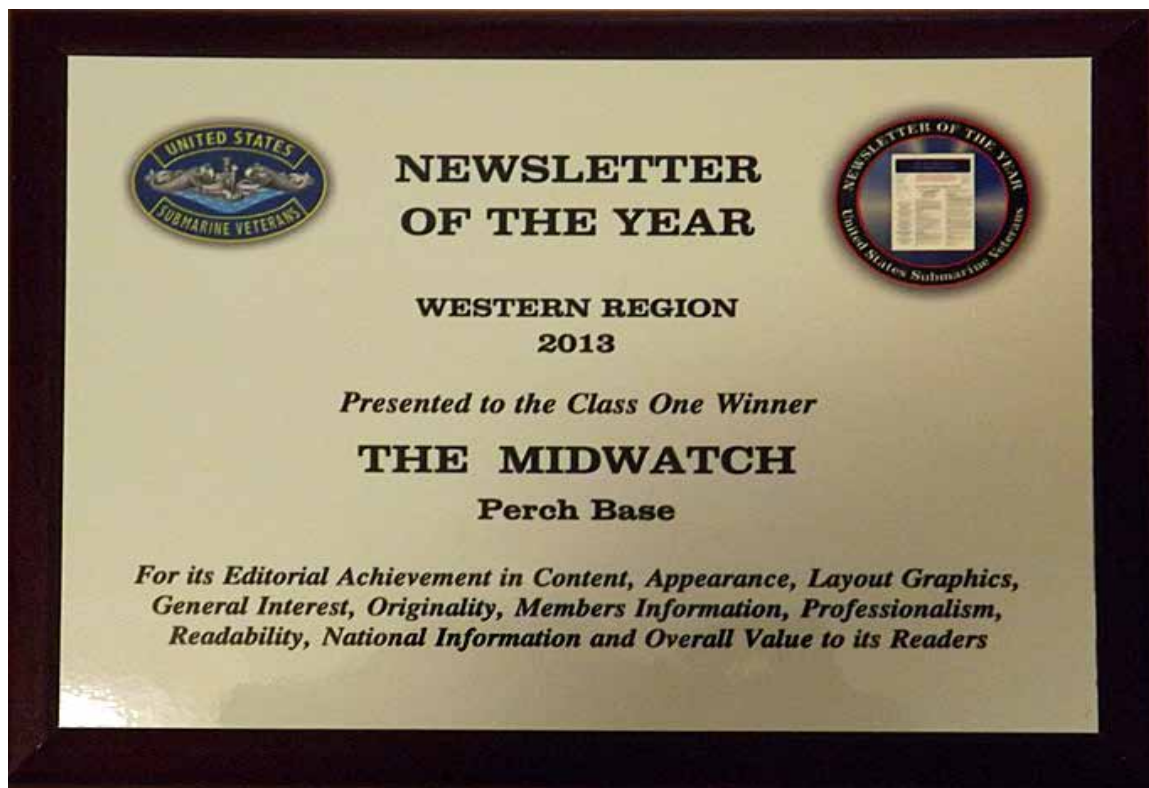


The MidWatch

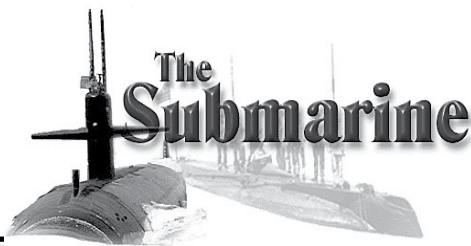
October 2013
Volume 19 - Issue 10

THE MONTHLY NEWSLETTER, Perch Base, USSVI Phoenix, Arizona



EDITOR: I am proud and pleased to have received this award on behalf of our Base. We also won an award as Best Newsletter in 2006.

Visit our web site at:
www.perch-base.org



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."

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2013 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 2013 Foundation Donors



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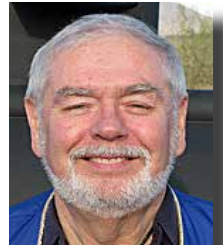
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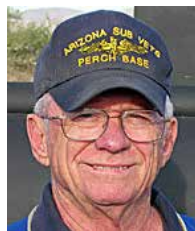
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Less We Forget, Those Submarines That Never Returned, and Remain . . . on Eternal Patrol

OCTOBER BOATS



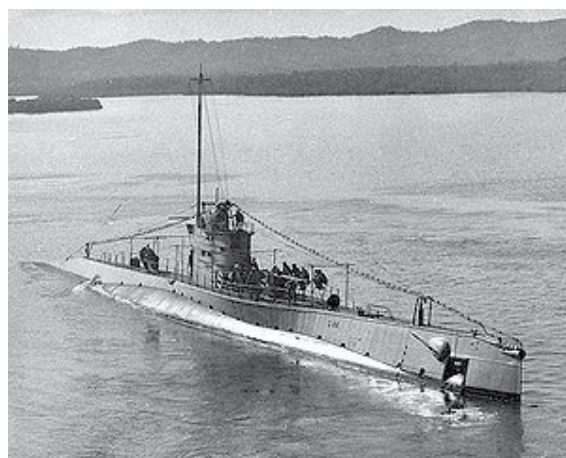
OCT. 3, 1944
USS SEAWOLF (SS-197)
100 MEN LOST (INCLUDING 17 ARMY PERSONNEL)

In October 1944, The US Seventh Fleet task group was attacked. The four friendly submarines in the vicinity were twice ordered to give their positions, but Seawolf did not respond. A US carrier plane then sighted a submarine diving; it dropped two bombs, although in a safety zone for American submarines. An escort sped to the area to initiate sound contact, but received only unrecognizable dot and

dash signals. The escort attacked with hedgehogs, setting off underwater explosions, which caused floating debris to surface. The USS Seawolf was never seen or heard from again. After the war, examination of Japanese data showed no record of an attack at that time and in that location. It is therefore presumed that Seawolf was sunk, but no identification was ever found.

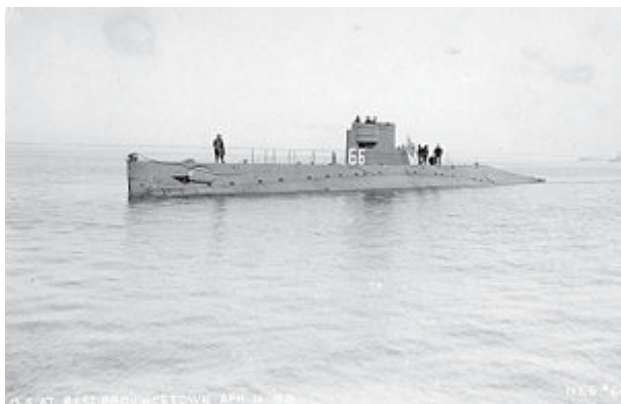
OCT. 7, 1943
USS S-44 (SS-149)
56 MEN LOST

On the night of 7 October, radar contact was made 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 the Shimushu-class escort Ishigaki. A crash dive was ordered, but S-44 failed to submerge. S-44 was ordered abandoned. A pillow case was put up from the forward battery room hatch as a flag of surrender, but the shelling continued. Only two men escape as she went down.



