



Midwatch  
Arizona Sub Vets  
Perch Base

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DULUTH Convention – 2002  
September 17 - 22

October 2001  
Volume 7 – Issue



*Let Us Forget Those Still On Patrol*

**October Eternal Patrol Days**

USS SEAWOLF (SS197)	Oct. 03, 1943	79 men lost.
USS S-44 (SS155)	Oct. 07, 1943	39 men lost.
USS WAHOO (SS238)	Oct. 11, 1943	80 men lost.
USS DORADO (SS248)	Oct. 12, 1943	76 men lost.
USS ESCOLAR (SS294)	Oct. 17, 1944	80 men lost.
USS DARTER (SS227)	Oct. 24, 1944	0 men lost.
USS SHARK II (SS314)	Oct. 24, 1944	87 men lost.
USS TANG (SS306)	Oct. 25, 1944	78 men lost.
USS O5 (SS66)	Oct. 29, 1923	4 men lost.

**Meeting for October 13<sup>th</sup> Navy Day**  
Will be at Jim & Nancy Nelson's home in Glendale.  
5609 North 71<sup>st</sup> Ave.  
Between Bethany Home and Camelback.  
Bring a Lawn Chair

### From the Wardroom:

The 2001 USSVI Convention in Peoria is behind us and it sure is good to be back home. The events of September 11<sup>th</sup> sure put a damper on this years convention and effected the attendance as many were not able to get flights and in some areas were not even able to get ground transportation. There were many unscheduled events such as many of those in attendance joining with local business members of the Peoria community to form a human chain around a city block and sing GOD BLESS AMERICA. There was always a crowd around the big screen TV in the hospitality room as well as the lounge area and most any place that a TV could be set up. The guest of honor was to be Vice Admiral Al Konetzni but with Defcon Three being set, Senior Vice Commander John Peters stepped in and made all the rounds for him including as the guest speaker at the banquet dinner. Past Commander Don Wannamaker flew from Phoenix to Chicago and then after an unscheduled overnight stay there on to Peoria. Don did his usual great job of selling and delivering calendar orders to bases and others at the convention. Many meetings were attended and much information was exchanged. At the annual business meeting there were many items discussed and presentations made of which the most notable was SUBVETS WWII outgoing President Jack Tolliver informing the membership of the vote at their convention in St. Louis for a combined convention in Reno, Nevada. The dates for this historic event is 8/31/03 to 9/7/03. The 2002 convention will be held in Duluth, Minn. 9/17/02 through 9/22/02. Two bases had expressed a desire to host the convention in 2004 but had no formal presentation available. There was a presentation for the 2005 convention which will be held in Kansas City, Mo. 8/30/05 through 9/4/05. If you have not had the opportunity to attend one now is the time to plan to attend one of the upcoming conventions. We have brought back many items and our storekeeper will have some new items in limited supply such as national roosters and some wine glasses from the banquet. We also have a supply of bumper stickers advertising USSVI. One of the other topics that came up at the business meeting was the topic of speakers for schools and ROTC programs. This would be a great opportunity for us as a base to do a program such as this and if there is someone in our membership that would like to take on the challenge of heading up this project please contact me at 623-846-9245. Another historic event has passed and that is the distribution of the new Constitution and By Laws for Perch Base. If you have not received your copy by this time please contact Secretary Ed Brooks. On Saturday, September 22<sup>nd</sup> we had our first Board

of Directors meeting and we are now moving forward filling the many jobs that have been created. Tug Boat Tom Tilley has completed his work on the parade float and we are now looking for a suitable storage for it. Anyone knowing of a indoor storage area that some one would be willing to store this asset of ours we would like to hear from them. Now is the time for you to get your Christmas stocking stuffers in the way of calendars and our Storekeeper will always have them for sale at our meetings. And in speaking of meetings we are planning on meeting October 13<sup>th</sup> at the normal meeting place, American Legion Post 29, Glendale. If there is a change to this we will make every effort to advise all. Remember participation is what is going to make us grow, come out and enjoy your shipmates and the sea stories that always seem to get around. Commander *Dave Harnish*

### Minutes from Meeting

As there was no monthly meeting there were no minutes to report. There was a Eboard meeting on the 22<sup>nd</sup> of September and all subject matter will be presented to the membership at the next monthly meet to be held on October 23<sup>rd</sup> Navy Day. Lets have a good showing at Jim and Nancy's home. See information on cover.

### Welcome Aboard New Crewmen:

~~For the month of October we welcome aboard~~ another new member. Robert Dick Caraker. Robert is a member of the USSVWWII Pigboaters Chapter, and he qualified on USS RUNNER (SS476) in 1945. He left the Navy after 3 years as a TM2/c. With his Wife Susanne, they reside in Mesa. Welcome aboard Dick and hope to meet you at a meeting real soon.



### Perch Base Booster Club 2001:

Thank you gentlemen, Thank you very much:  
Ben Acosta, Dex Armstrong, Jerry N. Allston, Kenneth R. Anderson, Jerry F. Becker, Kenneth E. Becker, Joseph A. Bernard, Harold J. Bidigare, Wayne A. Braastad, Michael J. Breitner, Thomas P. Burke, Greg A. Camron, James F. Clewett, Roger J. Cousin, Earl J. Crowley III, Stephen F. Day, Warner H Doyle Jr., Jeff Duncan, Ron Doug Eddy, Harry Ellis, Thomas E. Fooshee, Ray Lee Graybeal, Billy A. Grieves, Warren A. Grossetta, David R. Harnish, William L. Hatcher, J Tom Hellem, Glenn Herold, Lester R. Hillman, Stephen F. Hough, Davy Jones, Ron Kloch, Larry L. Krieger, Douglas M. La Rock, Robert A. Lancendorfer, Robert E. May, Hubert W. Maxey, Dennis Mc Comb, John H. Michaud, Paul V Miller,

Roger M Miller, Robert E. Mitchell, Joseph R. Mullins, Jim A. Nelson, James W. Newman Sr., Joseph S. Otreba, Thomas B. Patterson, Raymond A. Perron, Royce E Pettit, Phil Phillips, W Scott Prothero, Larry M. Rankin, Frank W. Rumbaugh, Ramon Samson, Rodney Sanborn, Douglas F. Schultz, Tyler C. Smith, Robert G. Sothern, Adrain M. Stuke, Donald Wannamaker, Kenny Wayne, Edward J. Wolf, George Woods, Donald J Whitehead, Jerry D. Yowell.

