



Midwatch
Arizona Sub Vets
Perch Base

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USSVI CONVENTION SCHEDULE
DULUTH – 2002 Sept. 17 – 22
RENO – 2003 - August 31 - Sept. 7
Two bases bidding for 2004, no decision yet
Kansas City MO – 2005 - Aug 30 - Sept. 4



Lest We Forget Those Still On Patrol

AUGUST ETERNAL PATROL DAYS:

USS GRUNION	SS216	Aug. 01, 1942	70 men lost
USS COCHINO	SS345	Aug. 04, 1949	1 man lost
USS TUSK	SS426	Aug. 04, 1949	7 men lost
USS BULLHEAD	SS332	Aug. 06, 1945	84 men lost
USS FLIER	SS250	Aug. 13, 1944	78 men lost
USS S39	SS144	Aug. 15, 1942	0 men lost
USS HARDER	SS257	Aug. 24, 1944	78 men lost
USS POMPANO	SS181	Aug. 29, 1943	76 men lost

NOTICE!! Meeting August 10th NOTICE!!

**American Legion Post #6 ~ 202 South Pleasant St. Prescott, AZ ~ Time 1200 Hours
Directions Inside Under "MEETING & EVENTS"**

From the Wardroom:

Well Shipmates, Would like to thank each and everyone, that has helped us with the cost of the boat cover for our float. At this point it looks like the base treasure, will not be effected, do to the support and donations we have received. I told the upholstery people that their was no rush for the cover, as long as the float was inside. It looks as though we are getting both a cover, and storage at the same time. which is great, we have missed out on the past several of storms and all the dust that went with it by having it tucked safely inside their shop. Just finished with the Tally, of the National elections, to be passed on to the National Secretary . I hope the national results are better than the results that Perch Base is turning in. Based on a membership of one hundred plus, we ended up with only nineteen members voting. Was very pleased to see the turn out of WW Two Sub Vet members **Dick Weber, Billy Grieves, Joe Otreba and Dick Caraker**. It is a pure pleasure to be able to visit with you guys, plus hearing Joe Otreba, tell his joke about the moon landing. I would like to add that "DEX" Armstrong, is trying to help us, "Perch Base" by promoting our Cook Books through out the eastern seaboard. It Seems that a shipmate of his, sent he and his wife one for Christmas, his wife and daughter were very taken with it and he feels that all the members of the bases in his area need at least one. Go Get Them Dex. I would like to remind every one that the August meeting will be in Prescott, at the American Legion Post . We all seem to have a great time every year, they have a great post. Thanks to **Ed Brooks** we will have a fine lunch. For the cost of only \$10.00 This is a great time to bring your wife or a friend, and do some sightseeing in cooler country. Their will not be a meeting in September because of the national convention. Hope to see you in "COOL PRESCOTT"
Fraternally, *Glenn Herold*, Commander

Minutes from July's Meeting:

The regular monthly meeting of the members of the Arizona Submarine Veterans – Perch Base was convened at the American Legion Post #62; Peoria, AZ at 1302 hours, 13 July 2002. The meeting was called to order by the Base Vice Commander - **Glenn Herold**. The members were led in the "pledge of allegiance"; followed by the dedication, moment of silence for our departed shipmates, "tolling of the boats" and the invocation by Base Chaplain, **Howard Doyle**. There were 20 members and 1 guest attending the meeting according to the sailing list. The guests included; **Marvin Huntley** and **Brandi Hershey**. The members welcomed new member **Marvin Huntley** with a round of applause. Marvin is new to the area and found about the Base from members of the American Legion Post. Marvin served on several submarines including the Ulysses S. Grant. It was moved and the motion seconded

that the minutes from the last meeting be approved as published in the Base Newsletter; "The MidWatch". The motion carried by voice vote of the members present. Treasurer (**Robert May**) reported the Base's financial status as the of the first day of July, 2002. A motion was made and seconded to accept the Treasurer's report as read. The motion carried by unanimous voice vote.

REPORTS BY OFFICERS & CHAIRMEN

Glenn Herold reported for the Base Ship's Store and encouraged the members to purchase items from the large inventory available in the store. He also announced that the Base Patch design had been selected and would soon be available for sale in the ship's store. Glenn also reported that the boat-type cover for the USS Bang Float is progressing and the financial arrangements for paying the contractor are nearing completion. **Ray Samson** reported, as the Newsletter Editor, that **Chuck Emmett** has agreed to assist with the newsletter with the prospect that **Chuck** will take over as Editor after an orderly turnover. There were no other reports from Officers or Committee Chairmen.

