



June 2012
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The Monthly Newsletter, Perch Base, USSVI Phoenix, Arizona



WWW.PERCH-BASE.ORG



Featured Article

INSIDE THE OLD "H" BOATS

Just a step up from "Iron men and wooden ships!"

USSVI CREED

Our organization's purpose is . . .

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

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

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



2012 Perch Base Foundation Supporters

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

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

These are the 2012 Foundation Donors



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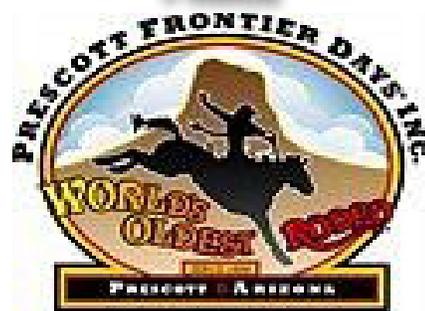
Sailing Orders



THIS MONTH ONLY!
Meeting on the 3rd Saturday
of the month!

Next regular meeting will be **JUNE 16** at
 noon (social hour at 11 a.m.)
Dillon's Restaurant at Arrowhead
20585 N. 59th Avenue
Glendale, AZ 85308-6821

SATURDAY, JUNE 30
PRESCOTT FRONTIER DAYS
PARADE



Perch Base, as guest of Gudgeon Base in Prescott, will participate in this annual event -- one of the best and most enthusiastic events of the year. Full details will be released in a **Flash Traffic** message later.

Join Us and Honor Their Sacrifice



LEST WE FORGET THOSE STILL ON PATROL

JUNE ETERNAL PATROLS



June 20, 1941 USS O-9 (SS-70) 34 men lost

While conducting test dives off Portsmouth, NH with sister ships O-6 and O-10, O-9 failed to surface. Flooding, which led to exceeding test depth caused the hull to crush. The actual hull location was located - but remains a secret - in 1997.

June 19, 1942 USS S-27 (SS-132) no loss of life

Went aground in fog off St. Makarius Point in the Aleutians. Wave action broke up the hull.



June 12, 1943 USS R-12 (SS-89) 42 men lost

While underway to conduct a torpedo practice approach, the forward battery compartment began to flood. Orders were given to blow main ballast, but the sea was faster. In about 15 seconds R-12 was lost.

June 1, 1944 USS Herring (SS-233) 83 men lost

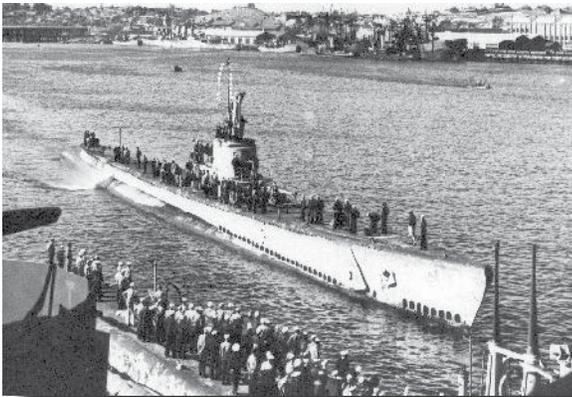
On her eighth war patrol, Herring headed for the Kurile Islands patrol area. She later rendezvoused with Barb (SS-220) and then was never heard from or seen again. Japanese records prove that she sank two merchant ships at anchor in Matsuwa Island on the morning of 1 June 1944. In a counter-attack, enemy shore batteries scored two direct hits on the submarine's conning tower and "bubbles covered an area about 5 meters wide, and heavy oil covered an area of approximately 15 miles."





June 7, 1944 USS Gudgeon (SS-211) 79 men lost
USS Gudgeon was sunk 18 April 1944 by a Japanese aircraft south-east of Iwo Jima. Although there has been some confusion in past translations of the Japanese accounts casting doubt on the report, the pilot of the attacking aircraft, reported he was patrolling to the south-east of “sulfur island” when they sighted the sub. “Sulfur” in Japanese is “Iwo” so there is little doubt at this point that Gudgeon met her fate south-east of Iwo Jima on April 18th.

June 14, 1944 USS Golet (SS-361) 82 men lost
Japanese antisubmarine records available after the war revealed that Golet was the probable victim of a Japanese antisubmarine attack made 14 June 1944. These records mention that the attack brought up corks, rafts, and other debris and a heavy pool of oil, all evidence of the sinking of a submarine.



June 18, 1945 USS Bonefish (SS-223) 85 men lost
While operating in a wolf pack, Bonefish requested and received permission to conduct a daylight submerged patrol of Toyama Wan, a bay farther up the Honshū coast. The boats were equipped with new mine detecting equipment. The attack group was to depart the Sea of Japan via La Perouse Strait on the night of 24 June. Bonefish did not make the scheduled pre-transit rendezvous. Japanese records reveal that a 5,488 ton cargo ship was torpedoed and sunk in Toyama Wan on 19 June and that an ensuing severe counterattack by Japanese escorts brought debris and a major oil slick to the water’s surface. There can be little doubt that Bonefish was sunk in this action.

Lost Harbor

by Leslie Nelson Jennings

There is a port of no return, where ships
May ride at anchor for a little space
And then, some starless night, the cable slips,
Leaving an eddy at the mooring place . . .
Gulls, veer no longer. Sailor, rest your oar.
No tangled wreckage will be washed ashore.