#### Small Stores:

Our new storekeeper, Garry Shumann, is looking forward to sending much of his stores to all you members who want to send a Submarine gift this Holiday Season. Garry has a very comprehensive array of USSVI Small Stores, consisting of hats, shirts, sweat shirts, belt buckles, beer mugs, cocktail glasses, coffee mugs, and a slew of other memorabilia. We have a new source for Vest's as last months newsletter stated and forms for ordering may be found on the Perch Base web site. Don't forget the 2002 Calendar. Don Wannamaker has done a super job in getting this project off the ground and words alone are not sufficient to express our gratitude. Give Garry a call for ordering and don't forget that order forms can be printed off the Perch Base web site. (Garry's number on front cover)

#### Next Meeting and Location:

Octobers meeting will be on Saturday, the 13<sup>th</sup> at the Home of Jim and Nancy Nelson. See address on cover page and don't forget to bring a lawn chair. Special Note!! The Cristmas/Hanukkah party will again be held at Luke AFB. The cost will be \$15.00 per person. The dress code this year will be casual. You don't need to put a suit and tie on unless that is your desire. Get your reservations in early. We turned down 15/20 persons last year, due to having the quota met. It's your call .....

#### Scuttlebutt from the Lower Flats:

Shipmate Tom Tilley has about finished his end of the model of USS BANG (SS385) for mounting on the Perch Base trailer. As of this date 09/25/2001, Tom has finished both hull and sail. Unit is mounted on/in trailer and looks great. A visit to our web page at <http://perch-base.org> will enlighten you as there will be a steady parade of pictures showing the progress. Take a peek. And check out the other pages while your there.

#### Tuesday September 11, 2001:

I thought that a written account might be appreciated, for later reference. This will take a lot of letter space normally filled with submarine

information. If anyone doesn't approve, I apologize.

#### **God Bless America**

8:45 a.m. (all times are EDT): A hijacked passenger jet, American Airlines Flight 11 out of Boston, Massachusetts, crashes into the north tower of the World Trade Center, tearing a gaping hole in the building and setting it afire.

9:03 a.m.: A second hijacked airliner, United Airlines Flight 175 from Boston, crashes into the south tower of the World Trade Center and explodes. Both buildings are burning.

9:17 a.m.: The Federal Aviation Administration shuts down all New York City area airports.

9:21 a.m.: The Port Authority of New York and New Jersey orders all bridges and tunnels in the New York area closed.

9:30 a.m.: President Bush, speaking in Sarasota, Florida, says the country has suffered an apparent terrorist attack.

9:40 a.m.: The FAA halts all flight operations at U.S. airports, the first time in U.S. history that air traffic had been halted.

9:43 a.m.: American Airlines Flight 77 crashes into the Pentagon, sending up a huge plume of smoke. Evacuation begins immediately.

9:45 a.m.: The White House evacuates.

9:57 a.m.: Bush departs from Florida.

10:05 a.m.: The south tower of the World Trade Center collapses, plummeting into the streets below. A massive cloud of dust and debris forms and slowly drifts away from the building.

10:08 a.m.: Secret Service agents armed with automatic rifles are deployed into Lafayette Park across from the White House.

10:10 a.m.: A portion of the Pentagon collapses.

10:10 a.m.: United Airlines Flight 93, also hijacked, crashes in Somerset County, Pennsylvania, southeast of Pittsburgh.

10:13 a.m.: The United Nations building evacuates, including 4,700 people from the headquarters building and 7,000 total from UNICEF and U.N. development programs.

10:22 a.m.: In Washington, the State and Justice departments are evacuated, along with the World Bank.

10:24 a.m.: The FAA reports that all inbound transatlantic aircraft flying into the United States are being diverted to Canada.

10:28 a.m.: The World Trade Center's north tower collapses from the top down as if it were being peeled apart, releasing a tremendous cloud of debris and smoke.

10:45 a.m.: All federal office buildings in Washington are evacuated.

10:46 a.m.: U.S. Secretary of State Colin Powell cuts short his trip to Latin America to return to the United States.

10:48 a.m.: Police confirm the plane crash in Pennsylvania.

10:53 a.m.: New York's primary elections, scheduled for Tuesday, are postponed.

10:54 a.m.: Israel evacuates all diplomatic missions.

10:57 a.m.: New York Gov. George Pataki says all state government offices are closed.

11:02 a.m.: New York City Mayor Rudolph Giuliani urges New Yorkers to stay at home and orders an evacuation of the area south of Canal Street.

11:16 a.m.: CNN reports that the Centers for Disease Control and Prevention is preparing emergency-response teams in a precautionary move.

11:18 a.m.: American Airlines reports it has lost two aircraft. American Flight 11, a Boeing 767 flying from Boston to Los Angeles, had 81 passengers and 11 crew aboard. Flight 77, a Boeing 757 en route from Washington's Dulles International Airport to Los Angeles, had 58 passengers and six crew members aboard. Flight 11 slammed into the north tower of the World Trade Center. Flight 77 hit the Pentagon.

11:26 a.m.: United Airlines reports that United Flight 93, en route from Newark, New Jersey, to San Francisco, California, has crashed in Pennsylvania. The airline also says that it is deeply concerned about United Flight 175.