OLD BUSINESS

Glenn Herold announced the appointment of a ad hoc committee for planning and conducting the annual Base Christmas Party. The committee will consist of **Dave Harnish, Don Wannamaker** and **Glenn Herold**. Specifics regarding the place, date, time and ticket price for the party will be announced soon. Everyone was reminded to make arrangements to attend the party as early as possible. The capacity of the facilities is limited and the number that can be accommodated is restricted. Preparations for the Phoenix 2002 Veteran's Day Parade were reviewed by **Howard Doyle**. Perch Base will once again join with APS and Palo Verde Nuclear Station in forming one entry in the parade. Announcement of the details and arrangements will be forthcoming as soon as they are finalized. The parade will take place on Monday, November 11th. **Glenn Herold** encouraged the Base members to lend their support to American Legion Post 62; our host for the monthly meetings. Perch Base has agreed to help with service at the Post's Sunday Pancake Breakfast once a month on the Sunday following the Base's monthly meeting.

NEW BUSINESS

Glenn Herold called **Mike Keating** and his granddaughter **Brandi Hershey** front and center. Mike was then asked to read a citation recognizing **Brandi** for her volunteer help with serving at the American Legion Post 62 Pancake Breakfast. Ms. **Hershey** service received many positive comments from members of Post 62 and distinguished herself

among the members of Perch Base. Both Mike and his granddaughter received a resounding round of applause from the Perch Base members.

GOOD OF THE ORDER

Ed Brooks asked the Base members to approve his presenting a plaque from them (the Base members) to Dave Hamish for his leadership as Base Commander. The members agreed to the proposal. The plaque is to be presented at the October meeting. Ed also asked the members for their agreement for him to donate (in the name of the Base), two sets of hand carved submariner's dolphins to be raffled at the USSVI National Convention in Duluth, Minnesota. The proceeds of the raffle to go to the US Submarine Veterans Charitable Foundation and the USSVI Scholarship Fund. The members agreed with the condition that Ed make it known that he produced the dolphins.

50/50 DRAWING

The 50/50 raffle was conducted and **Ray Samson** was the winner. The winner's share was \$35.

ADJOURNMENT

All the outstanding business being concluded, it was moved and seconded that the meeting of the Arizona Submarine Veterans - Perch Base be adjourned. The motion carried by voice vote. The Base Chaplain; **Howard Doyle** led the membership in the benediction and closing prayer. The meeting was adjourned at 13:31 hours.

Meeting and Events:

Meeting for August 10th will be in Prescott, at the American Legion Post #6. Ladies auxiliary, will be providing lunch at \$10.00 per. person. Take I-17 Borth out of Phoenix, for approximately 50 miles. Exit at AZ-69 North exit, number 262 towards Cordes Jct Rd/Prescott. Merge onto AZ-69 and go West for approximately 34 Miles. Take the US-69 South ramp for approximately 1/2 Mile, then merge onto East Gurley Street and travel 0.6 Mile to South Pleasant Street. South on Pleasant to Number, 202. A printable map is on the Perch web site. Lets have a grand turnout for this meeting, and bring the wife's, they will love it.



Perch Base Booster Club 2002:

Thank You for your "Above & Beyond" assistance:
Jerry N. Allston, Ken Anderson, Bob Bailey, Kenneth E. Becker, Jerry Becker, Joseph A. Bernard, Richard Bernier, Harold J. Bidigare, Wayne A. Braastad, Michael J. Breitner, Edgar Brooks, James F. Clewett, Roger J. Cousin, Earl Crowley, Stephen F. Day, Warner Doyle Jr., Jeff Duncan,

Ronald D. Eddy, Tom Fooshee, Ray Lee Graybeal, Charles Greene, Billy A. Grieves, Warren A. Grossetta, Michael J. Haler, Robert Hanson, Dave Hamish, John T. Hellem, Glenn Herold, Lester R Hillman, Stephen F. Hough, Mike Keating, Ron Kloch, Larry L. Krieger, Paul Lake, Robert A. Lancendorfer, Doug La Rock, George Marions, Dale Martin, Robert E. May, Bill Mc Nay, Roger M Miller, Roger R Miller, Joseph R. Mullins, Jim A. Nelson, James W. Newman Sr., Joe Otreba, Thomas B. Patterson, Raymond A. Perron, Royce E Pettit, Scott Prothero, Larry M. Rankin, Dan Reel, Frank W. Rumbaugh, Ramon Samson, Dick Schiltneck, Douglas F. Schultz, Tyler Smith, Wayne Smith, Robert G. Sothern, Adrian M. Stuke, James Wall, Kenny Wayne, Richard Weber, Don Wannamaker, Donald Whitehead, Ed Wolf, George Woods, Jerry D. Yowell.

Small Stores:

Our Storekeeper, **Garry L. Shumann**, has a 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. Give him a call or better yet, come to a meeting and see everything first hand! If you want, you can order from the web site at <http://perch-base.org> Garry's address and phone number on front cover.

Sea Bag Aboard & Stowed:

Welcome aboard Shipmate **Marvin L. Huntly**. Marvin is fairly new to the valley, and resides in Goodyear. His origins are from Glenrock Wyoming. He qualified on USS U.S. Grant SSBN631 BlueCrew as MM3, in April of 1990. Serving also on USS Gurnard SSN662 from 1992 to 1994 he left the Navy as a MM2(SS). Looking forward to seeing you at our next meeting Marvin and once again "Welcome Aboard".