OCT. 10, 1923
USS O-5 (SS-66)
3 MEN LOST

Rammed by steamer Abangarez near Panama Canal. Sank in less than a minute. **(NOTE: See story on a crew member later in this issue.)**





**OCT. 11, 1943
USS WAHOO (SS-328)
80 MEN LOST**

Postwar reckoning by Japanese records reported, that on 11 October, the date Wahoo was due to exit through La Perouse Strait, an antisubmarine aircraft sighted a wake and an apparent oil slick from a submerged submarine. The Japanese initiated a combined air and sea attack with numerous depth charges throughout the day. Another submarine had been depth-charged by a patrol boat while transiting the strait two days before, and the enemy's antisubmarine forces were on the alert; their attacks apparently fatally holed Wahoo, and she sank with all hands. (Note: vessel was found in 2006.)

**OCT. 12, 1943
USS DORADO (SS-248)
77 MEN LOST**

After sea trials, Dorado sailed from New London, Connecticut, on 6 October 1943 for the Panama Canal Zone. She did not arrive. Probable cause was a sinking by friendly aircraft thinking her German U-boat.



**OCT. 24, 1944
USS DARTER (SS-227)
NO LOSS OF LIFE**



Darter grounded on Bombay Shoal Oct. 24. With the tide receding, all of Darter's efforts to get off failed. All confidential papers and equipment were destroyed, and the entire crew taken off to Dace (standing by.) When the demolition charges planted in Darter failed to destroy her, Dace fired torpedoes

which exploded on the reef due to the shallow water. All further efforts to sink her failed but she was declared useless to the enemy and Dace left. After reaching Freemantle, in order to retain their high esprit d'corps, the entire Darter crew was ordered to take over Menhaden, then building at Manitowoc, Wisconsin.

**OCT. 24, 1944
USS SHARK (SS-314)
87 MEN LOST**

SHARK was lost during her third war patrol, probably in the vicinity of Luzon Strait. On 24 October, SEADRAGON received a message from SHARK stating that she had made radar contact with a single freighter, and that she was going to attack. This was the last message received from the submarine, and all subsequent attempts to contact SHARK failed. She was reported as presumed lost on 27 November. According to Japanese records examined after the war, on 24 October 1944, in Luzon Strait, a destroyer made contact with a submerged submarine and dropped depth charges. After losing and regaining the contact, the destroyer dropped another 17 depth charges which resulted in "bubbles, heavy oil, clothes and cork" coming to the surface.





**SHIPMATES
WITH
OCTOBER BIRTHDAYS**

MICHAEL J. HALER	OCTOBER 1
VANCE DION WALBAUM	OCTOBER 4
KENNETH R. ANDERSON	OCTOBER 5
BRUCE "ROBIE" D. ROBINSON	OCTOBER 6
MAC BRADY	OCTOBER 8
JIM A. NELSON	OCTOBER 8
JOHN CASH	OCTOBER 10
ROBERT W. LENTS	OCTOBER 10
ALBERT W. LANDECK	OCTOBER 22
BILLY DESHONG	OCTOBER 23
CHRIS CALNAN	OCTOBER 25
JIM PAPER	OCTOBER 26
JAMES W. NEWMAN	OCTOBER 29
MARTINE ZIPSER	OCTOBER 31



Scan for the Perch Base Web Site

Sailing Orders

October 5

Parade - Congress, AZ

*Our monthly meeting, held at our usual location,
"Dillions Arrowhead", 59th Ave. and the Loop 101.
Happy/Friendship Hour = 11 a.m.
Regular Meeting = noon*

October 12

Regular Perch Base Meeting

*Our monthly meeting, held at our usual location,
"Dillions Arrowhead", 59th Ave. and the Loop 101.
Happy/Friendship Hour = 11 a.m.
Regular Meeting = noon*

November 7

Gilbert Town Hall Static Display Gilbert, AZ

*With done this for several years. Staging time is 9
a.m.*

November 8

Higley High School Gilbert, AZ

*This static display is held on the high school football
field. Staging time is 10 a.m.*

November 9

Anthem Veterans Parade / Black Canyon City Veterans Parade

*This is one of our busiest days of the year. We start
in Anthem, AZ with their parade that stages at 9 a.m.
Then, we move up I-17 to Black Canyon City for a 3
p.m. parade.*

**IMPORTANT
USSVI
NOTICE**



Date: 9/21/2013
To: Distribution List

=====

NEWS-01: 2014 Washington D.C. Parade
Submitted by: Al Singleman NJVC on 9/21/2013

Shipmates,

I have finally gotten most of the information on the Washington, DC National Memorial Day Parade on Monday, May 26, 2014. We have to apply for it and be APPROVED to march in the Parade. The National Memorial Day Parade is our nation's largest Memorial Day event. Each year, more than 250,000 spectators and 3000 participants convene in Washington, DC to honor our heroes who have worn the uniform.

I need to know how many bases and base members of each base are willing to march in the Parade. At the present time there will be very limited space for those members who cannot walk the one mile length of the parade. Parking will be very limited anywhere near the parade and most of us will have to use the Metro subway to get to the parade and walk maybe a half mile or more to the location where we form up for the parade. I also need to know how many bases would be willing to bring a float and I need a picture of the float with the tow vehicle. I am also in need of a color guard for our unit in the parade. This information needs to be sent to me at al@ssbn657.com no later than October 24, 2013, as I want to put our Parade Application in before the end of October. This information is also needed so we can start looking into hotels and transportation from the hotels to the parade in Washington, DC. Note: Bases do not have to put in an application for the parade as this is being handled by National and would cause problems with our approval process. After I put in our application we will not be informed if we were accepted until mid-January 2014.

This is a professional parade put on by a production company from Pennsylvania that just got through doing the Miss America Parade in Atlantic City, NJ. There is a limit on the number of floats we can have and this will not be finalized until after March, 2014 when they start setting up the Parade order and formations. We also need to have a uniform of the day so we all look similar as this is a professional parade. Black shoes and socks, khaki pants, base polo/golf shirt, vest if you have one and either a base/boat ball cap or garrison hat is a starting idea at the moment.