11:59 a.m.: United Airlines confirms that Flight 175, from Boston to Los Angeles, has crashed with ~~56 passengers and nine crew members~~ aboard. It hit the World Trade Center's south tower.

12:04 p.m.: Los Angeles International Airport, the destination of three of the crashed airplanes, is evacuated.

12:15 p.m.: San Francisco International Airport is evacuated and shut down. The airport was the destination of United Airlines Flight 93, which crashed in Pennsylvania.

12:15 p.m.: The Immigration and Naturalization Service says U.S. borders with Canada and Mexico are on the highest state of alert, but no decision has been made about closing borders.

12:30 p.m.: The FAA says 50 flights are in U.S. airspace, but none are reporting any problems.

1:04 p.m.: Bush, speaking from Barksdale Air Force Base in Louisiana, says that all appropriate security measures are being taken, including putting the U.S. military on high alert worldwide. He asks for prayers for those killed or wounded in the attacks and says, Make no mistake, the United States will hunt down and punish those responsible for these cowardly acts.

1:27 p.m.: A state of emergency is declared by the city of Washington.

1:44 p.m.: The Pentagon says five warships and two aircraft carriers will leave the U.S. Naval Station in Norfolk, Virginia, to protect the East Coast from further attack and to reduce the number of ships in port. The two carriers, the

USS George Washington and the USS John F. Kennedy, are headed for the New York coast. The other ships headed to sea are frigates and guided missile destroyers capable of shooting down aircraft.

1:48 p.m.: Bush leaves Barksdale Air Force Base aboard Air Force One and flies to an Air Force base in Nebraska.

2:00 p.m.: Senior FBI sources tell CNN they are working on the assumption that the four airplanes that crashed were hijacked as part of a terrorist attack.

2:30 p.m.: The FAA announces there will be no U.S. commercial air traffic until noon EDT Wednesday at the earliest.

2:49 p.m.: At a news conference, Giuliani says that subway and bus service are partially restored in New York City. Asked about the number of people killed, Giuliani says, I don't think we want to speculate about that—more than any of us can bear.

3:55 p.m.: Karen Hughes, a White House counselor, says the president is at an undisclosed location, later revealed to be Offutt Air Force Base in Nebraska, and is conducting a National Security Council meeting by phone. Vice President Dick Cheney and National Security Adviser Condoleezza Rice are in a secure facility at the White House. Defense Secretary Donald Rumsfeld is at the Pentagon.

3:55 p.m.: ~~Giuliani now says the number of~~ critically injured in New York City is up to 200 with 2,100 total injuries reported. 4 p.m.: CNN National Security Correspondent David Ensor reports that U.S. officials say there are good indications that Saudi militant Osama bin Laden, suspected of coordinating the bombings of two U.S. embassies in 1998, is involved in the attacks, based on new and specific information developed since the attacks.

4:06 p.m.: California Gov. Gray Davis dispatches urban search-and-rescue teams to New York.

4:10 p.m.: Building 7 of the World Trade Center complex is reported on fire.

4:20 p.m.: U.S. Sen. Bob Graham, D-Florida, chairman of the Senate Intelligence Committee, says he was not surprised there was an attack (but) was surprised at the specificity. He says he was shocked at what actually happened—the extent of it.

4:25 p.m.: The American Stock Exchange, the Nasdaq and the New York Stock Exchange say they will remain closed Wednesday.

4:30 p.m.: The president leaves Offutt Air Force Base in Nebraska aboard Air Force One to return to Washington.

5:15 p.m.: CNN Military Affairs Correspondent Jamie McIntyre reports fires are still burning in part of the Pentagon. No death figures have been released yet.

5:20 p.m.: The 47-story Building 7 of the World Trade Center complex collapses. The evacuated building is damaged when the twin towers across the street collapse earlier in the day. Other nearby buildings in the area remain ablaze.

5:30 p.m.: CNN Senior White House Correspondent John King reports that U.S. officials say the plane that crashed in Pennsylvania could have been headed for one of three possible targets: Camp David, the White House or the U.S. Capitol building.

6:00 p.m.: Explosions are heard in Kabul, Afghanistan, hours after terrorist attacks targeted financial and military centers in the United States. The attacks occurred at 2:30 a.m. local time. Afghanistan is believed to be where bin Laden, who U.S. officials say is possibly behind Tuesday's deadly attacks, is located. U.S. officials say later that the United States had no involvement in the incident whatsoever. The attack is credited to the Northern Alliance, a group fighting the Taliban in the country's ongoing civil war.

6:10 p.m.: Giuliani urges New Yorkers to stay home Wednesday if they can.

6:40 p.m.: Rumsfeld, the U.S. defense secretary, holds a news conference in the Pentagon, noting the building is operational. It will be in business tomorrow, he says.

6:54 p.m.: Bush arrives back at the White House aboard Marine One and is scheduled to address the nation at 8:30 p.m. The president earlier landed at Andrews Air Force Base in Maryland with a three-fighter jet escort. CNN's King reports Laura Bush arrived earlier by motorcade from a secure location.

7:17 p.m.: U.S. Attorney General John Ashcroft says the FBI is setting up a Web site for tips on the attacks: [www.ifccfbi.gov](http://www.ifccfbi.gov). He also says family and friends of possible victims can leave contact information at 800-331-0075.

7:02 p.m.: CNN's Paula Zahn reports the Marriott Hotel near the World Trade Center is on the verge of collapse and says some New York bridges are now open to outbound traffic.

7:45 p.m.: The New York Police Department says that at least 78 officers are missing. The city also says that as many as half of the first 400 firefighters on the scene were killed.

8:30 p.m.: President Bush addresses the nation, saying thousands of lives were suddenly ended by evil and asks for prayers for the families and friends of Tuesday's victims. These acts shattered steel, but they cannot dent the steel of American resolve, he says. The president says the U.S. government will make no distinction between the terrorists who committed the acts and those who harbor them. He adds that government offices in Washington are reopening for essential personnel Tuesday night and for all workers Wednesday.