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From the Wardroom Base Commander's Message

Shipmates:

The Armed Forces Day parade in Flagstaff on 5/19 and two Memorial Day events, one on the 26th (Surprise) and one on the 28th (National Cemetery) will be history by the time you read this. The Flagstaff event was successful as usual. We had about twelve people attend. Unfortunately, I was unable to attend.

The Memorial Day event in Surprise is the first of a series: join us there on the 26th. We will then be at the National Cemetery on Monday the 28th. We will be conducting a Tolling Ceremony after the Memorial Service. Join us: it is an important tribute to all our departed shipmates.

Just a reminder: our next meeting is on the third Saturday this month: June 16th. But we will be going to "steal" the dolphins from Gudgeon Base on the second Saturday: June 9th. See all of the Flash Traffic notices for the details.

See you at the meeting on the 16th of June.

Fraternally,

Jim Denzien, Base Commander

May 2012 Minutes of the Regular Base Meeting

The regular monthly meeting of the Arizona Submarine Veterans, Perch Base was convened at Dillon's Restaurant at Arrowhead, in Glendale, AZ at 12:00 hours, 12 March, 2012. The meeting was called to order by Jim Denzien, Base Commander.

The "Call to Order" was followed by a prayer of invocation by Chuck Emmett, (Communications Officer filling in for the Base Chaplain, Walt Blomgren,) the Pledge of Allegiance and the Reciting of our Purpose. The tolling ceremony was conducted for boats lost in the month of May, a moment of silence was observed for our shipmates on eternal patrol, "Sailor's rest your oars".

The Base Commander introduced new members and guests. The new members are: Robert (Bob) Wright, Clancy DeGroot, Bill Custance and Kelly Grissoum. Robert Beranek was present as guest of Herb Herman.

According to the Sailing List there were 30 members and guest present. These were:

Jim Denzien	Howard Doyle	Bob Warner	Chuck Emmett
Richard Kunze	Rick Simmons	DeWayne Lober	John Schlag
Tim Moore	Richard Bernier	Dan Moss	Davy Jones
Herb Herman	Tom Clonts	Douglas M. LaRock	George Woods
Mary Denzien	Ted Hunt	Jim F. Newman	Robert Wright
Don DeMarte	Robert Gilmore	Don Unser	Tom Brady
Kelly Grissoum	Joseph J. Varese	Jim W. Newman	Bill Custance
Clancy Degroot	Robert Beranek		

A motion was made and seconded to approve the minutes of the March, 2012 regular meeting as published in the "Mid Watch". The motion was carried by voice vote.

The Base Treasurer, Bob Warner presented the report on the Base's financial status as of 30 April, 2012. After very brief discussion, a motion was made and seconded to accept the Treasurer's Report as read. The motion carried by voice vote.

Base Commander's Board of Directors Meeting Report

Denzien reported on the Board of Directors meeting held Wednesday May 9, 2012. Topics the BOD discussed included upcoming events such as Armed Forces Day (Flagstaff,) Memorial Day ceremony in Surprise, Phoenix National Cemetery, the submittal of our newsletter for the annual award and work that needed to be done on our float.

For the float work, Thursday May 17th and Vice-Commander Howard Doyle will be the point of contact. Interested parties were to meet at the Goodyear float storage area at 13:00. While at the storage area, the wreaths for Memorial Day will be removed and checked out.

Denzien announced that even if no WWII veterans can attend (the Memorial Day Ceremony), the Base will present both wreaths — the Base's and the one for our WWII Sub Vets.

The Commander reminded members that the June Base Meeting will be on the third Saturday (16th.)

Denzien briefed the members on the Traveling Dolphins Program (**EDITOR: See special article following these minutes.**) With no Perch Base meeting on the second Saturday of June (the same as Gudgeon's) a party will make a field trip to Prescott to capture the Dolphins.

Other information for future events was less than complete. Denzien briefed the Base on the information that was available on the Armed Forces Day Parade in Flagstaff and the Memorial Day Ceremony at the National Cemetery. Memorial Day is Monday the 28th of May and the service starts at 8 a.m.

Gudgeon Base is still planning on providing the details, and registering Perch Base, for the Rodeo Days event near July 4th. Denzien will keep the Base apprized.

The Commander briefed the Base on the decision of the Board to establish the membership category of "Volunteers" including who may fit in this group. He instructed Members that the **Perch Base Policies and Procedures** has the details for this category.

Report of Base Officers

- **Membership Chairman** – Rick Simmons nothing additional to report.
- **vice Commander** – Howard Doyle stated that Flagstaff is having an Armed Forces Day parade on Saturday the 19th of May. Chuck will put out a Flash Traffic with details.
- **Event Coordinator** – Joe Varese discussed the upcoming events for Memorial Day. 26th May at Surprise and 28th May at the National Cemetery. Jim and Howard further discussed the events.
- **Communications Officer** – Chuck Emmett had nothing to add.
- **Chief of the Boat** – Richard Kunze had nothing to add.
- **Secretary** – John Schlag had nothing to add.
- **Kap(SS)4Kid(SS) Coordinator** – Bob Gilmore reported he had received contact information from the last K4K Coordinator will start working on that.
- **Chaplain** – Walt Blomgren was not present at today's meeting.
- **Base Storekeeper** – DeWayne Lober announced he had shirts and Submarine Dolphin Flags for sale at the meeting.
- **Treasurer** – Bob Warner had received donation from White Mountain for Kap(SS)4Kid(SS).

USSVI Election

Denzien discussed the election upcoming at the National Convention. Emmett has sent a **Flash Traffic** with more details.

Old Business

No additional Old Business.