You can see the 2013 parade information sheets on our website:

https://www.ussvi.org/Documents/Online_Organization_2013_DC_Memorial_Parade_info_sheet.pdf

If you need more information please call me at 518-355-2119 or e-mail me at al@ssbn657.com

Pride Runs Deep,

Al Singleman, Jr. NJVC

Reports from the Base Officers



The “Snipes Castle” Comments of the Base Commander *Howard Doyle*



Another month has gone by and I am still not ready for the last one to be gone or for the new one to be here; but time marches on and waits for no man, so here are my thoughts from SNIPES CASTLE! August and September were relatively slow months for Perch Base with few if any base activities, one did get almost rained out but we did show up with the float at the Goodyear 9/11 Memorial Pancake Breakfast and did receive a heartfelt thank you from the Goodyear Fire Department for our participation.

The planning for the annual awards dinner is well underway; the location will be at the Pebble Creek community Tuscany Falls country club on Friday evening, January 24, 2014, additional details will become available as we get closer to the date of the dinner.

On Saturday, October 5, 2013 we will be taking the float up the hill to Congress Arizona for the Congress Days Parade at 0900 hours. This will be the first time for us in Congress so I hope to have a good showing of Perch Base Members.

On December 7, 2013 the state of Arizona will be dedicating the two gun barrels from the USS ARIZONA and the USS MISSOURI at Wesley Bolin Plaza. Perch Base plans on having the float there and we will also be laying two wreaths, one for the SVWWII and one for Perch Base / USSVI. Please make your plans to be there. And as always, the month of November will be a busy month with the Phoenix, Anthem, and Black Canyon City parades and the static displays in Gilbert and at Higley High School.

“Remember the ALAMO - FREEDOM IS NOT FREE!”

“PRIDE RUNS DEEP”

Howard



“Soundings” Vice Commander/Communications Officer **Chuck Emmett** *(My thoughts while wearing two hats!)*

This will be our last issue of the MidWatch before the base begins to hit our heavy parade and static display season at the end of the year and into the first part of next. As is our usual procedure, we will list the events in both the webpage and here in the MidWatch but for the latest and greatest, details on each event will be sent out in special flash traffic messages closer to each event date.

Elsewhere in this newsletter, you will see a message from Al Singleton our USSVI National Junior vice Commander. This message lays out the details as we know it now of the May 2014 Memorial Day Parade in Washington, DC. We, the officers of Perch Base, want input from all of our Base Members as to whether or not we should participate — or at least volunteered to participate — in this event. From Phoenix to Washington DC is 2300 miles. Towing the float, this distance for this undertaking is not going to be cheap. Whether we get support from National financially or have to foot the bill from personal or Base funds, financially this is a significant decision, and it's imperative that we get your input.



Greetings Shipmates,

By the time you read this the majority of you should have received your 2014 Membership Dues Renewal and/or Perch Base Donation letters. Please take care of this as soon as possible. For those owing Perch Base dues getting your payment in by the end of October will get you into the "Early Bird" drawing to be held at the Awards Dinner. The winner will not have to pay Perch Base dues in 2015.

Some important things for you to remember.

- Please **pay both dues and any donations by one check** made out to "Perch Base". Tossing cash on the table at the next meeting or at some other event makes it that much harder to keep track of what you have paid and/or donated.
- Return the payment coupon that has your address label on it with your payment/donation. The coupon allows me to keep track of who paid/gave how much and when.
- If you are paying for additional years or for life memberships please make that very clear on the payment coupon. If you don't, any funds in excess of what you owe for 2014 will be considered a donation to Perch Base.

Please take care of this ASAP. As I mention every year, waiting until late December is not appreciated.

As always, if you have any questions, give me a call or send me an e-mail.

Flash Traffics

. . . sent since the last listing (#08-07-2013)

*Unlike other Bases, which wait and include USSVI notices and other breaking news in their newsletter, we inform our Members almost immediately via electronic e-mails called **Flash Traffic**. Each month we will list those that were issued during the month(s) leading up to the Base Meeting. The documents themselves are not publicly archived but they are available. Please contact me, the Base's Communications Officer if you wish a copy.*

***Flash Traffic* #08-08_2013: (LISTED AS A SECOND 08-05) NAVY BALL INFORMATION**

***Flash Traffic* #08-09_2013: (ALSO LISTED AS A 08-05) THE ARIZONA VETERANS HALL OF FAME TO INDUCT NEW CLASS OF VETERANS**

***Flash Traffic* #09-01_2013: GOODYEAR FIRE DEPARTMENT PANCAKE BREAKFAST**

***Flash Traffic* #09-02_2013: Free Legal Advice Clinic for Veterans**

***Flash Traffic* #09-03_2013: ADOT MVD OFFERS TWO NEW SERVICES FOR MILITARY VETERANS**

The COB's Comments

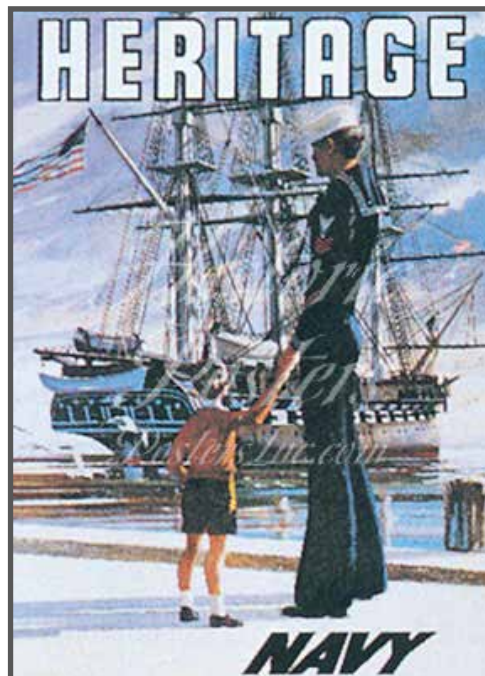


Thoughts from the Base's Chief of the Boat
Richard Kunze

During the annual business meeting at the USSVI National convention our monthly newsletter "THE MIDWATCH" won first place in the Western Region competition. The award is judged on layout, organization, base and national news, purpose, submarine history and events plus many more items. Congratulations to our editor Chuck Emmett for his good work and dedication. Also during this meeting, Jim Denzien, out Past Base Commander was sworn in as Western District One Commander.

Next year USSVI will be celebrating its 50th anniversary. The National Convention is going to be held in Burlingame, California, just south of San Francisco on September 1-7, 2014. You can find information regarding this event by going to the National web site (ussvi.org) and clicking on the CONVENTIONS bar in the left margin. It is not too early to start planning to go if you can. Speaking of planning, November is full of Veterans Day events we will be participating in with Static Displays Nov 7th and 8th, parades Nov 9th and 11th.