9:22 p.m.: CNN's McIntyre reports the fire at the Pentagon is still burning and is considered contained but not under control.

9:57 p.m.: Giuliani says New York City schools will be closed Wednesday and no more volunteers are needed for Tuesday evening's rescue efforts. He says there is hope that there are still people alive in rubble. He also says that power is out on the westside of Manhattan and that health department tests show there are no airborne chemical agents about which to worry.

10:49 p.m.: CNN Congressional Correspondent Jonathan Karl reports that Attorney General Ashcroft told members of Congress that there were three to five hijackers on each plane armed only with knives.

10:56 p.m.: CNN's Zahn reports that New York City police believe there are people alive in buildings near the World Trade Center.

11:54 p.m.: CNN Washington Bureau Chief Frank Sesno reports that a government official told him there was an open microphone on one of the hijacked planes and that sounds of discussion and duress were heard. Sesno also reports a source says law enforcement has credible information and leads and is confident about the investigation.

#### Lost Boats and Crews for October:

USS SEAWOLF SS197 10-3-43 79 men lost.

USS SEAWOLF, under the command of LCdr A.M. Bontier, left Brisbane on 21 September 1944 beginning her 15th patrol, and arrived at Manus on 29 September. Leaving Manus on the same day, SEAWOLF was directed to carry certain stores and Army personnel to the east coast of Samar. On 3 October SEAWOLF and USS NARWHAL (SS-167) exchanged SJ radar recognition signals at 0756. Later the same day an enemy submarine attack was made at 21-32'N;129-18'E, which resulted in the sinking of USS SHELTON. Since there were four friendly submarines in the vicinity of this attack, they were directed to give their positions, and the other three did, but SEAWOLF was not heard from. On 4 October, SEAWOLF again was directed to report her position, and again she failed to do so. USS ROWELL and an aircraft attacked a submarine in the vicinity of the attack on SHELTON, having at that time no knowledge of any friendly submarines in the area, and it was thought that SEAWOLF must be held down by these antisubmarine activities. In view of the above facts, and the fact that there is no attack listed in the Japanese report of antisubmarine attacks which could account for the loss of USS SEAWOLF, it is possible that SEAWOLF was sunk by friendly forces in an antisubmarine attack on 3 October 1944, in the vicinity of 21-32'N;129-18'E. It is also possible that she was lost to an operational casualty or as a result of an unrecorded enemy attack.

USS S-44 SS155 10-07-43: 39 men lost.

USS S-44 (SS-155) operated off the New England coast into the summer of 1925. In late August, she departed New London for Panama and, on 5 September, arrived at Coco Solo to join Submarine Division (SubDiv) 19. With that division, she conducted training exercises, participated in fleet exercises and joint Army-Navy maneuvers, and made good will visits to various Caribbean and Pacific, Latin American ports until the spring of 1927. From that time to December 1930, she operated out of San Diego with her division, interrupting exercises off southern California twice for fleet problems in Hawaiian waters. In the spring of 1941, as American involvement in World War II increased, the Panama S-boats were ordered back to the east coast for overhaul. With USS S-42 (SS-153) and USS S-46 (SS-157), S-44 proceeded to New London and thence, in November, to Philadelphia where the work was done. In early January 1943, she transited the Panama Canal, then moved across the Caribbean and up the Atlantic seaboard to Philadelphia. There, from April to June, she underwent overhaul; and, in July, she retransited the Canal en route to San Diego and the Aleutians. She arrived at Dutch Harbor on 16 September. On the 26th, she departed Attu on her last war patrol. One day out, while en route to her operating area in the northern Kurils, she was spotted and attacked by a Japanese patrol plane. Suffering no damage, she continued west. On the night of 7 October, she made radar contact with a small merchantman and closed in for a surface attack. Several hundred yards from the target, her deck gun fired and was answered by a salvo. The small merchantman was a destroyer. The order to dive was given, but S-44 failed to submerge. She took several hits - in the Control Room, in the Forward Battery and Conning Tower. S-44 was ordered abandoned. A pillow case was put up from the Forward Room hatch as a flag of surrender, but the shelling continued. Possibly eight men escaped from the submarine as she went down. Two, Chief Torpedoman's Mate Ernest A. Duva and Radioman Third Class William F. Whitmore, were picked up by the destroyer. Taken initially to Paramushiro, then to the Naval Interrogation Camp at Ofuna, the two submariners spent the last year of World War II working in the Ashio copper mines. They were repatriated by the Allies at the end of the war.

USS WAHOO SS238 10-11-43 80 men lost.

WAHOO was one of the Submarine Force's most valuable units during her six patrols, and her feats have become submarine legend. She sank 27 ships, totaling 119,100 tons, and damaged two more, making 24,900 tons, in the six patrols completed

before her loss. Her patrolling career began in August 1942 in the Carolines. On this patrol WAHOO sank a freighter. Her second patrol was in the Solomons, and she sank a freighter. WAHOO conducted her third patrol in the Palau area. She sank two large freighters, a transport, a tanker, and an escort vessel. In addition, she entered Wewak harbor, on the north coast of New Guinea, seriously damaged a destroyer, which was later found beached there, and obtained reconnaissance data. For her fourth patrol, WAHOO went to the Yellow Sea west of Korea. Here she sank eight freighters, a tanker, a patrol craft and two sampans in March 1943. Going to the Kuile chain for her fifth patrol, WAHOO sank two freighters and a large tanker, also doing damage to another freighter and a large (15,600 ton) aircraft transport. The sixth patrol of WAHOO was the disappointing one in the Japan Sea due to poor torpedo performance. Not one of the many attacks on merchantmen resulted in a torpedo hit. WAHOO's only sinkings were of three sampans by gunfire. Japanese records now reveal that the following ships were sunk in the Sea of Japan shortly before WAHOO's loss; Taiko Maru (2,958 tons) 25 September; Konron Maru (7,903 tons) 1 October; Kanko Maru (1,288 tons) 6 October; and, Kanko Maru (2,995 tons) 9 October. WAHOO was the only submarine which could have sunk these ships. Commander Morton was considered one of the topnotch officers in the Submarine Force, and the loss of this boat was an irreparable blow to the Service.