Sub Missions Increase:

(By **Vernon Loeb** Washington Post Staff Writer) Friday, July 5, 2002; Page A19 The global war on terrorism has increased the demand for intelligence-gathering missions by Navy attack submarines by 30 percent, further stressing a fleet that had more spy missions than it could handle even before the Sept. 11 terrorist attacks, senior Navy officials said this week. While aircraft carriers and fighter jets have been the most visible Navy participants in the war, attack submarines have been secretly patrolling the waters of countries such as Iran, Pakistan, Yemen and Somalia gathering acoustic intelligence underwater and intercepting communications with small surface antennas. Navy submarine commanders are hoping the increased demand for intelligence will help double the number of Virginia-class submarines being built to two a year. "They can stay out there

loitering for weeks or months on end," said Vice Adm. Dennis McGinn, deputy chief of naval operations for warfare requirements and resources. "And they are unobserved." But some naval and intelligence analysts say they are skeptical of recent attempts within the Navy submarine community to promote the intelligence demands as justification for more funding as the fiscal 2004 budget is being prepared. They contend that submarines have only limited capabilities when it comes to intercepting telephone conversations and other electronic communications of terrorists on land. "Submarines are excellent for acoustic intelligence, but whose shipping are we tracking (in the war on terrorism)?" said Norman Polmar, a naval analyst and author. One U.S. intelligence official said, "The activity level for subs is high, not solely because of September 11th, but for a number of other things that we also need to keep an eye on." By any measure, a Virginia-class submarine, at \$2.3 billion, is an expensive way to gather intelligence, particularly when the Navy is trying to balance more submarines against the need for more surface ships and fighter planes. Beyond the Navy's own internal debate, submarine advocates must convince Defense Secretary Donald H. Rumsfeld that the submarines' ability to gather intelligence and insert Navy SEALs using small new onboard subs makes them truly "transformational" systems for a future fighting force. These advocates took heart last year at Rumsfeld's decision to turn four ballistic-missile Trident submarines into stealthy Special Operations systems capable of carrying 66 SEALs, small insertion subs and 140 conventional Tomahawk cruise missiles. Whether the Navy can afford to start building two Virginia-class submarines a year by fiscal 2007, as planned, it pays a premium for every sub it buys a year now by refusing to enter into multiship contracts that would enable it to benefit from economies of scale. The Navy could save \$90 million a submarine if it contracted for construction of five boats, and \$115 million a submarine if it signed a contract for seven. "That's kind of dumb," said Loren B. Thompson, a defense analyst at the Lexington Institute, who has ties to the Pentagon and leading defense contractors. "There is no other submarine. The question is whether they're going to pay an arm and a leg for it, or just an arm." During the Cold War, submarines had only limited communications capabilities underwater, submerging for intelligence-gathering missions and providing their "take" only after they surfaced months later. Now, attack submarines are being outfitted with a new communications link called the Submarine High Data Rate system, which uses a periscope-mounted antenna for data transmission and reception at 256 kilobytes per second. One senior Navy official said some attack submarines have new intelligence-gathering systems that

employ fiber-optic cable to intercept communications through surface sensors, then process the signals digitally and transmit them to analysis centers in real time. McGinn predicted that the "business and war-fighting case would be so compelling" that the Navy will increase the building of Virginia-class submarines at some point between fiscal years 2004 and 2009. McGinn said he thought the Navy would begin building the submarines using a multiyear contract that would produce millions of dollars in savings.

Lost Boats and Crews for August:

USS GRUNION SS216 Aug. 01, 1942 - 70 men lost
The submarine GRUNION arrived at Pearl Harbor on 20 June 1942, reporting for duty from the West Coast. This vessel engaged in the pre-patrol training given to all submarines reporting from new construction yards, and on 30 June, left for patrol. Lt. Cmdr. Mannert L. Abele, in command, was ordered to proceed to the Aleutian Theater and patrol westward from Attu on routes between the Aleutians and the Japanese Empire. On 10 July GRUNION was reassigned to the area north of Kiska. GRUNION made her first report on 15 July: Dutch Harbor received her message that, attacked by an enemy destroyer, she had fired three torpedoes at it, and missed with all. Shortly after this message was received GRUNION sent another relating that she had sunk three destroyer-type vessels on 15 July. This message was garbled to the extent that details of the attacks were never learned (Japanese information reveals that GRUNION sank patrol boats 25 and 27 and damaged a third patrol vessel). On 19 July GRUNION, S-32, TRITON and TUNA were assigned areas in the approaches to Kiska, all to be there by daylight 22 July. There was a strong concentration of enemy vessels at Kiska, this time being only a month and a half after the enemy had taken that island. The vessels patrolling there were told to watch particularly on the afternoon of 22 July 1942 for departing enemy naval vessels, since our own surface forces were scheduled to bombard Kiska that afternoon. The bombardment did not take place in accordance with the original plans, but our forces did stage the operation on 28 July and GRUNION was told to guard the exits from Kiska during darkness on this date. On this day GRUNION reported an attack on unidentified enemy ships six miles southeast of Sirius Point, Kiska. She had fired two torpedoes, made no hits, and been depth charged, but sustained no damage. GRUNION's last transmission was received 30 July 1942. She reported heavy antisubmarine activity at the entrance to Kiska, and that she had ten torpedoes remaining. On the same day, GRUNION was directed to return to Dutch Harbor. She was not contacted or sighted after 30 July, despite every effort to do so, and on 16 August was reported lost.