Richard Kunze



HENRY BREAUT

THE ONLY RAGHAT TO RECIEVE THE MEDAL OF HONOR



From Wikipedia, the free encyclopedia

Henry Breault (14 October 1900 – 5 December 1941) was a United States Navy sailor who received the Medal of Honor for his actions while serving aboard the USS O-5 (SS-66) (US Submarine O-5). He is the only enlisted submariner to be awarded the Medal of Honor for actions aboard a United States submarine.

Breault was born in Putnam, Connecticut, on 14 October 1900. He enlisted in the British Royal Navy at sixteen years of age and, after serving under the White Ensign for four years, joined the U.S. Navy.

On 28 October 1923, Torpedoman Second Class Breault was a member of the crew of USS O-5 (SS-66) when that submarine was sunk in a collision in the Panama Canal. Though he could have escaped, Breault chose to assist a shipmate, and remained inside the sunken submarine until both were rescued more than a day later. For his "heroism and devotion to duty" on this occasion, Henry Breault was awarded the Medal of Honor. He received his Medal of Honor from President Calvin Coolidge, in

ceremonies at the White House, Washington, D.C., on 8 March 1924.

Following twenty years of U.S. Navy service, Henry Breault became ill with a heart condition. He died at the Naval Hospital at Newport, Rhode Island, on 4 December 1941. He was buried in Saint Mary Cemetery in Putnam, Connecticut.

Medal of Honor Action

Ajax hauling up USS O-5 (SS-66)



On 28 October 1923, the USS O-5 (SS-66) was operating with other units of the U.S. Atlantic Fleet under the command of Commander Submarine Force, Coco Solo, Canal Zone. At approximately 0630, O-5, under the command of Lieutenant Harrison Avery, was underway leading a column of submarines consisting of O-5 (SS-66), O-3 (SS-64), O-6 (SS-67), and O-8 (SS-69) across Limon Bay toward the entrance to the Panama Canal. The steamship SS Abangarez, owned by the United Fruit Company and captained by Master W.A. Card, was underway toward Dock No. 6 at Cristobal. Through a series of maneuvering errors and miscommunication, the SS Abangarez collided with the O-5 and struck the submarine on

the starboard side of the control room, opening a hole some ten feet long and penetrating the number one main ballast tank. The submarine rolled sharply to port – then back to starboard – and sank bow first in 42 feet of water.

The steamship picked up eight survivors – including the Commanding Officer – who had either been topside or climbed up quickly through the conning tower hatch. Nearby tugs and ships rescued several others. Eight minutes after O-5 (SS-66) sank, Chief Machinist's Mate C.R. Butler surfaced in an air bubble. In all, 16 crewmen were rescued. Five were missing. These were Chief Electrician's Mate Lawrence T. Brown and Torpedoman's Mate Second Class Henry Breault, plus three others.

Henry Breault had been working in the torpedo room when the collision occurred, and he headed up the ladder topside. As he gained the main deck, he realized that Chief Brown was asleep below. Instead of going over the side, Breault headed back below to get Brown and shut the deck hatch over his head just as the bow went under. Brown was awake, but unaware of the order to abandon ship. Both men headed aft to exit through Control, but the water coming into the Forward Battery compartment made that escape route unusable. They made it through the rising water to the torpedo room and had just shut and dogged the door when the battery shorted and exploded. Breault knew the bow was under, and they were trapped.



Salvage efforts began immediately, and divers were sent down from a salvage tug that arrived from Coco Solo. By 10 a.m., they were on the bottom examining the wreck. To search for trapped personnel, they hammered on the hull near the aft end of the ship and worked forward. Upon reaching the torpedo room, they heard answering hammer blows from inside the boat. In those days before modern safety and rescue devices, the only way the salvage crew (commanded by Captain Amos Bronson, Jr.) could get the men out of the boat was to lift it physically from the mud using cranes or pontoons.

There were no pontoons within 2,000 miles of the site, but there were two of the largest crane barges in the world, "Ajax" and "Hercules", in the Canal Zone. They were built specifically for handling the gates of the canal locks. However, there had been a landslide at the famous Gaillard Cut and both barges were on the other side of the slide, assisting in clearing the Canal. The excavation shifted into high gear and by 2 p.m. on the afternoon of the sinking, the crane barge Ajax squeezed through and was on its way to the O-5 (SS-66) site.

Divers worked to tunnel under the O-5's bow so lifting cables could be attached. Ajax arrived about midnight, and by early morning, the cable tunnel had been dug, the cable run, and a lift was attempted. Sheppard J. Shreaves, supervisor of the Panama Canal's salvage crew and himself a qualified diver, had been working continuously throughout the night to dig the tunnel, snake the cable under the submarine, and hook it to Ajax's hoist. Now the lift began.

As the crane took a strain, the lift cables broke. Shreaves and his crew worked another cable set under the bow and again Ajax pulled. Again, the cable broke. All through the day, the men worked. Shreaves had been in his diving suit nearly 24 hours. As midnight on the 29th approached, the crane was ready for another lift, this time with buoyancy being added by blowing water out of the flooded Engine Room. Then, just after midnight, the bow of O-5 (SS-66) broke the surface. Men from the salvage force quickly opened the torpedo room hatch, and Breault and Brown emerged into the fresh air.

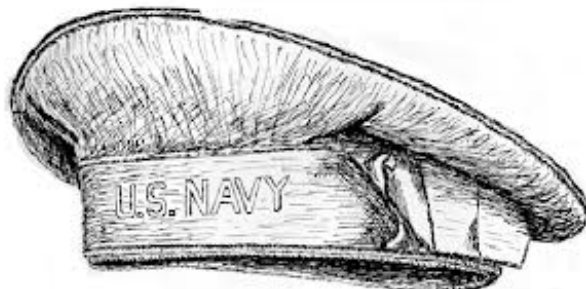
Medal of Honor citation

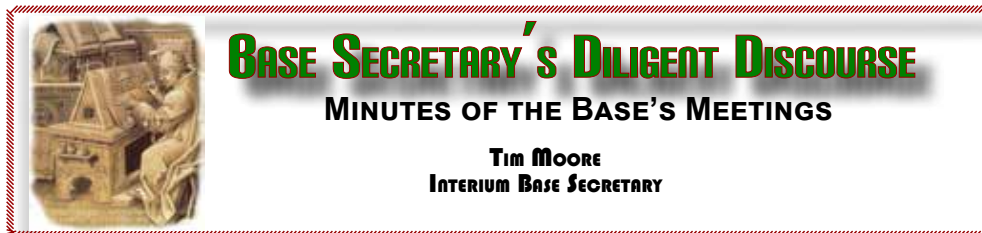
Rank and organization: Torpedoman Second Class, U.S. Navy. Born: 14 October 1900, Putnam, Conn. Accredited to: Vermont. G.O. No.: 125, 20 February 1924.