USS DORADO SS248 10-12-43 76 men lost.

The newly commissioned USS DORADO sailed from New London, Connecticut, on 6 October 1943 for Panama. She did not arrive at Panama nor was she heard from at any time after sailing. The Commander in Chief, United States Fleet in his comments concerning the Court of Inquiry covering the case, lists three possible causes for the loss of DORADO: operational casualties; enemy action; and, attack by friendly forces. The standard practice of imposing bombing restrictions within an area fifteen miles on each side of the course of an unescorted submarine making passage in friendly waters and fifty miles ahead and one hundred miles astern of her scheduled position was carried out and all concerned were notified. A convoy was so routed as to pass through the bombing and attack restriction area surrounding DORADO on the evening of 12 October 1943, assuming correct navigation and adherence to schedule by both. A patrol plane which was assigned by Commandant, NOB, Guantanamo to furnish air coverage on the evening of 12 October, received faulty instructions as to the location of the bombing and attack restriction area surrounding DORADO and at 2049, local time, the plane delivered a surprise

attack of three depth charges on an unidentified submarine. About two hours later, the plane sighted another submarine with which it attempted to exchange recognition signals without success. This submarine fired upon the plane. A German submarine was known to be operating near the scene of these two contacts. Because of the lack of evidence, the Court of Inquiry was unable to reach definite conclusions as to the cause of the her loss.

USS ESCOLAR SS294 10-17-44 80 men lost.

USS ESCOLAR (SS-294) had her final training for combat at Pearl Harbor, from which she put out for her first war patrol 18 September and proceeded to Midway to top off with fuel. There she joined USS CROAKER (SS-246) and USS PERCH (SS-313) and left on 23 September to conduct a coordinated patrol in the Yellow Sea north of 30°N. Cdr Millican was in command of this coordinated attack group, which was designated Millican's Marauders. On 30 September, when ESCOLAR was estimated to be about north of the Bonin Islands, the following partial message was received from her. This from ESCOLAR: attacked with deck gun, boat similar to ex-Italian Peter George five OTYI. Although no further transmissions were ever received by bases from ESCOLAR, who was forced to break off the transmission and the engagement with the gunboat at that time. CROAKER had stated that she suffered no damage and was in frequent communication with PERCH and ESCOLAR until 17 October 1944. PERCH reported that on 17 October she had received a message from ESCOLAR stating that she was in position 33-44'N;127-33'E, and was heading for 33-44'N;129-06'E. Neither PERCH nor CROAKER could raise ESCOLAR by radio after this transmission was received. Had ESCOLAR left her area on the scheduled date, she would have arrived at Midway about 13 November 1944. All attempts to contact ESCOLAR failed and she was reported on 27 November 1944 as presumed lost.

USS DARTER SS227 10-24-44 0 men lost.

In the early morning of 23 October 1944 both DARTER and DACE contacted and tracked a large enemy force heading north through Palawan Passage enroute to engage our forces in the Battles for Leyte Gulf. They attacked while the enemy were unable to alter course appreciably, and in brilliant pre-dawn submerged attacks, sank the heavy cruisers ATAGO and MAYA, and so severely damaged the heavy cruiser TAKAO that she was useless for the rest of the war. During daylight, DARTER tried a submerged attack on TAKAO, which had been stopped, but was driven off by screening destroyers. Thus a night coordinated attack plan was drawn up by

the two boats. Since she could not surface to take sights, DARTER was forced to navigate on a 24-hour-old dead reckoning plot. At 2200 TAKAO got underway, and DATER began a surface attack. Detecting two radars sweeping, she decided to do an end around, and then make an attack at radar depth. At 0005 on 24 October 1944, DARTER grounded on Bombay Shoal at 17 knots and rode up to a draft of nine feet forward. Efforts to get off the reef were unsuccessful and a message was sent to DACE requesting assistance. DACE closed DARTER and, after confidential gear had been smashed and classified matter burned, the men of DARTER were transferred to DACE. This was all done before dawn, and there were no losses of DARTER personnel. Apparently the Japanese got no use out of her, for an American naval officer was amazed in 1962 to see her hulk still intact, appearing to be indestructible. It must be realized that Cdr. McClintock understood fully the dangers involved in the end around maneuver in which DARTER grounded - indeed, the incident is a classic example of calculated risk, and he was not held in any way at fault in the incident. In order to keep this fighting and successful crew together the entire DARTER crew was ordered to take over the submarine USS MENHADEN (SS-377), then building at Manitowoc, Wisconsin.

USS SHARK II SS314 10-24-44 87 men lost.

Joining USS SEADRAGON I (SS-194) and USS BLACKFISH (SS-221) at Pearl Harbor, USS SHARK II under the command of Cdr. E.N. Blakely, left that place on 23 September 1944, and proceeded to Saipan to begin her third war patrol during WWII. The three vessels left the latter island on 3 October to conduct a coordinated patrol in the vicinity of Luzon Strait. Cdr. Blakely had command of this coordinated attack group, called Blakely's Behemoths. On 22 October, SHARK reported having contacted four large enemy vessels in 20-28'N;117-50'E. She still had her full load of torpedoes aboard, so had not made an attack. SHARK addressed no further messages to bases, but on 24 October, SEADRAGON received a message from her stating that she had made radar contact with a single freighter, and that she was going in to attack. This was the last message received from SHARK. However, on 13 November 1944, a dispatch originated by Commander Naval Unit, Fourteenth Air Force, stated that a Japanese ship enroute from Manila to Japan with 1800 American prisoners of war had been sunk on 24 October by an American submarine in a torpedo attack. No other submarine reported the attack, and since SHARK had given SEADRAGON a contact report only a few hours before the sinking, and could not be raised by radio after it,