Japanese antisubmarine attack data available now record no attack in the Aleutian area at this time, and **GRUNION's** fate remains an unsolved mystery.

USS COCHINO SS345 Aug. 04, 1949 - 1 man lost
Not much can be said about **USS COCHINO (SS-345)**. Her career was stopped so short. Not by a foreign enemy under combat conditions, but by the ocean she was born to travel through, under simulated combat conditions, to test equipment and train her crew in the North Atlantic. No member of her Naval crew was lost, but a civilian engineer riding aboard was, but not while aboard. There were six Submariners lost, but from another boat, **USS TUSK (SS-426)**, coming to assist. Everything that happened that August, in 1949, could have happened to any other submarine under similar conditions. Everything that could have or should have been done, was done by the Submariners in her and aboard **TUSK**. That's what they train for - that's what they dread.

USS TUSK SS426 Aug. 04, 1949 - 6 men lost
On 25 August, while steaming through a gale off the coast of Norway, **COCHINO** suffered an explosion in one of her batteries. **TUSK** rushed to the aid of the stricken submarine, providing medical supplies for **COCHINO's** injured by way of life rafts. One such raft capsized in heavy seas sending a **COCHINO** officer and a civilian employee of the Bureau of Ships into the icy Arctic waters. Both were recovered, but during the administration of artificial respiration on board **TUSK**, another wave broke over her deck washing away the civilian and 11 **TUSK** crewmen. Only five sailors were subsequently rescued. After those tragic events, **TUSK** and the limping **COCHINO** headed for Hammerfest, Norway. Along the way, another explosion erupted in **COCHINO's** after battery. The second detonation sealed **COCHINO's** doom. Water literally poured through her battered hull. **TUSK** came alongside in heavy seas and lashed herself to the sinking submarine. Under the worst possible conditions, **TUSK** took all of **COCHINO's** crew off safely. Minutes later **COCHINO** took her final plunge; and **TUSK** headed for Hammerfest.

USS BULLHEAD SS332 Aug. 06, 1945 - 84 men lost
Departing Fremantle for her third war patrol, **BULLHEAD**, led by LCDR E.R. Holt, Jr., started for her area of responsibility on July 31, 1945. She was to patrol in the Java Sea at dark on September 5 and head for Subic Bay, Philippines. **CAPITAINE** and **PUFFER** were also to patrol in the Java Sea area, as were the British submarines **TACITURN** and **THOROUGH**. **BULLHEAD** arrived in her area on August 6, but **CAPITAINE** did not arrive until August 13. On August 12, **CAPITAINE** ordered **BULLHEAD** to take position the following day in a scouting line with **CAPITAINE** and **PUFFER**. There was no reply

and on August 15, **CAPITAINE** reported, "Have been unable to contact **BULLHEAD** by any means since arriving in area." Since those submarines named above were in the same general area as **BULLHEAD**, and **COD** and **CHUB** passed through in transit at various times, it is difficult to point to one Japanese anti-submarine attack as the one which sank **BULLHEAD**. However, the most likely one occurred on August 6, 1945, when an enemy army plane attacked with depth charges. It claimed two direct hits, and for ten minutes thereafter, there was a great amount of gushing oil and air bubbles rising in the water. Since the position given is very near the Bali coast, it is presumed that the proximity of mountain peaks shortened **BULLHEAD's** radar range and prevented her receiving a warning of the plane's approach.