Citation:

For heroism and devotion to duty while serving on board the U.S. submarine O-5 at the time of the sinking of that vessel. On the morning of 28 October 1923, the O-5 collided with the steamship Abangarez and sank in less than a minute. When the collision occurred, Breault was in the torpedo room. Upon reaching the hatch, he saw that the boat was rapidly sinking. Instead of jumping overboard to save his own life, he returned to the torpedo room to the rescue of a shipmate whom he knew was trapped in the boat, closing the torpedo room hatch on himself. Breault and Brown remained trapped in this compartment until rescued by the salvage party 31 hours later.

For his role in the rescue, Sheppard Shreaves later received the Congressional Life Saving Medal, presented personally by Breault and Brown that same year.





The regular monthly meeting of the Arizona Submarine Veterans Perch Base was convened at Dillon's Restaurant at Arrowhead, in Glendale, AZ at 1203 hours, 14 September 2013. The meeting was called to order by Howard Doyle, Base Commander.

The "Call to Order" was led in a prayer of invocation by Base Chaplain Stan Reinhold followed by the Pledge of Allegiance and the standard ceremonial opening. The tolling ceremony was conducted for all boats lost in the month of September and a moment of silence was observed for our shipmates on eternal patrol.

Howard asked for the introduction of new members and guests. The first introduction was for Michael Weinmann. Michael is a retired paramedic and qualified aboard the USS Kamehameha SSBN-642 in November 1979. The next guest introduced was Marty Flynn. Marty qualified aboard the USS Queenfish SSN-651 in 1987, retired from the Navy in 2007 and moved to Avondale this past January. Both of these gents are in the process of becoming Perch Base Members.

According to the Sailing List there were twenty-four (24) members and guests present. The complete sailing list included:

Howard Doyle	Chuck Emmett	Rich Kunze	Tim Moore
Rick Simmons	DeWayne Lober	Herb Herman	Walt Blomgren
Bob Warner	Doug LaRock	Don Unser	George Crider
Mark Field	Stan Reinhold	Herb Coulter	Bill Malda
Bill Tippet	Nathan Tippet	Robert Wright	Kelly Grissom
Steve Stanger	Marty Flynn	Ted Hunt	Michael Weinmann

As the first item of business, Howard asked for a motion to approve the August general meeting minutes as published in the MidWatch. A motion was made and seconded that these minutes be approved as published. The motion was carried by unanimous voice vote.

Bob Warner presented the Treasurer's Report stating the financial status for the month ending 31 August 2013. There were some questions, discussion and clarification about some of the expenditures. A motion was made and seconded that the Treasurer's Report be approved as published. The motion was carried by unanimous voice vote.

Base Commander's Board of Directors Meeting Report

Howard announced we are continuing to work on the Policies & Procedures Manual. The Policies & Procedures Manual is available to the membership on the website.

Last week Howard attended the meeting of the United Arizona Veterans. Their stated purpose is to bring veterans affairs and concerns to the public interest and to our state and national legislature's interest. There is a law firm here in Arizona that is going to conduct a clinic called Free Legal Advice for U.S. Veterans and Their Spouses and this clinic is being sponsored by the Arizona Disabled Veteran Foundation. This clinic will be held on Saturday, October 19, 2013 at 0900 at the DAV Chapter 20 at 8447 N 61st Ave, Glendale, AZ. Topics to be covered include Divorce and Custody, Child Support, Adoption, and Basic Estate Planning Documents such as Simple Wills and Trusts, Medical Powers of Attorney, and Financial Powers of Attorney. To schedule an appointment and receive forms needed for the clinic contact: Norman Fulton III, Legal Clinic Director at 303-249-5827 or nsfultoniii@gmail.com. Our membership is encouraged to make sure they have their affairs in order and if you don't, plan on attending this clinic for assistance in these matters.

Howard introduced Stan Reinhold who has taken over position of Perch Base Chaplain. Steve Leon will no longer be able to continue with this duty because of job responsibilities and Stan volunteered to fill this vacancy.

Officers and Committee Chairmen Reports

Vice-Commander/Communications Officer – Chuck Emmett sent out a Flash Traffic about a new service provided by the ADOT. This is for those of us who served in the military but did not retire and have no means of easily proving

that we are veterans that enables to take advantage of military discounts at venues that offer them. The State of Arizona has sponsored a program whereby those who served in the military can get a driver's license with "Veteran" imprinted on it. To obtain this, go to the nearest ADOT office with your DD-214 and you can get yours issued. Chuck said he is somewhat under the weather as a result of his recent surgery so Don Unser will be assisting with the October newsletter.

Interim Secretary – Tim Moore had nothing to report.

Secretary – Herb Herman did not report.

Treasurer – Bob Warner had nothing to report.

Membership Chair – Rick Simmons announced that he will be sending out notification letters for membership renewals and requests for donations at the end of the month. Please return your donor cards with your remittance so we can accurately account for all receipts. Payments should be made to Perch Base with one check. Contributors will receive a written receipt for tax purposes. Those who get their dues in and postmarked by October 31st will be entered into an "Early Bird" drawing and the winner of this drawing will not have to pay their Perch Base dues next year.

Chaplain – Stan Reinhold had nothing to report.

Events Coordinator – Walt Blomgren announced that this coming Saturday, September 21st, there will be a Constitution Week Fair in Gilbert. We have been invited to participate and the event will be a static display from 1600 until 2100. A decision about attending is pending. The October 5th Old Congress Days event (Strike it Rich in Congress) will be our next scheduled event and we need to stage at 0900 on October 5th. Steve Stanger volunteered to tow the float and approximately ten (10) members plan to attend. George will provide his trailer for transportation. On November 7th we will have a static display in Gilbert 0900 at the town hall followed by the November 8th static display at Higley High School to be staged at about 0800. On November 9th, we have the Anthem and Black Canyon City Veteran's Day Parades. Anthem will be at 0900 and Black Canyon City will follow at 1500. The November 11th, Phoenix Veteran's Day Parade is still pending. Walt sent an e-mail to the Honoring Arizona Veterans committee to Paula Padene and we should be receiving the application for that event as well. The December 7th, Pearl Harbor Days event is still pending. We will be having a Tale of Two Cities event on February 22, 2014. Our application has been filed and the entry fee has been waived. Additional information and details on all our events will be forthcoming as "Flash Traffic" and future announcements as details become available. Howard went on to announce that Walt wishes to retire from the Event Coordinators position so we will be seeking volunteers to step into that function. Anyone interested can contact any board member and we will make sure that you will receive all the necessary information necessary to step into this very important position. Walt will be happy to assist with the turnover and transition for the Events Coordinator.