it can only be assumed that SHARK made the attack described, and perished during or after it. Five prisoners who survived and subsequently reached China stated that conditions on the prison ship were so intolerable that the prisoners prayed for deliverance from their misery by a torpedo or bomb. Because many prisoners of war had been rescued from the water by submarines after sinking vessels in which they were being transported, U.S. submarines had been instructed to search for Allied survivors in the vicinity of all sinkings of Empire-bound Japanese ships. SHARK may well have been sunk trying to rescue American prisoners of war. All attempts to contact SHARK by radio failed and on 27 November she was reported as presumed lost. A report from the Japanese received after the close of war on antisubmarine attacks records the attack made by SHARK on 24 October 1944, in 20°41'N;118°27'E. Depth charges were dropped 17 times, and the enemy reports having seen bubbles, and heavy oil, clothes, cork, etc. Several American submarines report having been attacked on this date near the position given, but in view of the fact that none reported the attack on the convoy cited above, this attack is considered the most probably cause of SHARK's loss.

USS TANG SS306 10-25-44 78 men lost.

~~TANG set out from Pearl Harbor on 24~~ September 1944, to begin her fifth war patrol during WWII. In order to reach her area, TANG had to pass through narrow waters known to be heavily patrolled by the enemy. A large area stretching northeast from Formosa, was known to be mined by the enemy, and TANG was given the choice of making the passage north of Formosa alone, or joining a coordinated attack group of USS SIVERSIDES (SS-236), USS TRIGGER (SS-237), and USS SALMON (SS-182), under Cdr. Coye in SILVERSIDES which was to patrol off northeast Formosa, and making the passage with them. TANG chose to make the passage alone and these vessels never heard from TANG, nor did any base, after she left Midway. The story of TANG's sinking comes from the report of her surviving Commanding Officer. A night surface attack was launched on 24 October 1944 against a transport which had been stopped in an earlier attack. The first torpedo was fired, and when it was observed to be running true, the second and last was loosed. It curved sharply to the port, broached, porpoised and circled. Emergency speed was called for and the rudder was thrown over. These measures resulted only in the torpedo striking the stern of TANG, rather than amidships. The explosion was violent, and crewmembers as far forward as the Control Room received broken limbs. The boat went down by the stern with the

after three compartments flooded. Of the nine officers and men on the bridge, three were able to swim through the night until picked up eight hours later. One officer escaped from the flooded Conning Tower, and was rescued with the others. The submarine came to rest on the bottom at 180 feet, and the men in her crowded forward as the after compartments flooded. Publications were burned, and all assembled to the Forward Torpedo Room to escape. The escape was delayed by a Japanese patrol, which dropped charges, and started an electrical fire in the Forward Battery. Thirteen men escaped from the forward room, and by the time the last made his exit, the heat from the fire was so intense that the paint on the bulkhead was scorching, melting, and running down. Of the 13 men who escaped, only eight reached the surface, and of these but five were able to swim until rescued. When the nine survivors were picked up by a destroyer escort, there were victims of TANG's previous sinkings on board, and they inflicted tortures on the men from TANG. With great humanity, O'Kane states, When we realized that our clubbings and kickings were being administered by the burned, mutilated survivors of our own handiwork, we found we could take it with less prejudice. The nine captives were retained by the Japanese in prison camps until the end of the war, and were treated by them in typical fashion. ~~The loss of TANG by her own~~ torpedo, the last one fired on the most successful patrol ever made by a U.S. submarine, was a stroke of singular misfortune. On her last patrol TANG fired twenty-four torpedoes in four attacks. Twenty-two torpedoes found their mark in enemy ships, sinking 13 of them; one missed, and the last torpedo, fired after a careful checkover, sank TANG. Cdr. O'Kane has been called the Submarine Force's most outstanding officer; he served as Executive Officer of the very successful USS WAHOO (SS-238) before taking command of TANG. TANG received four battle stars and two Presidential Unit Citations for World War II service. Her commanding officer received the Congressional Medal of Honor for TANG's final action.

USS O5 SS66 10-29-23 4 men lost.

During the final months of WWI, USS O-5 (SS-66) operated along the Atlantic coast and patrolled from Cape Cod, MA, to Key West, FL. She departed Newport, RI, 3 November with a 20-sub contingent bound for European waters; however hostilities had ceased before the vessels reached the Azores. After the Armistice, O-5 operated out of the Submarine School at New London, CT, until 1923. O-5 then sailed to Coco Solo, Canal Zone, for a brief tour. On 28 October 1923, as O-5 entered Limon Bay, preparatory to transiting the Canal, she was rammed by United Fruit steamer



Abangarez and sank in less than a minute, with the loss of 4 men. Struck from the Navy List 28 April 1924, she was sold as a hulk to R.K. Morris, Balboa, Canal Zone 12 December 1924.

#### Important Dates in September:

10-06-58 - USS Seawolf (SSN-575) completes record submerged run of 60 days, logging over 13,700 nautical miles.

10-15-60 - USS Patrick Henry (SSBN-599) begins successful firing of four Polaris test vehicles under operational rather than test conditions. Tests are completed on 18 October.

10-26-63 - USS Andrew Jackson (SSBN-619) launches first Polaris A-3 missile from a submerged submarine, off Cape Canaveral, Florida.