New Business

In addition to previously discussed topics, Denzien discussed the National Convention that will be in Norfolk Virginia from Sept. 2 through Sept. 9. He added that several members have said they may go.

Good of the Order

The Binnacle List was clear at meeting time. Unfortunately, a couple of members departed on Eternal Patrol. Daniel Reel left in early April but the Base just recently was notified by his wife. Ed Hawkins also departed and the Base had a very good turn out at the cemetery for his service.

The Base COB, Richard Kunze, commented that we had about 70 people in attendance at the (April) Base Picnic and everyone there seemed to enjoy it.

Doyle discussed that Frontier Days in Prescott on July 2 (Saturday before the 4th) and the associated rodeo. He reminded members that a **Flash Traffic** will be sent with more details.

50/50 Drawing

The 50/50 drawing yielded \$84.00. The Base's share was \$42.00.

Adjournment

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

The benediction was offered by Chuck Emmett.

John Schlag , Secretary, Perch Base USSVI

Traveling Dolphins Program

WD1 Traveling Dolphins

Gudgeon Base to launch Western District One's Traveling Dolphin program



How it works:

- The originating Base holds the traveling dolphins until captured by another Base.
- Only bases within Western Region One can capture the WD1 Traveling Dolphins.
- There needs to be at least 3 members from the capturing Base attend the meeting of the Base holding the dolphins.
- One of the capturing Base members needs to be an elected officer.
- It is always polite to give advance notice to the holding Base of the pending visit (capture).
- At least one person from the capturing Base needs to tell a 'sea story' during the capture.
- If more than one Base attempts to capture the dolphins at the same meeting, the visiting Base with most members makes the capture.
- In case of a tie, a coin is tossed and the winning Base makes the capture.
- Capturing base installs a standardized brass plaque on the reverse side giving date of capture and Base from whom captured.

Traveling Dolphin program courtesy of John Mansfield, Jr., District Commander, WD 4.

As of July 2011 the following eight bases comprise WR District 1:

1. Barbel Base, Yuma, AZ
2. Bullhead Base, Albuquerque, NM
3. Gudgeon Base, Prescott, AZ
4. Perch Base, Phoenix, AZ
5. Tautog Base, Casa Grande, AZ
6. Tucson Base, Tucson, AZ
7. White Mountain Base, Snowflake, AZ
8. White Sands Base, WSMR. NM

June Base Birthdays



JOHN C. SCHLAG	JUNE 2
JAMES F. NEWMAN	JUNE 3
ROBERT M. HAYBALL	JUNE 7
GARRY L. SHUMANN	JUNE 8
LESTER R. HILLMAN	JUNE 11
MARION M. TURNER	JUNE 17
JAMES RATTE	JUNE 20
DONALD DEMARTE	JUNE 23
JAMES EVANS	JUNE 27
SANDY MARTIN	JUNE 29



Need a Ride to a Base Meeting or Other Function?

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



THE WOMEN OF PERCH BASE

At their October 2009 meeting, Perch Base SubVettes voted to disband. Low Participation and finances made this a logical action. Since then, interested and sponsored women have been incorporated in Perch Base as Associate Members with all rights therein where they are vigorous participants. Activities of Base ladies is, therefor, activities of the Base. Other former SubVettes are part of the Perch Base Volunteer Auxiliary.

Shipmates, for Your “Out of This World” Support at Base Functions, We Salute You

This a list of our latest Base events and the shipmates who participated. Thank you, shipmates. We need your support.



Flagstaff Armed Forces Day Parade May 19

Rick Simmons
W. H. Doyle Jr.
Steven Stanger
Richard Kunze
Don Unser
Dalene Doyle
Kris Stanger
Marcia L. Unser
DeWayne Lober, his Son and two children

This is an annual event that Perch Base is proud to attend

Surprise Memorial Day Ceremony May 26

W, H, Doyle Jr.
J.R. Denzien
Richard Kunze
Herb Hermans
Rick Simmons
Walter Blomgren
Bob Warner
Ron Beyer
Pat Warner, Kelly and Hooly

This was the first year the City of Surprise held the event and Perch Base was proud to be asked to attend.



**Phoenix National Cemetery
Memorial Day Ceremony
May 28**



Richard Kunze
Bob Warner
Pat Warner
Paul Miller
Chuck Emmett
Rick Simmons
Howard Doyle
Dalene Doyle
Mike Keating
Jim Denzien
Tim Moore
Robert Gilmore
Steven Balthazar
Don Unser
George Woods
Douglas Lalock
Royce Pettit, Jr.
Davy Jones
Robert Murphy
Dan Moss
Layne Moss
Don DeMarte



**COMMUNICATIONS OFFICER'S
REPORT**



First, a big "Bravo-Zulu" to our Base shipmates for the most gratifying turnout at the Phoenix Memorial Day Ceremony and Tolling for the Boats. I am really, really proud of you guys.

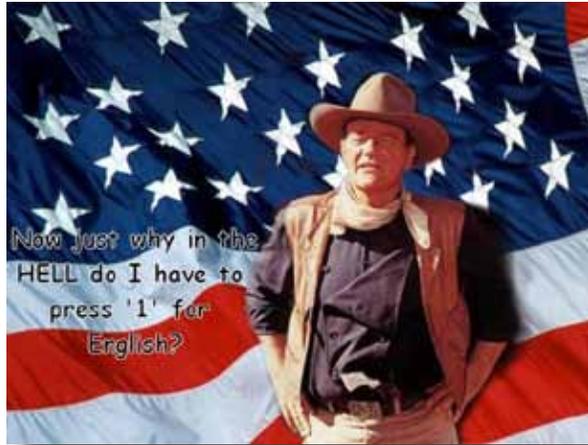
I'm never sure how many of our base members actually use the webpage. But because of size restrictions, I've had to make some pretty drastic changes recently.