Chief of the Boat – Rich Kunze reported on the 2013 USSVI Convention held in Rochester, MN. He stated that the Tolling of the Boats ceremony was held at a Veteran's Memorial with a circular wall which has a lot historical inscriptions dating from the Civil War to the present time. Of particular interest was when the Honor Guard came out to post the colors, there was a girl in front of them with a live Bald Eagle on her arm and seeing this was an emotional experience for all in attendance. He went on to announce that the USSVI 2014 event which is the 50th Anniversary National Convention will be held in Burlingame, CA from 9/1/2014 – 9/7/2014. This event is being sponsored by the Mare Island and Dolphin Base Chapters and is being hosted by the Hyatt Regency San Francisco Airport in Burlingame, CA. Activities include a Giants baseball game, a tour of Mare Island Shipyard (which is no longer a shipyard) and some wine country tours. Rich added that according to the USSVI, 39% of the memberships are paying members and 59% are paid up Life Members or Holland Club members. He also announced that Jim Denzien was sworn in as Western District 1 Commander. And finally he announced that the MidWatch (Chuck Emmett, Editor) won the Newsletter of the Year award for the USSVI Western Region 2013 for Class 1 and the award was presented to Perch Base. This award was well received and well deserved. A big Bravo Zulu goes out to Chuck for his contributions in making this award possible.

Base Storekeeper – DeWayne Lober announced he has cups and shirts for sale.

Past Commander – Jim Denzien was not present.

Past Commander – Stan Reinhold had nothing to report.

Historian – Jim Newman was not present.

ASSM (Arizona Silent Service Memorial) – Dan Moss was not present.

Old Business

Howard announced that last Sunday, 9/8/13, the City of Goodyear sponsored a 9/11 Memorial Pancake Breakfast and they asked us to bring a float for a static display. It turned out to be a successful event.

New Business

Howard re-emphasized the Arizona Veteran's Legal Clinic to be held on October 19, 2013.

Howard announced that the annual Awards Dinner will be held on Friday, January 24, 2014 at the Pebble Creek Country Club in Goodyear. After contacting both the Wigwam and the Pebble Creek Country Club, the decision was made to use the later because it was less expensive. The event will be held in the Tuscany Falls Clubhouse commencing with a social hour at 1800. The fee will be \$35.00 per person and additional details will follow. The Sun City Country Club where we had our event last year is not available this year.

Howard said that Steve Leon told him that his Mother-in-Law, who is a Master Quilter, has volunteered to make a submarine quilt for Perch Base to be used as a raffle or silent auction item for our Annual Awards Banquet or we could present to whomever we felt was deserving. This project has been approved and Chuck and Rick will be working with Steve's mother to get patterns.

Howard announced that there is a personalized Arizona automobile license plate that has been left by someone who needs to claim it. If you are missing a personalized Arizona license plate, please contact one of the base officers.

Anyone needing a vest (new members) should contact our Storekeeper DeWayne Lober.

Binnacle List

Stan had no announcements for the Binnacle List.

Good of the Order

Tim Moore received notification and announced to the membership the news of the passing of shipmate Pete Sococo, SDC(SS). Pete was 92 years of age. He was born in Guam, joined the Navy in 1939 and served for 31 years. He served aboard the USS Stingray SS-186, the Sarda SS-488, and the Brill SS-330. For his last sea duty assignment he was a Plankowner on USS Skipjack SSN-585 for 12 years from 1958 until he retired in 1970. He was the last known surviving Plankowner who served on board the Skipjack. Pete made 16 war patrols in WWII, which is the most known war patrols for any submariner and he was the last known active duty WWII submarine sailor. Sailor rest your oar.

The 50/50 drawing was held and George Crider's wife Sharon drew the winning ticket. There was \$78.00 in the pot and Bob Warner won the winner's share of \$39.00 which he kindly donated back to the base. Thank you shipmate.

Adjournment

The benediction was offered by Base Chaplain Stan Reinhold.

All outstanding business having been concluded, it was moved and seconded that the meeting be adjourned. The motion carried by unanimous voice vote and the meeting adjourned at 1305 hours.

Tim Moore

Interim Secretary, Perch Base USSVI



USS Skate: Romancing the Bottom

by Otis Franks, CWO USN Retired

MY RECOLLECTIONS OF THE EVENT:

The USS Skate (SSN578) was transiting from Key West Florida to Norfolk Virginia in the Fall of 1962. While enroute, the Operational orders were given to enter the Chesapeake Bay without observation by Task Group Alpha, a specialty Aircraft Carrier Task force designed to find and destroy enemy submarines.

Task Group Alpha was relatively inexperienced in detecting nuclear subs such as the Skate during this time. The orders were to have no transmissions that would give our position away. This included all active Sonar and the Fathometer, a depth to the seabed from keel finding device.

The transit was largely with the gulf stream flow, giving the sub a four-knot advantage while paralleling the Atlantic coastline. I was the Chief of the Watch and Diving Officer. Lt. Wesley E.

Hewitt was the Officer of the Deck (OOD) and Conning Officer. Lt. Rod Wolfe was the Junior OOD. The transit to this point was routine. The boat's depth at 600 feet, with a speed close to 20 knots (approximately 25 miles per hour), not counting the gulf stream advantage. In actuality the Skate's speed over the ground was approximately 30 miles per hour.

The time was about 11:30 p.m. and the control room was rigged for red, with no white lights on. This was essential to prevent night blindness to anyone who looks through the periscope or, in case of surfacing, the OOD and bridge lookouts could still retain their night vision. The red lighting is limiting due to its dimness and is slightly eerie.

Timing meant everything to the Skate that night. Due to Navy custom and tradition, watches are relieved fifteen minutes before the hour. Extraordinary events occurred when Navigation Chief Petty Officer Frank A. Calta, a very experienced and qualified Quartermaster, decided, since he was 'up and about', to relieve Quartermaster Second Class C. E. Frost earlier than usual. Frost was the junior Quartermaster on board. He was qualified but required supervision due to his relative inexperience.

Calta came to the Control Room navigation table and asked Frost to show him the ship's position on the chart. On the Skate, the Executive Officer was also the Navigator. He had Four Enlisted assistants (Quartermasters). His instructions to them are written in the 'Night Order Book'. Frost pointed to where he thought the sub's position was, approaching the continental shelf via approved submarine sea-lanes off the coast of North Carolina.