USS FLIER SS250 Aug. 13, 1944 - 78 men lost
USS FLIER, commanded by Cmdr. J.D. Crowley, left Fremantle, Western Australia on August 2, 1944 to conduct her second war patrol. Her area was east of Saigon, French Indo-China, and she was to pass through Lombok Strait, Makassar Strait, the Celebes Sea, Sibutu Passage and the Sulu Sea in proceeding to her station. By evening of August 13th she had come through the Sulu Sea and was transiting Balabac Strait, south of Palawan, P.I. when, at 2200, disaster struck. Suddenly a terrific explosion, estimated to have been forward on the starboard side, shook the ship. There was a strong smell of fuel, a terrific venting of air through the conning tower hatch, and the sounds of flooding and of screaming men below. Within 20 or 30 seconds **FLIER** sank while still making 15 knots through the water. Those men who survived have stated that a few men were seen in the water after the ship went down. The word was passed for all survivors to gather together, however not all presumed survivors reappeared. The first impulse was to swim to Comiran Island, but when the question was weighed, and the possibility of falling into Japanese hands was considered, Crowley decided to strike out for the coral reefs to the north-westward. The sky was overcast, and it was difficult to swim toward the objective at all times; an occasional flash of lightning helped to keep the swimmers oriented. After moonrise, at 0300 on August 14th, maintaining proper direction was easier. Commander Crowley realized that the only hope for anyone lay in swimming at best speed, and all hands were told to do the best they could toward land, which was now in sight. At 1330 five of the group, Cmdr. Crowley, Lt. Liddell, Ens. Jacobson, Howell and Baumgart reached a floating palm tree and used this to aid themselves in remaining afloat and pushing toward land. This group came ashore on Mantangle Island at 1530 and were met there by Russo, who had swum the entire distance. At 1700 Tremaine was found on

the eastern end of the island by Lt. Liddell. In the days following, plans were laid to obtain food and water and to make contact with friendly natives. A raft was made of drifted bamboo lashed together, and the party began working from island to island, with Palawan the ultimate objective. On 19 August they contacted natives who led them to an U.S. Army Coast Watcher Unit on Palawan. Arrangements were made for evacuation. The group were picked up by REDFIN early in the morning of 31 August.

USS S39 SS144 Aug. 13-14, 1942 - 0 men lost

On 10 August S39 got underway for her patrol area off the southeast coast of New Ireland. In the night of 13-14 August 1942, S39 struck a submerged reef off Rossel Island, in the Louisiade Archipelago. The ship took a port list of 30 to 35 degrees, and was jolting heavily due to heavy following seas breaking over the deck. Backing the screws had little effect, even after all possible fuel and ballast tanks had been blown dry. The ship began swinging broadside to the sea and was being washed farther up on the rocks, so all fuel and ballast tanks were again flooded to hold her steady. At high tide on the morning of 14 August the screws were backed and twisted until the low voltage limit on the batteries was reached. The ship backed about 50 feet, but again listed about 30 degrees to port and pounded heavily on the rocks. Ballast tanks ruptured by the rocks were again flooded in an effort to ease the pounding. In the afternoon word came from Australia that HMAS Katoomba would arrive the following morning to lend aid. Efforts were made to charge the batteries, but several cells had been reversed and only the after battery could be charged. Shortly after dawn on the 15th, the torpedoes were inactivated and fired. Again Brown tried backing on the after battery, but the screws were too high and little effect. With the termination of backing efforts, the ship rapidly rolled over until the list was 60 degrees port. Fearing that the seas would roll the ship entirely over, the Commanding Officer gave permission for anyone who desired to swim to a nearby reef, although he was not ready to abandon ship. No one ventured into the water, but Lt. C.N.G. Hendrix volunteered to swim to the reef with a line and then to haul the two mooring lines to the reef as the riding line for the rest of the crew. When Hendrix had gained the reef and was having a difficult time with the lines, due to the seas, W.L. Shoenrock, CCStd (PA), offered to swim ashore and help. The two men pulled in the lines and secured them to one of the torpedoes, which was resting on the reef. Thirty-two men reached the reef via the line, and twelve remained aboard when HMAS Katoomba arrived shortly after noon. The S39 crewmembers arrived in Townsville, Australia, on

19 August 1942, and were assigned further duty in submarines.

USS HARDER SS257 Aug. 24, 1944 78 men lost

Commander S.D. Dealey guided his eminently successful fighting ship, HARDER, out of the harbor at Fremantle, Australia on 5 August 1944 to begin the sixth war patrol of that vessel. In company with HAKE, HARDER conducted training exercises en route to Darwin. These two submarines topped off with fuel at Darwin, and on 13 August, together with HADDO, left for their assigned area west of Luzon, P.I. They were to patrol as a coordinated attack or wolf pack group, with Cdr. Dealey in charge. On the afternoon of 20 August 1944, RAY, patrolling the same area, tracked a large convoy into Paluan Bay on the northwestern coast of Mindoro. An hour after surfacing, she contacted HARDER just outside the bay and held a megaphone conversation with Sam Dealey. Dealey formulated a plan for concentrated dawn wolf pack attack on the convoy. HARDER came alongside HADDO at 0130 on the morning of August 21 and told Lt. Cmdr. C.W. Nimitz, Jr., that at least 16 enemy ships were holed up in the bay. When the convoy made its exit at dawn (as convoys were wont to do) RAY was to approach from the northwest, HADDO from the west, and HARDER from the southwest. GUITARRO also had been drafted by Dealey, and was to attack from the northwest near Cape Calavite Lighthouse. During the attacks which ensued, four ships, totaling 22,000 tons, were sunk, by Japanese admission. It is thought likely that HARDER sank one of them. On the following day, HADDO and HARDER conducted a combined attack on three small vessels off Bataan. All three were sunk; these were the coast defense vessels Matsuwa, Sado and Hiburi. HADDO and HARDER each received credit for sinking one vessel, and shared credit for the third sinking. The morning of 23 August HADDO contacted a tanker escorted by a destroyer, and blew the bow off the destroyer in a down-the-throat shot. She fired her last torpedo in this attack, and in response to urgent calls for assistance, HAKE and HARDER rendezvoused with her. HADDO, being out of torpedoes, "received Sam's blessing" and left his wolf pack, heading south. HAKE and HARDER discussed plans for finishing off the damaged destroyer and then departed for their common objective off Caiman Point. At 0453 on the morning of August 24th, HAKE dove not far from Caiman Point and about four miles off Hermana Major Island, west coast of Luzon, with HARDER in sight 4500 yards south of her. HAKE heard echo ranging to the south and soon sighted two ships. At first they appeared to be a three-stack light cruiser and a destroyer, but upon later inspection were identified as a three-stack Thai destroyer (the Phra Ruang, of 1,035 tons) and a minesweeper of less