First, if you're looking for past issues of the newsletter — or at least those prior to January of 2010 — you won't find them on the webpage. But they haven't been thrown away. Because we had gone over our allowable limit on our webpage server, I have to cut corners somewhere. So I removed all issues of the newsletter prior to January of 2010 from the webpage. I still have them, or they just aren't anywhere on the webpage. If you need a back issue, contact me and I'll be glad to send you a copy in PDF format.

The other major webpage change is in videos. There just aren't any on the webpage anymore. Video files are huge data hogs, and there's just no practical way around it. So for the time being, I'll just leave video files off of the webpage. At some future point, special videos may be added on a timely basis.

Speaking of the webpage, I've been very pleased to notice that a Google search of many submarine and nautical terms will pull up our webpage as a hit! I'm sure this is why we consistently seem to get 20 to 30 daily hits on our webpage.

As always, your comments and suggestions are welcomed at <mailto:communications@perch-base.org>.



 **CHAPLAIN'S COLUMN**



SHIPMATES RUNNING ON LESS THAN A FULL BATTERY CHARGE

The chaplain is pleased to report that there have been no members departing on eternal patrol nor do we have anyone on the binnacle list for the past month.

Shipmates, if you have not already done so, print out the page immediately after this one and place it with your final instruction papers (i.e., will, power of attorney, living will, living trust, etc.) for your next of kin. Don't let them languish as to your Final Patrol desires.

**** IMPORTANT INSTRUCTIONS ****

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

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

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

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

Other Important Information:

Veterans Death and Burial Benefits

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

Navy Burial at Sea Information

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

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

**** IMPORTANT INSTRUCTIONS ****



Holland Club

No special activities were conducted by the Perch Base Holland Club. Members continue to support the Base in the regular activities.



The dates for the next Kaps-4-Kids has not been set. We continue to look for additional children's health facilities to visit.



"SAVE-OUR-SAIL"

UPDATE ON PERCH BASE'S EFFORT TO MAKE THE USS PHOENIX (SS-702) SAIL AND RUDDER A CITY MONUMENT

Questions on Save-Our-Sail or to find out how you can help, contact one of our Project Co-Managers by clicking on their name:

Dan Moss
Layne Moss



The Memo of Understanding (MOU) has been finalized and is being submitted to the city for consideration. The formal negotiations between Perch Base and City of Phoenix will now begin.

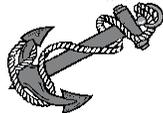
Eternal Patrol

June 19, 1942

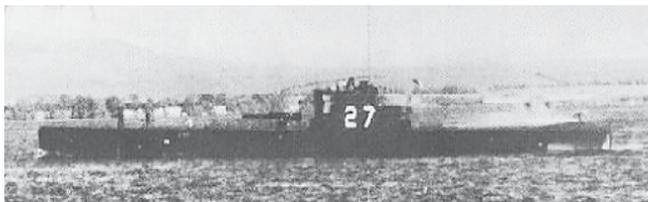
Editors Note: Less we forget, each month, one boat on eternal patrol will be highlighted in this newsletter. Sailors, rest your oars.

The Final Patrol

Lord, this departed shipmate with dolphins on his chest
Is part of an outfit known as the best.
Make him welcome and take him by the hand.
You'll find without a doubt he was the best in all the land.
So, heavenly Father add his name to the roll
Of our departed shipmates still on patrol
Let them know that we who survive
Will always keep their memories alive.



USS S-27 (SS-132) June 19, 1942 no loss of life



USS S-27 (SS-132) was a S-class submarine of the United States Navy. Her construction was authorized in March 1917, and her keel was laid down on 11 April 1919 by the Fore River Plant, Bethlehem Shipbuilding Corporation, Quincy, Massachusetts. She was launched on 18 October 1922 sponsored by Mrs. Frank Baldwin, and commissioned at Groton, Connecticut, on 22 January 1924, Lieutenant Theodore Waldschmidt in command.

Based at New London, Connecticut through 1924, S-27 was transferred to the Pacific in 1925, and, after exercises in the Hawaiian Islands during the spring of that year, she arrived at her new homeport, San Diego, California in June. She remained based in southern California through the decade and, except for fleet maneuvers, operated primarily off that coast. Fleet maneuvers, exercises, and problems took her to the west coast of Central America; to the Panama Canal Zone; into the Caribbean Sea and to Hawaii. In 1931, she was transferred to Hawaii; and on 23 February, she arrived at Pearl Harbor, whence she operated until mid-1939. On 16 June 1939, she sailed east; and on 27 June, she arrived at San Diego and resumed operations off the southern California coast.

For the next two and a half years, she conducted exercises and tests off that coast, primarily for the Underwater Sound Training School. In late November 1941, she proceeded to Mare Island, where she was undergoing overhaul when the United States entered World War II.

World War II

On 23 January 1942, S-27 stood out of San Francisco Bay and moved south. Three days later, she returned to San Diego, California, and resumed operations for the Sound School which she continued into the spring. Then ordered north to the Aleutian Islands, she departed San Diego on 20 May; steamed to Port Angeles, Washington; thence, continued on to Alaskan waters where she commenced patrol operations.