#### USS Greenville SSN772:

Apra Harbor GUAM: As a result of the investigation into the grounding of USS Greenville off the coast of Saipan on August 27, 2001, Rear Admiral Joseph E. Enright, Commander Submarine Group Seven conducted Admiral's Mast in Guam on September 11, 2001. The following administrative actions were taken on September 12, 2001. Commanding Officer, Executive Officer and Navigator were found guilty of violating UCMJ Article 110, Hazarding a Vessel, and received punitive letters of reprimand. The Assistant Navigator was found guilty of violating UCMJ Article 92, Dereliction of Duty, and received a punitive letter of reprimand. Additionally, based on Rear Adm. Enright's recommendation and a review of the preliminary investigation, Commander, Submarine Force, U.S. Pacific Fleet, Rear Adm. John B. Padgett III has relieved the commanding officer due to lack of confidence in his ability to command. USS Greenville will be under the temporary command of Capt. Robert H. Guy, Jr., Chief of Staff of Submarine Group Seven, until a new commanding officer is permanently assigned. The investigation concluded there were several navigation and piloting deficiencies that led to the grounding including: The use of an incorrect edition of a navigation chart with improperly applied chart corrections. An approved navigation track that crossed shoal water. Failure to utilize the harbor pilot to lead USS Greenville into port. The navigation team did not recognize the impact of the international buoy system in use in the Western Pacific. The investigation recommended that a full assessment and evaluation of Greenville's Seamanship /Navigation practices be conducted before the ship gets underway, to include a complete audit of the onboard navigation charts and records. This in port evaluation will be followed

by an underway evaluation of the ship's performance.

#### NSSC Changes Hands:

Pearl Harbor HAWAII -- Cmdr. Brian T. Vance relieved Cmdr. Kurt Irgens as Commanding Officer, Naval Submarine Support Command, by on Sept. 18, 2001 in Pearl Harbor. Capt. Robert Brandhuber, Chief of Staff Commander Submarine Force, U.S. Pacific Fleet, spoke at the ceremony. He began with a moment of silence. Before we get to the traditional matter at hand, I'd like to ask you to please join me in a moment of silent reflection and prayer for those who have lost their loved ones by the cowardly acts last week, said Brandhuber, referring to the terrorist attacks in New York and Washington D.C. on Sept. 11, 2001. After the silence, the ceremony commenced. Today we witness the very proper and traditional transfer of command from Kurt Irgens to Brian Vance and we recognize NSSC's significant accomplishments under Kurt's superb leadership, Brandhuber continued. Commander Irgens established Naval Submarine Support Command in less than three months, from inception to completion. Under his leadership NSSC evolved into a centralized shore command providing operational support for three submarine squadrons and 19 submarines home-ported in Pearl Harbor, Hawaii, said Brandhuber. Irgens individually thanked the people who worked with him and his family for their support. I am honored and humbled to have commanded this organization, said Irgens. My appreciation goes out to the men and women who put their lives at risk in the far reaches of the earth, protecting our freedom. It has been my commitment to do my best for the submariners and their families, said Irgens. The mission of the Naval Submarine Support Command is to provide quality operational support for Pearl Harbor home-ported submarines, their crews, families, and the staffs of submarine squadrons. The specific services that Naval Submarine Support Command provides are operations, material, weapons, communications, supply, medical, legal, and religious programs. Irgens is scheduled to report to the Naval War College in Newport, R.I. as his next duty station.

#### Crew Held for Ransom:

Being held for ransom can rattle the nerves of anyone. And being held under water can only make the situation more non-negotiable for those involved. Yet, this crew held for ransom, CDR James Ransom III that is, on board USS Miami (SSN 755) are not in jeopardy. They're submariners under his command and trained in every aspect of submarine operations, from fire fighting and damage control to steering the helm

and plotting her course. I really enjoy my crew, said Ransom, commanding officer of Miami. Their integrity, professionalism and the fun they bring on board Miami has made this crew one of my best. We are truly like a second family here. The submarine community has a long-standing tradition of a family environment when on board. And how could they not; the crew of a few more than 100 Sailors spends months at a time under water with less personal space than a convicted felon. They squeeze through p-ways, routinely knocking elbows with each other, and spend their free time playing cards and watching movies in a galley smaller than most peoples' living rooms. Not to mention, while deployed, they rarely get a chance to communicate with family and friends, since the submarine's mission could involve stealth operations in some of the world's most dangerous waters. So what brings these Sailors together time and time again to be held for ransom by serving in one of the Navy's most arduous sea duties? Wasn't the money; sub pay is not all that, said Machinist Mate 3rd Class Anthony Signorella. Here, I'm not just another number getting lost in the thick of things. I feel important and have my hands in everything that takes place on board. It is definitely a different lifestyle, said Electrician Technician Seaman Jason Spoonmore. I have been here six months, and the hardest thing is not being fully qualified yet. The guys mess with me a lot, but they are always there to help me out. Having a space to work in or a title for their position isn't what motivates the submarine community. These Sailors work hard to be called submariners and earn their basic submarine qualification. This gives them their dolphins and provides the submarine with the experienced and qualified personnel needed to fulfill their tasking. Earning dolphins is a vital requirement to the submarine's mission as the crew becomes cross-trained in every aspect of submarine duty. The qualification, which dates back to June 13, 1923, when Capt. Ernest King suggested that a distinguished device be designated for all submariners, is now key in ensuring the crew performs like a central nervous system. Each Sailor is connected to the other, providing support and the means to become a deadly stealth machine, silently stalking its prey similar to a shark. It's not just the way they are seen in their the eyes ... a shark wouldn't understand. They work day and night, plotting courses, fixing meals and running power plants. They push themselves to the limits, which can put them under an enormous amount of stress and fatigue, and most would break under the circumstances. Yet, they know they are gaining something you can not put a price on. And that's just what they got from their last deployment. Miami became the first submarine since World War II to fire its weapons in two