than 1,000 tons. **HAKÉ** broke off the attack and headed north when the target zigged away apparently to enter Dasol Bay, while the minesweeper stayed outside. At this point the minesweeper gave three strong pings, whereupon **HAKÉ** saw her 2,000 yards away swinging toward the **HARDER** and **HAKÉ**. The enemy kept pinging, but seemed to have the two targets located and to be undecided what to do about it. At 0728, **HAKÉ** heard 15 rapid depth charges, none close. Two sets of screws were heard and each continued pinging on either quarter of **HAKÉ** as she evaded to the westward. By 0955 all was quiet. **HARDER** never was heard from again. Japanese records reveal that an antisubmarine attack was made on the same day with 440 pound depth charges. The enemy said, "much oil, wood chips and cork floated in the neighborhood." Presumably **HARDER** perished in this depth charge attack.

USS POMPANO SS181 Aug. 29, 1943 - 76 men lost

After leaving Midway on 20 August 1943 to start her seventh war patrol, **POMPANO**, with Lt. Cdr. W.M. Thomas in command, was never heard from again. Her orders were to patrol off the east coast of Honshu

from about 29 August to sunset of 27 September 1943, and then to return to Pearl Harbor for refit, stopping at Midway en route for fuel. When no transmission was received from her, especially just prior to her expected arrival at Midway on 5 October, word was sent from Pearl to keep a sharp lookout for her. By 15 October, all hope was abandoned, and **POMPANO** was reported as presumed lost in enemy waters. Japanese information available now shows no attack which could conceivably have been directed towards **POMPANO**. On 6 September **POMPANO** was informed by dispatch that the area to the north of her own was open. Since that area was considered more productive for sinkings than the one she was in, it is quite possible that she moved into it. Both the area between Honshu and Hokkaido, and the one east of northern Honshu are known to have been heavily mined by the enemy, with the greatest concentration of mines in the northern area. In view of the evidence given, it is considered probable that **POMPANO** met her end by an unreported attack. In the six patrols completed before her loss, **POMPANO** sank ten enemy ships for a total of 42,000 tons, and damaged four, totaling 55,300 tons. In the first month of the war, **POMPANO** patrolled near Wake Island, and sank a large freighter-transport of 16,500 tons. On her second patrol, conducted east of Formosa, she sank a large transport, a tanker, a small freighter, and two patrol boats. **POMPANO** went to the Empire for her third patrol, from mid-August to mid-September 1942, and sank a freighter and a patrol boat. In the Marshalls area on her fourth patrol, she

damaged two tankers. Going to the Empire again for her fifth patrol, **POMPANO** damaged an aircraft carrier. She went to Japan a third time for her sixth patrol, this time along the coast south of Honshu. There she sank a sampan and damaged a freighter.

KEEL LAYING USS TEXAS (SSN 775):

A keel laying ceremony for the Navy's second attack submarine of the Virginia class will be held Friday, July 12 at 11:30 a.m. EDT. The ceremony for Texas (SSN 775) will be hosted by Northrop Grumman Newport News at their facility in Newport News, Va. Secretary of the Navy Gordon England will introduce U.S. Sen. John W. Warner of Virginia, senior-ranking member of the Senate Armed Services Committee, who will be the keynote speaker. Other distinguished guests include Northrop Grumman Corporation Chairman and Chief Executive Office Kent Kresa, Northrop Grumman Newport News President Tom Schievelbein, General Dynamics Electric Boat President Mike Toner, Virginia Governor Mark R. Warner, U.S. Sen. George Allen of Virginia, Chief of Naval Operations Adm. Vern Clark, and Master Chief Petty Officer of the Navy Terry Scott. Attending as the submarine's sponsor, First Lady of the United States Laura Bush will have her initials welded to the hull as the keel authenticator for the ceremony. The keel that will be authenticated for Texas is part of the stern of the ship. The Navy's next-generation attack submarine, the Virginia class, will provide the U.S. Navy with the capability required to maintain the nation's undersea supremacy well into the 21st century. Texas will have improved stealthiness, sophisticated surveillance capabilities and special warfare enhancements, which will enable it to meet the Navy's multi-mission requirements. Texas will be able to attack targets ashore with highly accurate Tomahawk cruise missiles and conduct long-term surveillance of land areas, littoral waters or other naval forces. Other missions include anti-submarine and anti-ship warfare, Special Forces delivery and support, and mine delivery and minefield mapping. With enhanced communications connectivity, Texas will also provide important battle group and joint force support, with full integration into carrier battle group operations. The Virginia class of attack submarines surpasses the performance of any current or projected threat submarine, ensuring U.S. undersea dominance well into the next century. Northrop Grumman Corporation's Newport News sector is teamed with General Dynamics Electric Boat to build the first four ships of the Virginia Class. Texas is the second ship of the class and it is the first to be built at Newport News. Texas is anticipating a christening date in 2004 and joining the fleet upon being commissioned in 2005.