On 12 June, a little over a week after the beginning of the war in the Aleutians, she put into Dutch Harbor, took on provisions, refueled, and then headed west with orders to patrol in the Kuluk Bay area and to reconnoiter Constantine Harbor, Amchitka. On the night of 16-17 June, she was ordered to Kiska. On 18 June, she reconnoitered Constantine Harbor, found no signs of enemy



Class and type: S-class submarine, Type II
Displacement: 876 tons (surf.), 1,092 tons (sub)
Length: 231'; Beam: 21'10"; Draft: 13'4"
Speed: 15 kn (surf.), 11 kn (sub.), Test depth: 200 ft
Range: 5,000 naut. miles at 10 knots surfaced
Propulsion: 2 × M.A.N diesels, 1,000 hp each;
2 × Westinghouse electric motors, 600 hp (447 kW) each;
120-cell Exide battery; two shafts
Bunkerage: 148 tons oil fuel
Complement: 42 officers and men
Armament: 1 × 4 in (100 mm) deck gun
4 × 21 in (530 mm) torpedo tubes



activity in that evacuated village, and moved on to round the southern end of the island, whence she would proceed to Kiska. In mid-afternoon, she rounded East Cape and that night when she surfaced, fog obscured her position. Lying to charge on both engines, she was carried about 5 mi (8.0 km) from her estimated dead-reckoned position. The fog prevented knowledge of the drift. At midnight, she got underway, slowly, on one engine and continued to charge on the other. Soon after 00:43 on 19 June, breakers were sighted about 25 yd (23 m) forward of the bow. "Back emergency" orders were given. Seconds later, she grounded on rocks off St. Makarius Point.

Waves bumped her violently against the rocks, rolling her 10-15° on each side. Her motors were continued at "back emergency", but she was held firm by a submerged rock. Fuel was blown. Efforts to back off were continued, but the lightened ship swung harder against the rocks. Her starboard screw struck a rock and was disabled. Efforts were made to force the ship ahead to clear the stern, but she could only move about 20 ft (6.1 m) forward before she was again held fast. The immediate area was sounded. No passage was found. By 03:30, the pounding of the sea had increased and plans were made to move the greater part of the crew off. Dispatches of her plight, sent first at 01:15, were continued. Six were sent in all. One, giving no position, was received at Dutch Harbor.

A ferry system, using a rubber boat and lines rigged between the ship and the beach, was set up. Men, provisions, clothing, guns, and medical supplies were transferred safely. By 11:00, all but six, the commanding officer, Lieutenant H.L. Jukes, and five others, were ashore. All equipment was destroyed. Classified material was burned. At 15:30, three of the remaining men went ashore. The side plating was now loose, the torpedo room was flooding. At 15:50, the radioman, executive officer, and commanding officer left the submarine.

The night of 19-20 June was spent in an unsheltered cove. On 20 June, camp was set up at Constantine Harbor, using the buildings and heating equipment which had survived a Japanese bombing. By 21 June, the camp was fully organized: routines, including sentries and lookouts, had been established. Trips to and from the cove continued for three days. S-27 was reboarded on 21 June and 22 June; thereafter, the presence of chlorine gas prohibited further visits to take off more supplies.

On 24 June, a PBY Catalina piloted by Lieutenant, junior grade, Julius A. Raven, USNR, on a routine flight spotted the activity at Constantine Harbor; landed; and took off 15 of the survivors. On 25 June, three planes were sent in to take off the remainder. All guns salvaged from S-27 were destroyed. Nothing was left except the submarine's abandoned hulk and canned provisions, blankets, and winter clothing.



NATIONAL USSVI NEWS

National USSVI news is routed to members by **Flash Traffic** messages. The allows information to be shared almost immediately to ensure it's timely.



Navy Orders Submarine Escape Suits

UPI.com, May 21, 2012

SHARON CENTER, Ohio, May 21 (UPI) -- The U.S. Navy has given the Survitec Group an initial order for escape suits for its submarine crews.

The RFD Beaufort Mk11 suit, or Submarine Escape Immersion Equipment, is a single-skinned suit full-body with a breathing device and affords protection from hypothermia. It also features an integrated life raft.

The suits were designed at Survitec Group's center of excellence in Birkenhead, U.K.

"We're extremely proud to be supplying our U.S. Navy submariners in what is a very important contract for Survitec and our workforce in Sharon Center [Ohio]," said David Abbott, managing director of Survitec's Ohio facility. "Our company pioneered submarine escape technology in 1952 and has continually evolved its offering to the current high standard of the SEIE Mk11."

The initial order -- for "several thousand" -- RFD Beaufort SEIE Mk11 suits is worth \$25 million but the company said possible contract extensions could eventually lead to more than \$60 million in orders.



Submarine Escape Immersion Equipment

From Wikipedia, the free encyclopedia

Submarine Escape Immersion Equipment (SEIE) MK-10, also known as Submarine Escape and Immersion Equipment is whole-body suit and one-man life raft, designed by British company RFD Beaufort Limited, which allows submariners to escape from a sunken submarine. The suit provides protection against hypothermia and is rapidly replacing the Steinke hood rescue device. The suit allows survivors to escape a disabled submarine at depths down to 600 feet (183 m), at a rate of eight or more men per hour.

RFD Beaufort has pioneered the development of Submarine Escape Technology from the 1950's and has set the global standard for submarine escape. The latest generation RFD Beaufort SEIE MK11 enables free ascent from a stricken submarine and provides extensive protection for the submariner on reaching the surface until rescued. Since 1994 over 25,000 SEIE suits have been supplied to over 20 navies.