Calta immediately sized-up the situation and said, "We're going too fast at this depth to not know exactly where we are." He repeated this to the OOD and me while reaching to turn Fathometer's sounding single ping "on." Lt. Hewitt said, "That's been ordered off." Calta said, "I don't care, we're in trouble." Lt. Hewitt concurred with a single ping. The Chart showed about 400 feet under us and the bottom was approaching us fast. Calta switched to continuous run and then to medium range. The bottom was still coming toward us fast.

Just moments before, I had rotated a trainee bowplanesman into the seat. Yeoman Second Class Fred T. Crickman was the bowplanesman on watch and trainer. Full rise on both planes was ordered. The trainee bobbled the yoke joystick, so I reached in and pulled the bowplanes controls to full rise. The ship immediately rose to a 35 degree up angle. Calta switched to the shallow range, which switched to scope view. I could see we had only about 25 feet below us. Lt. Hewitt ordered "All back Full." I countered with "Don't ring that up, I need the speed."

The scope showed six feet below the keel, for what seemed an unusually long period of time, but turned out to be just minutes. The air and water manifold operator, Machinist First Class Marshall E. "Ski" Kovalycsik, was chomping at the bit, twice saying you want me to blow? meaning the main ballast tanks. I said "Not now! The fleet is above



us.” The sub would have popped up like a cork in a bathtub. All the time this was going on, everything shifted into mental slow motion. I expected my face to slam into the diving panel at any time.

The Ship's Captain sensed a problem and came out of the Wardroom to the Control Room. He had to pass the Sonar Room door where Sonar Petty Officer Third Class R. J. Higgins stood in the doorway and, due to the steep up angle, dropped his cup of coffee in the passageway to the Control Room.

By now the up-angle had increased to 45 degrees and the Captain slipped and slid on his butt to the Reactor Compartment, colliding with the oncoming Interior Communications Watchstander, First Class Petty Officer Roderick F. Cashes.

I did not see the Captain's downhill slide, but I witnessed the uphill struggle of the Captain pulling himself up, by whatever means available, to the Periscope Stand. At this time I could see more distance between the keel and the bottom and I ordered zero degrees on both planes. We leveled off at about 150 feet depth, then, on Lt. Hewitt's order, proceeded back down to 200 feet leaving a comfortable 200 feet below.

Naturally, the Captain asked a lot of questions to ascertain what went on. The only deviation from emergency procedures was the OOD had failed to sound the collision alarm and it was later agreed upon that it would have only added to the confusion and 'dogged' hatches would not have helped had we "hit the wall."

The Navigator reread his night orders and stated "well I'm covered!" My thoughts were to 'cover' him with blows from my fists. It was his not taking the 'setting ahead' of the gulf stream into consideration that put the ship 20 miles ahead of track and in extremis.

My relief, Storekeeper Chief Petty Officer Jessie Owens, worked his way through the crowd and graciously took the vital information and took the dive. He sensed the emotional stress I had not shown up to this point. I worked my way to the crew's mess, poured a cup of coffee and started to sip, but my hand was shaking so much I couldn't mate the cup up with my lips.

Soon, Lt. Hewitt came to the crew's mess and asked how I was doing, I was somewhat settled by then. He complimented me on my 'cool headiness' during the emergency. I thanked him for not forcing the back full bell that would have lowered the stern, as it was the engine room watchstanders reported that they felt the rudder drag, I did not feel a drag as I was totally distracted with what was going on. Lt. Hewitt held up the chart strip and, to this day, I can remember the depth tracing.

THE FACTS EMERGE:

Rod Wolfe still remembers some of the details of the dive. He said "I don't remember who said what to whom, but, in rapid succession, the Fathometer was put in continuous mode, The OOD ordered, I think, an urgent depth change to 100 feet, maybe full rise on both planes to get us started up smartly and I watched the Fathometer trace on the shallowest scale go to near zero depth under the keel."

"I remember that I wanted to blow the bow buoyancy tank," Kovalycsik said. "I held off because we had a very good up angle as the loose gear and people were going everywhere."

"I was coming to the Control Room to report that I had relieved as the Forward IC Watch when the boat took a sharp up angle," Cashes said. "I ran, slid, rolled, and flopped and saw Chief Franks with the planes in his hands and the OOD standing with his mouth open." Later the Chief Engineer, Lt. Patrick Garner, said that if we had hit we wouldn't have to worry about headaches, because we would have watched the main turbines pass through us on their way to the torpedo room.

Note: This is prophetic since it is exactly what happened during the sinking of the USS Scorpion in 1968, the engine room telescoped into the reactor compartment and control room. Until photos of the wreckage were seen, this model of damage had not been described. Ironically Lcdr. Garner, Executive Officer of the USS Thresher, died during its sinking April 10 1963.

In looking back, both the Navigator and Wes Hewitt were right. The standing orders were to maintain at least 10 feet per knot beneath the keel. All along Hewitt had been monitoring the depth closely and was thinking ahead toward decreasing depth soon. What was wrong? The ten foot per knot guide was simply too low at higher speeds, too permissive. It may have been adequate had the next caution been applied. Project yourself ahead of track from your last fix to the end of your watch using the worst case scenario of tolerances of instrumentation, underwater currents, speed, and direction. In other words, be cautiously pessimistic. Was this observed?

What went right? Everything! Frank Calta brought the urgency to the diving team's attention in a manner that it could

not be ignored. A wake-up call. Wes Hewitt ordered Full rise on Both planes and marveled at the speed of response to that order in his subsequent retelling of the event. Can you guess why? Although under control of the Conning Officer, in special circumstances the Diving Officer exercises discretionary authority, I had the planes on full rise at least one second before his order came out of his mouth.

It turns out that there was no Task Group Alpha above us! That was a convenient cover story. The real test was to the grid of hydrophones and their listener/operators with a clearance of 'Top Secret' plus need to know at that time. However, this did not diminish the concern of surfacing without a clearing sonar sweep for vessels of all sorts, as many are in that area at all times. After full disclosure to the captain by Lt. Hewitt, followed by a chewing out, the captain duly made his report in person (without an in-depth inquiry of others present) to the Atlantic Submarine Commander, Vice Admiral Waldo "Joe" Grenfeld, who rode Skate to sea the next day.

Let's make it right.

This incident, which within one second would have destroyed Skate and all it's crew, before Thresher and Scorpion, perhaps the wreckage never to be found, an incident that normally would have produced medals and commendations to the shipsavers and lifesavers, was allowed to quietly slip into history. In the end, Frank Calta deserves all the credit for the heads-up by turning the Fathometer to the medium scale. Unfortunately he died in 1988 of lung cancer. He left a widow and two teenage children, without any formal recognition for 'sounding the alarm' that saved us all because, without his actions, the efforts of the rest of the diving team would have been in vain.