Change of Command:

Published on 07/13/2002 Groton - Cmdr. Butch Howard turned over the command of the fast-attack Seawolf SSN21 submarine Friday to Cmdr. Paul Stevens. The change-of-command ceremony took place at the U.S. Naval Submarine Base. Commissioned in July 1997, Seawolf is the first in its class. The two others in the class are the Connecticut, stationed at the sub base, and Jimmy Carter, under construction at Electric Boat. Howard led Seawolf through its first deployment, which spanned two theaters of operation, and earned the ship the Submarine Squadron Four's tactical excellence award for 2001. His next assignment will be with the Bureau of Naval Personnel in Washington, D.C. His first sea tour was aboard USS Cavalla in Pearl Harbor. He lives in Mystic with his wife, Jennifer, and their two children. Stevens' previous assignment was as a member of the Tactical Analysis Group at Submarine Development Squadron Twelve. His first sea tour was aboard the USS Pogy in San Diego. He attended the Officer Advanced Course in Groton and the Naval War College in Newport. He and his wife, Karen, live in Waterford, with their three children. The guest speaker at the ceremony was Capt. Joseph Walsh, chief of staff for commander, Submarine Forces Atlantic.

Birth of a Submarine:

By CAROLYN SHAPIRO, The Virginian-Pilot July 12, 2002 NEWPORT NEWS - They call it a "keel laying." But the stealthy, sleek Texas - the second in the Virginia class of submarines, has no keel to lay. Its bottom is smooth, lacking the keel that runs the length of a traditional ship's underbelly to guide and steady it. Today the Texas appears in pieces, huge steel tubular sections and their elaborate innards, in the outfitting areas of Northrop Grumman Newport News and its partner shipyard, Electric Boat Corp., in Groton, Conn. One of those pieces, the 34-foot-wide steel stern, stands as a near-finished milestone in the seven-year construction of a sub that will be 377 feet long when it's delivered to the Navy in 2005. The Texas has its formal coming-out party today - the first submarine keel-laying ceremony that the Newport News shipyard has held since 1984. First lady Laura Bush will authenticate the ship with her initials, welded onto a steel plate and attached to the ship. The Texas is 57 percent finished, said Bob Meyer, manager of construction for the Virginia-class subs. The class boasts the most sophisticated technology in U.S. submarine history, designed with the flexibility to carry out multiple missions and equipped with a built-in Navy SEAL staging area and a SEAL minisub for coastal assaults. According to 1995 estimates, each

Virginia-class sub would cost \$1.65 billion. Thomas C. Schievelbein, president of Northrop Grumman Newport News, considered the keel-laying a way "to celebrate the effectiveness of the teaming between us and Electric Boat." Northrop Grumman Newport News and Electric Boat, a division of General Dynamics Corp., will jointly bid on the next contract for Virginia-class sub construction during the fourth quarter, Schievelbein said. The Navy is expected to award the contract in early 2003. The outcome won't cause much holding of breath. Only two shipyards can build the Navy's nuclear-powered submarines: Electric Boat and Newport News Shipbuilding, the company acquired by Northrop Grumman Corp. last November. The two companies began collaborating in 1997 on attack-sub construction, partly to keep themselves afloat as post-Cold War defense dollars dwindled. The contract award process, though, will involve some negotiation over costs, Schievelbein said. The Navy still must decide the number of subs, of 30 projected for the Virginia class, to include in the next contract. Of the four Virginia-class subs now contracted to Electric Boat and the Newport News shipyard for construction, the Newport News yard will complete and deliver the second and fourth. The first, the Virginia, is scheduled to be completed by Electric Boat and delivered to the Navy in 2004. Other than the stern, on display for the ceremony, much of the Texas remains out of sight for yard visitors; 99 percent of a submarine and its parts are classified, explained Elaine Holt, the Newport News company's manager of business development. Parts of the last two Virginia subs, Hawaii and North Carolina, lie in various stages of construction around the Newport News outfitting warehouse. The Virginia-class sub construction involves a modular design that allows workers to furnish the insides of each open-ended steel section before assembling the finished boat. Hugh Gibson, an outside machinist for Northrop Grumman Newport News, remembered that the previous Los Angeles-class subs had to enter the water before workers could test the various systems. Now, they can do that as they go. "You have an open space, ease of work," he said. The two companies ship pieces back and forth between the Newport News and Groton or Electric Boat's yard in Quonset Point, R.I., on a barge they call a "sea shuttle." Over the contract period for the four subs, the construction partners will each see an equal amount of the work, Schievelbein said. At first, working with the "enemy" caused some tension, admitted Russell Weber, a nuclear foreman for Northrop Grumman Newport News. He and other yard employees now see the partnership as a benefit. "It keeps both yards building in the submarine program," Weber said.