A typical assembly comprises a submarine escape and immersion suit, an inner thermal liner, and a gas-inflated single-seat life raft, all contained in an outer protective stowage compartment.

The suit not only keeps the escapee dry and protected from cold shock during escape, but also acts as a thermally efficient immersion suit on reaching the surface. Full protection is therefore provided while deploying and boarding the life raft. The suit provides sufficient lifting force to take the escapee from the submarine to the surface at a safe speed of approximately two to three meters per second.



The SEIE MK-10 on the surface after escape.
(U.S. Navy photo by JOC(SW/AW) David Rush)

The SEIE Mk-10 has been used in Royal Navy Submarines for a number of years.

The SEIE MK-10 is scheduled to replace all Steinke hoods aboard U.S. Navy submarines. The reconfiguration of escape trunks and training of the crews are requirements prior to installing the new system and several submarines have already installed the new system.

The Steinke hood was designed for the same circumstances, but did not include a full-body, thermally insulated suit or life raft. It was at best a last-ditch survival device but would not protect submariners from hypothermia or provide shelter or visibility at the surface, as the SEIE is designed to do.

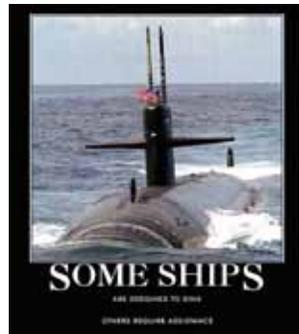
(continued on next page)

In the event of an emergency, the SEIE might save submariners from death. However, the device is designed to be a last resort in the event of a submarine emergency at sea. The goal in the event of a submarine mishap is survival. The second is rescue with a submarine rescue vehicle. Lastly, if a rescue vehicle is not available or cannot connect to a stricken submarine, the crew can escape using the SEIE.

Optimally, a rescue vehicle is preferred as it allows crewmembers to survive with essentially no injuries since they are protected from the great amount of pressure at ocean depths. A rescue vehicle connects directly to the escape hatch of a submarine, eliminating the threat of exposure to cold water and extreme pressure.

In addition, the primary benefit of rescue before resorting to escape with the SEIE is that there would be resources available, including a recompression chamber, should it be needed by the rescued crewmembers.

However, unlike the Steinke Hood, the suit provides good protection from decompression sickness, hypothermia, and climatic exposure.





A Message from the Membership Chairman

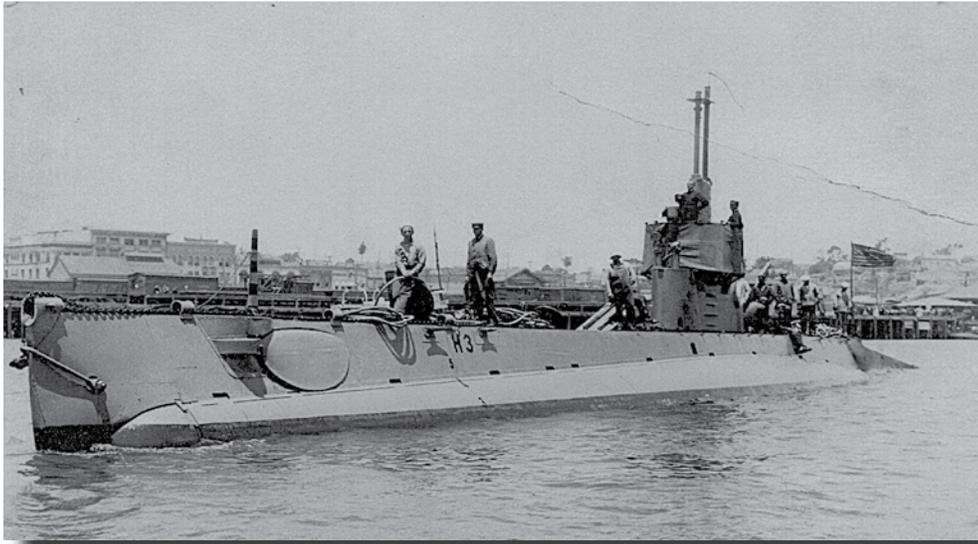


We would like to welcome new member Robert W. Wright. Bob served between 1949 and 1953 and left the service as a EN3. He qualified in 1951 on the USS Razorback SS394 and also served on the USS Ray SS271. Bob and his wife Ann now reside in Peoria. Welcome aboard Bob.



The Way It Was . . .

A Look at the Old Pre-WWI H-class Boats



USS H-3 with crew on deck. Location is thought to be San Diego, CA. circa 1915
Note the three extra chain fairleads for the towing gear on the deck edge.