theaters of combat. In Kosovo and Iraq, they felt Miami's deadly blow delivered by the Tomahawks she holds in her belly. The crew felt they had made a difference and weren't just out patrolling, but were doing what they had been trained for; defending our country and her interests abroad. It felt like a training exercise until the first Tomahawk went off, said Fire Controlman 2<sup>nd</sup> Class Craig Lawrence. The boat was moving vertically up and down. Everyone was looking around because they had never done it before. It was one of the most exciting moments in our careers for many of us. Miami's combat performance in both Iraq and Kosovo on her last deployment never could have been done without the proper preparation of her crew. Their readiness provided ample support to Operation Joint Endeavor and allowed the conflict to reach an ending without numerous American losses. Miami has launched almost half of all the Tomahawks launched by submarines during combat operations, said Ransom. Submariners are some of the most intelligent and well-trained Sailors in the Navy. Miami could not have done it without them. For their service in the Arabian Gulf and the Mediterranean, the crew of Miami was awarded two Navy Unit Commendations, and Ransom received the Silver Star. For most, a few medals can in no way pay the ransom for long months away and the arduous lifestyles these submariners lead. ~~Nor do they truly represent their many sacrifices.~~ But, for these proud sailors who carried out their mission so successfully, those awards are a testament to the training, motivation and professionalism of a truly superior crew. Story and photos by PH2(AW) Jim Watson, a photojournalist assigned to All Hands.

#### USS Arizona Memorial Flag to Pentagon:

By Sgt. Bradley Rhen, USA CAMP H.M. SMITH, Hawaii, Sept. 27, 2001 - The men and women of the U.S. Pacific Command here shared an instant emotional connection with Pentagon personnel when a hijacked airliner slammed into the Pentagon Sept. 11. Nearly 6,000 miles from Washington, D.C., Pacific Command shares a direct historical connection to the Dec. 7, 1941, surprise attack on Pearl Harbor. Until the Sept. 11 terrorist attacks, Pearl Harbor represented what was the most deadly enemy attack on American soil. Because of those bonds, several Pacific Command staff members thought it fitting to show their support in light of this devastating attack. When Pacific Command Commander in Chief Adm. Dennis C. Blair and other members of his staff visit Washington next week, they hope, on behalf of the men and women of Pacific Command, to present the chairman of the Joint Chiefs of Staff, Gen. Henry Shelton, with an

American flag flown over the USS Arizona Memorial in Pearl Harbor.

Until September 11, the men and women who worked and served near Pearl Harbor, Hickam Air Force Base, (Marine Corps Base) Kaneohe, Schofield (Barracks) and Wheeler (Army Airfield) were really the only Americans with constant reminders that our nation was truly vulnerable to foreign attack. Now unfortunately, we all have them, Blair said. The battleship USS Arizona rests at the bottom of Pearl Harbor in 38 feet of water, sunk in the Dec. 7 attack when a Japanese bomb slammed through its deck and ignited the forward ammunition magazine. In less than nine minutes, the ship sank with 1,177 of its crew. A memorial was built over the sunken ship. The flag Blair will carry flew over the memorial on Sept. 18, one week after the attacks in New York and Washington. For Pacific Command's senior enlisted adviser, Army Sgt. Maj. Frank Raby, the acts of terrorism hit closer to home than for most. He'd just arrived from a tour in the Army's Office of the Deputy Chief of Staff for Personnel, one of the offices hardest hit in the attack on the Pentagon. He knew 19 people who perished. Raby said he was particularly close to Sgt. Maj. Larry Strickland, one of the victims. Acquaintances since they were corporals, they had been carpool buddies for nearly two years. It reinforces what's important in your life, Raby said. He said he's lost friends before—unfortunately, losing people is oftentimes a part of military life. Now, a lot of people are being exposed to a great loss of life for the first time, he said, and they are realizing how petty some important things are.

The total number of persons unaccounted for or known dead at the Pentagon is 189, including the 64

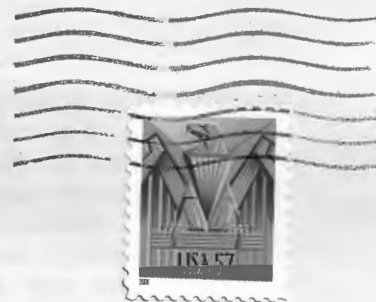
passengers and crew aboard the hijacked airliner. Raby said presenting a flag to the Pentagon is just small token of what Pacific Command is doing in honor of our fallen service members at the Pentagon, and to let the chairman and other services know that the soldiers, sailors, airmen and Marines from Pacific Command have them in our thoughts and prayers. And also to let the chairman know that we're here and ready to do whatever mission we're needed to do. The flag is the idea of Pacific Command civilian employee Jim Williams, who learned two days after the attacks that a friend of his was killed. He wanted to send a message to the people in Washington that they were on the minds of the people in Hawaii. The loss of a friend and his feeling of helplessness halfway around the world prompted him to suggest sending a flag flown over the Arizona Memorial I was just trying to capture what we were all feeling that day, Williams said. It seemed appropriate to send a flag. We look at the Arizona Memorial every day when we drive down the hill, so it immediately came to mind. When it came time to find a flag to fly, Raby and Senior Chief Petty Officer Ernesto Colorado, one of Blair's staff, bought one. I see it as a gift, a personal gift, to make sure the people at the Pentagon are aware that the other commands are also affected, Colorado said. When 'they' hit the Pentagon, they didn't just hit a building, they hit the entire Department of Defense. (Army Sgt. Bradley Rhen is assigned to the at U.S. Pacific Command Public Affairs Office, Camp H.M. Smith, Hawaii.)

**Starting in October, the re-enlistment sheets will be sent out to the membership. As of this month our membership stands at 119. For the year of 2001 we had a 65% effort from the members in the Booster fund. Perch Base thanks you .... So very much.**

**November the 12<sup>th</sup> is our day to be seen in the Veterans Day Parade. We hope there will be a overwhelming amount of Sub Vets, to help this be, a parade to be remembered for many years to come. With the murderous attack of our land, on September 11, 2001 I'm sure there will be a huge crowd on hand.**

**God Bless America  
God Bless those in Harms Way**

Return To:  
U. S. Submarine Veterans  
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