite a few deficiencies. Those were later corrected.”

However, no follow-on efforts were undertaken at that time. (The Soviets built 16 diesel-electric Juliett SSGs from 1963 to 1968.)

The *B-90* was designed by the Rubin design bureau in St. Petersburg. Construction was begun at the Krasnoe Sormovo shipyard in Nizhnii Novgorod (formerly Gor'kiy), and the submarine was then transported through the inland waterways to the Sevmash yard for completion.

There is no available information on the size of the *B-90* program. In the past the Soviet Union was an early leader in AIP-type submarines. As early as 1938 the Soviets began development on a “single-drive” submarine that could operate diesel engines while submerged and surfaced. After World War II the Soviets built the Project 617 (Whale), an AIP submarine based on German technology. She was followed by 23 coastal submarines of Project A615 (Quebec), which were torpedo and gun-armed combat craft. Other AIP experiments followed.

Today several navies are operating AIP submarines, with the U.S. Navy having “borrowed” the Swedish AIP submarine *Gotland* in 2005-2007 to serve as an anti-submarine target for U.S. carrier task forces. The *Gotland*, according to Swedish officers, could not be located by U.S. naval forces in exercises until the submarine “wanted to be found.”

The Soviet *B-90* may be a follow-on submarine to the Kilo-class diesel-electric submarines that have been transferred in large numbers to other navies, including China and India. The *B-90*, especially when operating in coastal or littoral waters, could pose a significant threat to Western maritime interests.

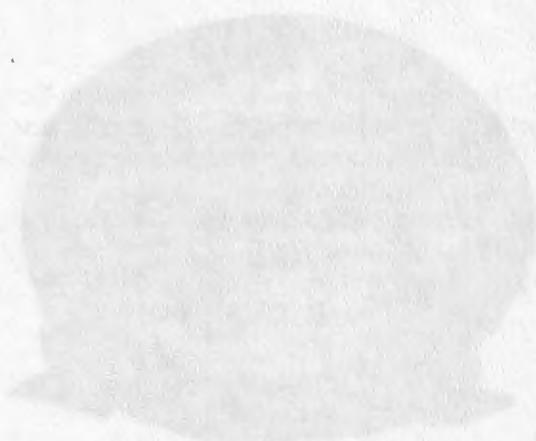




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