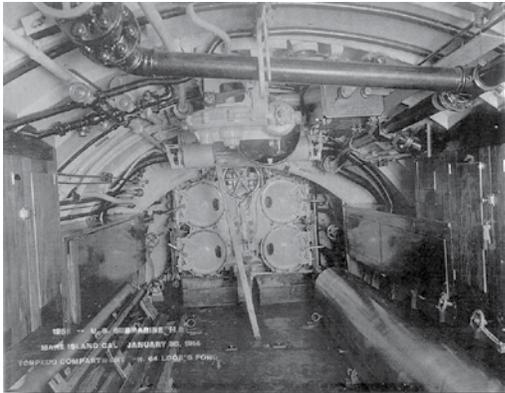


USS H-3 with crew on deck for a formal crew photo. Location is thought to be San Diego, CA. circa 1915

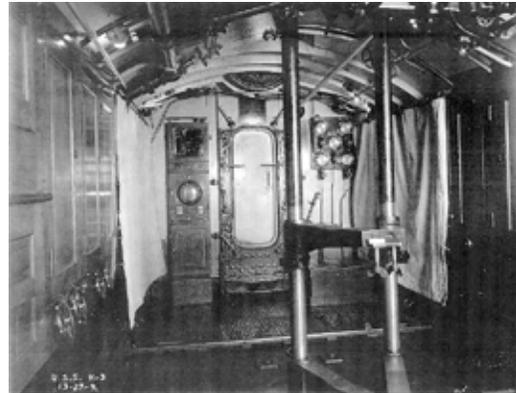


H-3 loading a Mark 7 - Bliss-Levitt torpedo (see the following story on the revolutionary Bliss-Levitt torpedo)

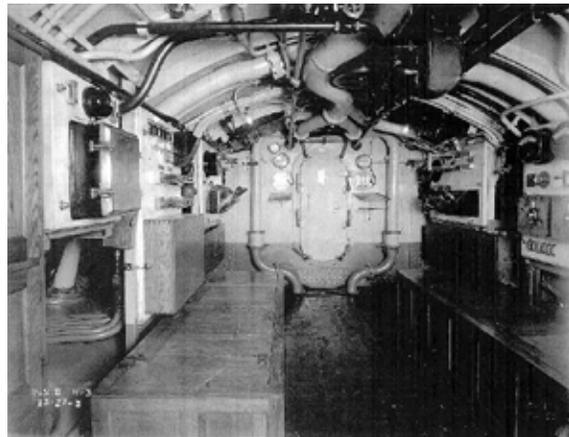




USS H-3 at Mare Island Naval Ship Yard Jan. 30, 1914
Torpedo Room looking forward. Note torpedo reload
on the deck on the right side of the picture.



USS H-3 Torpedo Room looking aft.
The curtained areas to Port and Starboard are berthing
for the Captain and XO.
The two stanchions have the notched arms for holding
torpedos in line with the tubes for loading.



H-3 after battery compartment. The view is looking aft to the engine room
door.
This compartment was a combination of crews berthing, galley and mess-
ing and maneuvering room.
The Astern - Stop - Ahead indicators for each engine / motor are on either
side of the door.
The shaft turns logs for each shaft are just above the indicators.
Electrical switching gear can be seen on each side of the compartment.

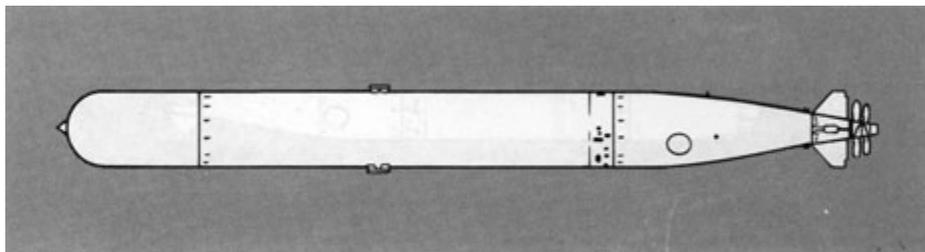


Sister ship H-2 underway off San Diego showing just
how small the H-boats were.

Bliss-Leavitt Torpedo, Mk 8 (7)

DEVELOPMENT DATE: 1911

**APPROXIMATE IN-SERVICE DATES:
1911-1945**



Developed during World War I, the Mk 8 was the U.S. Navy's first 21-inch by 21-foot torpedo. The Naval Torpedo Station at Newport, R.I., the Torpedo Station in Alexandria, Va., and the U.S.N. Gun Factory in Washington, D.C. were all involved in the production of this destroyer-launched, anti-surface ship torpedo which was still in the inventory at the start of the second World War. Approximately 600 Mk 8 torpedoes were issued to Great Britain to use with 50 old-type U.S. destroyers turned over to England under the lend-lease act.

CHARACTERISTICS

PHYSICAL

Length: 256.3 inches; **Diameter:** 21 inches; **Weight:** 2,600 pounds;
Propulsion: Turbine; **Guidance:** Gyro;
Enabling: No; **Flask Air Pressure:** 2,800 psi;
Homing: No; **FC Settings:** Mechanical;
Warhead: Mk 8 Mod 4, 466 pounds TNT; **Exploder:** Mk 3 Mod 2 Contact

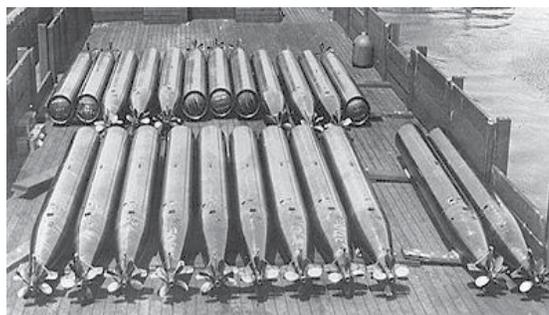
PERFORMANCE

Speed: 36; **Range:** 16,000 yards



"In 1912, the E. W. Bliss Company produced its finest torpedo to date, the Bliss-Leavitt Mk 7 the predecessor to the Mark 8," writes Anthony Newpower in his authoritative *Iron Men and Tin Fish*. "This innovative design featured the use of steam, generated from water sprayed into the combustion pot along with the fuel. The resulting mixture dramatically boosted the efficiency of the torpedo, leading to markedly improved performance."