Others who were there and read this may have a different concept as to what happened that night. Please write it the way you saw it and get it to me. Those who were there and I didn't mention your name; it's because time has erased your names but not your faces. Get in touch so I can 'complete the picture.'

OTIS K. FRANKS

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"CHIEF FRANKS ON WATCH AS SKATE'S DIVING OFFICER, 1962"

As published in 'The American Submariner', Oct. 2000



- The second Japanese submarine sunk, a midget caught inside Pearl Harbor and sunk by the seaplane tender Curtiss, was later raised. Too badly damaged for intricate examination, it was used as fill-in material in the construction of a new pier at the submarine base.
- During 520 war patrols in 1944, submarines fired 6,092 torpedoes, more than in 1942-43 combined (5,379). Statistically it took 8 torpedoes to sink a ship in 1942, 11.7 in 1943, 10 in 1944.
- During 1944, 117 navy and air force personnel were rescued by U.S. Subs; The Tang (O'Kane) picked up 22 for the leader in this category.
- During 1944 Japan lost 56 submarines, 7 to U.S. Submarines.
- On Nov. 21, 1944, Sealion II (Reich) fired a salvo of fish at each of two BB's, the Kongo and Haruna. The Kongo was hit and sunk, but the DD Urakazi intercepted the fish meant for Haruna and was instantly sunk.
- Message to all submarines on 13 April 1944: "Until further notice give fleet destroyers priority over Maru types as targets for submarine attacks.
- During 1944 U. S. submarines sank 1 BB, 7 CVL's, 2 CA's, 7 CL's, 3 DD's and 7 SS's of the Japanese navy.
- 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.
- The last large merchantman to be sunk by submarine during WW-II was the Hokozaiki Maru, sunk March 19, 1945 by Balao (Worthington).

Eternal Patrol October 12, 1943

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

The Final Patrol

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

GATO-CLASS DIESEL-ELECTRIC SUBMARINE

Class & type: Gato-class diesel-electric submarine
Displacement: 1,549 t (surf); 2,463 t (sub)
Length: 311'9"; **Beam:** 27'3"; **Draft:** 17'
Propulsion: 4 × Hooven-Owens-Rentschler (H.O.R.) diesel engines driving electrical generators
2 × 126-cell Sargo batteries
4 × high-speed Allis-Chalmers electric motors with reduction gears; two propellers
5,400 shp (surf), 2,740 shp (sub)
Speed: 21 knots (surf) 9 knots (sub)
Range: 11,000 nautical miles (surf) at 10 kn
Endurance: 48 hours at 2 knots (sub), 75 days on patrol
Test depth: 300'
Complement: 6 officers, 54 enlisted
Armament: 10 × 21" torpedo tubes (six forward, four aft)
24 torpedoes
1 × 3"/50 caliber deck gun
Bofors 40 mm and Oerlikon 20 mm cannon

From Wikipedia, the free encyclopedia

USS Dorado (SS-248), a Gato-class submarine, was the first submarine of the United States Navy to be named for the dorado, also known as the dolphinfish or mahi-mahi.

Her keel was laid down on 27 August 1942 by the Electric Boat Company of Groton, Connecticut. She was launched

on 23 May 1943 (sponsored by Mrs. Ezra G. Allen), and commissioned on 28 August 1943, Lieutenant Commander Earle Caffrey Schneider in command.

Service History

Dorado's sea trials proved the readiness of the crew, and she sailed from New London, Connecticut, on 6 October 1943 for the Panama Canal Zone. She did not arrive.

The standard practice of imposing bombing restrictions within an area 50 nmi (93 km) ahead, 100 nmi (190 km) astern, and 15 nmi (28 km) on each side of the scheduled position of an unescorted submarine making passage in friendly waters had been carried out and all concerned had been notified. However, the crew of a PBM Mariner of Patrol Squadron 210 out of Guantánamo Bay, Cuba, assigned to provide air coverage on the evening of 12 October had received an incorrect description of the restriction area, 11 nmi (20 km) out of place.

At 2049 local time, under a moon-lit but stormy sky, that plane attacked an unidentified submarine that it believed was outside the restriction area with three Mark-47 depth charges and a 100 lb (45 kg) Mark-4 Mod-4 demolition bomb. About two hours later, the plane sighted a second submarine with which it attempted to exchange recognition signals. This second submarine fired upon the plane.

**USS Dorado (SS-248)
October 12, 1943
77 men lost**



A convoy scheduled to pass through the restricted area surrounding Dorado on the evening of 12 October reported no contact.

Air searches were begun immediately after 14 October, her scheduled date of arrival. Widely scattered oil slicks with occasional debris were found. Subsequently the Board of Investigation held in Guantánamo Bay, and the more formal Naval Board of Inquiry held at the Washington Navy Yard, found that the “widely scattered oil slicks” were actually oleous in nature and not bunker oil or fuel - most probably rotting vegetation like seaweed. All of the “occasional debris” was determined not to have come from Dorado.



At both the Board of Investigation and the Court of Inquiry, the aircrew testified that they were certain that both submarines they had attacked were U-boats. Despite the circumstantial evidence, there are reasons to doubt that Dorado was sunk by the Mariner.[5] Because the crew knew that Dorado was operating in the area, they carefully observed their two targets before attacking. Prior to the first attack, the four crewmen of the aircraft observed the surfaced submarine for 12 minutes, noting:

- It was 48 nmi (89 km) from where they had been told to expect Dorado to be and 34 nmi (63 km) from where Dorado really was supposed to be.
- It was heading almost 90 degrees off from Dorado’s base course.
- It had no guns on the fore deck where Dorado carried a five-inch (127 mm) gun.
- It had an entirely grooved deck where Dorado’s deck was grooved only near the conning tower.
- It had a “knob-like” object on the front of the conning tower, almost certainly the Biscay Cross radar detector installed on Type IX U-boats.

Post-war examination of Kriegsmarine records indicate that the submarine first attacked by the Mariner may have been U-518, though that boat’s logs do not record the attack. It is possible that the attack went unnoticed by the boat; of the three depth charges and one 100 pound bomb that were dropped, one depth charge was a confirmed dud, one was dropped too low to arm, and neither the third depth charge nor the bomb were seen to explode. After the attack, the Mariner searched the area for 20 minutes, but saw no explosions, bubbles, or debris.

The second submarine, attacked by the Mariner two hours later, was certainly U-214; her log book, captured after World War II, describes firing at the aircraft.

On 8 October, five miles off Colón, U-214 laid a minefield of 15 mines. One of these may have sunk the United States Navy submarine USS Dorado (SS-248) on or about 14 October.



Return To:

U. S. Submarine Veterans, Perch Base
7011 West Risner Road
Glendale, AZ 85308

NEXT BASE MEETING
October 12



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