The Bliss-Leavitt Mk 7 was so cutting-edge that its design changed the face of naval warfare. Building on inventor Frank M. Leavitt's initial design, and incorporating his later improvements, the Mk 7 had a range of 6,000 yards at a brisk clip of 35 knots. The torpedo carried 326 pounds of TNT or TPX explosive. The Bliss-Leavitt Mk 7 was introduced into the United States Navy Fleet in 1912, and the design proved so resilient and far-sighted that it remained in use for an unprecedented 33 years – up to and including service in World War II. (During the Second World War, the Mk 7 was used to arm reactivated World War I destroyers still carrying 18-inch torpedo tubes. Also pressed into service during the conflict were several subsequent models of Bliss-Leavitts, including the Mk 9, Mk 11 and Mk 12).



The Navy considered the new weapon so essential to its arsenal that it sued in federal court in 1913 to prevent the Bliss Company from revealing any details of its manufacture to foreign countries. In its petition asking an injunction

preventing company officials from telling British officials the technical details of the revolutionary torpedo, Assistant United States Attorney General Malcolm A. Coles told a U.S. District Court Judge that the court must “protect the right arm of the nation’s defense” – the Navy – by granting a U.S. Government request for an injunction preventing Bliss from revealing the technical specifications of the weapon to a British company.

During the First World War, most United States Navy ships were still functioning chiefly as anti-submarine escorts, and the use of torpedoes as offensive weapons was limited. On May 21, 1917, the USS destroyer Ericsson reportedly fired a single torpedo at a German U-Boat. But the German Navy, on the other hand, subsequently put the torpedo at the centerpiece of its naval efforts – a pairing of ship and weapon that would prove devastatingly effective during World War II.



1. A survivor of the Japanese carrier *Kaga*, at the Battle of Midway, told how some of his shipmates saved themselves by clinging to the air flask of a torpedo fired from **USS Nautilus** which hit the carrier and failed to explode, the concussion separating the warhead from the air flask.
2. LCDR. Francis White was the only skipper who lost two submarines in combat, the **USS S-39** and the **USS S-44**.
3. The first Japanese casualty to American arms during WW-II was an aircraft shot down on Dec. 7th, 1941 by the **USS Tautog**.
4. The first submarine force casualty suffered in WW-II was G. A. Myers, Seaman 2, shot through the right lung when **USS Cachalot** was strafed during the Pearl Harbor raid.
5. The first “live” torpedoes to be fired by a Pearl Harbor submarine were fired by the **USS Triton**, 4 stern tubes fired on the night of Dec. 10, 1941.
6. The first Pearl Harbor boat to be depth charged was the **USS Plunger** on Jan. 4, 1942, by 24 depth charges.
7. The first “down the throat” shot was fired by **USS Pompano** on Jan. 17, 1942.
8. The first Japanese warship to be sunk was torpedoed by **USS Gudgeon** at 9 AM on Jan. 27, 1942, the *IJN I-173* (SS).
9. The first major Japanese warship lost to submarines during WW-II was the heavy cruiser *Kako* which fell victim to **USS S-44** on Aug. 10, 1942.
10. The first submarine to fire on a battleship was **USS Flying Fish** Sept. 1942, damaging a Kongo class BB.
11. The first submarine to fire on an aircraft carrier was **USS Trout**, damaging *Taiyo*, August 28, 1942.
12. The first Japanese ship to be sunk by gunfire was by **USS Triton**, near Marcus Island on Feb. 17, 1942. At the time, her CO, Kirkpatrick, was the youngest skipper to get command at Pearl.
13. The first man to die in submarine gun action was Michael Harbin, on **USS Silversides**, May 1942.
14. The first rest camp for submarine crews was established at a military encampment at Malang, in the mountains of Java, 89 miles from Surabaya. Three days were allotted to submarine crews there in January 1942.
15. The first TDC (Mark 1) was installed in the **USS Cachalot**.
16. The **USS Plunger** was the first boat to sustain an “arduous” depth charge attack and survive.
17. In September 1936, Cdr. C. A. Lockwood Jr., assumed command of SubDiv 13 composed of the new boats **Pike, Porpoise, Shark and Tarpon**.
18. On December 31, 1941, Captain Wilkes evacuated Corregidor on board the **USS Seawolf** to establish a new base at Surabaya, Java. Simultaneously Capt. Fife boarded **USS Swordfish** and sailed to Darwin, Australia.
19. Expressing the view that Japan could not hope to be victorious in a war with the U.S., Admiral Yamamoto was “shanghaied” to the post of Commander of the Combined Fleet (from the Naval Ministry) to thwart a possible assassination at the hands of his many dissenters.
20. So numerous were submarine attacks on the Singapore-to-Empire trade routes in 1944 that a common saying in Singapore was that “one could walk from Singapore to Tokyo on American periscopes.”
21. Emperor Hirohito, upon learning of the Bataan death march at the conclusion of the war, stripped General Homma, the responsible commander, of his medals and decorations.
22. The *IJN I-176* (Cdr. Kosaburo Yamaguchi) was the only Japanese boat to sink an American submarine (**USS Corvina**) during the war.

Return To:

U. S. Submarine Veterans, Perch Base
7011 West Risner Road
Glendale, AZ 85308
E-Mail: communications@perch-base.org

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

Next Meeting
Saturday, June 16, 2012
12 noon, 11 a.m. (no host bar)
Dillon's at Arrowhead
59th Ave just north of Loop 101