Boat CO, Relieved Of Command

Groton - The captain of the USS Augusta was quietly removed from his position this year because of a "loss of confidence in (his) ability to command," Navy officials said Monday. The last time a submarine captain was relieved of command under comparable conditions was in 1997, and Navy officials said that was the first case in many years. Submariners are screened carefully during at least two sea tours and several shore assignments before they can advance to submarine commanding officer. Cmdr. Timothy J. Galpin, a 1982 graduate of the Naval Academy and a Rhodes Scholar, has been assigned to temporary duty at Submarine Group Two at the Naval Submarine Base while the chief of naval personnel, Vice Adm. Norbert R. Ryan Jr., reviews his case. Ryan could issue a final decision within days. Capt. Scott Van Buskirk, commodore of Submarine Development Squadron 12, which includes Augusta, has assigned his chief of staff, Capt. Donald D. Gerry Jr., to fill in as captain of the Augusta until next month, when Galpin's command tour was scheduled to end. Gerry formerly commanded the USS Alexandria in the late 1990s. Van Buskirk was unavailable for comment. Lt. Philip R. Rosi, a spokesman for Group Two, said he could not comment in any detail on what led to Galpin's removal. "It wasn't one specific thing," Rosi said. "It was his performance over an extended period of time." Sources said Van Buskirk agonized over the decision, but was worried about the Augusta's readiness, and crew morale if Galpin remained in command. Galpin was unavailable for comment. Augusta, commissioned in 1985, has for years been one of the premier submarines in the squadron for testing new sonar gear. Galpin assumed command Aug. 10, 2000, after completing a successful tour as a policy planner on the Pentagon's joint staff, supporting operations in Iraq and Kosovo. Galpin, who earned a master's degree at Balliol College, Oxford University, in 1984, served as a junior officer aboard the USS Cavalla from 1986-88, then was engineer aboard the USS Maryland from 1990-92, and an executive officer on the USS Providence from 1995-97. He completed his last deployment aboard the Augusta last October, which consisted of six months of independent operations in the North Atlantic. In the months following Galpin's return to port, Van Buskirk became increasingly concerned about conditions on the submarine, and in February removed Galpin from command, Navy sources said. The sources said the decision may have been especially difficult because Galpin was due to give up command this summer, and the ship was not scheduled to make an extended deployment before he left. The Navy never announced the decision, and even this week some active duty submariners said they were unsure about the

reasons for Van Buskirk's decision. Submariners recalled a case in the 1970s of a captain in Norfolk, Va., who was replaced because he had women dancing on the sailplanes as the boat made its way through the harbor, and there have been a few cases of submarine captains who decided they could not adjust to the pressures of command and asked to be relieved. But the removal of a submarine captain for something other than a catastrophe, such as a ship collision or grounding, is highly unusual. "Our records don't indicate any command level detachment for cause in the recent past," Rosi said. Lt. Cmdr. Robert Mehal, a spokesman for Vice Adm. John Grossenbacher, commander of Naval Submarine Forces, said a review of files indicated the last case of a submarine commander being removed involved the captain of the USS Florida, Cmdr. Michael Alfonso, who was relieved in August 1997. Rosi said he was not sure whether any additional action might be taken if the commodore's decision is upheld. "As of right now, the only thing that's pending is the detachment for cause," Rosi said. "It is an administrative procedure, and will become a part of his (Galpin's) permanent record, so it may affect his promotions and future assignments." Privately, however, submariners say that being removed from command is usually a "career killer," which makes any promotions or good assignments unlikely.

Cheney Secret Patrol:

Vice President Dick Cheney (news - web sites) woke up in a Cocoa Beach hotel Tuesday, and he took a trip off the the Central Florida coast aboard a nuclear-powered submarine. The White House kept the itinerary of Cheney's unannounced visit a closely guarded secret, WESH NewsChannel 2 reported. Cheney's movements have coincided with those of a nuclear submarine, but what happened aboard the U.S.S. Wyoming is not clear. Dozens of motorcycle police officers from all over the region escorted Cheney through Cocoa Beach at about 7 a.m., police said. As the sun was rising at Port Canaveral, the Navy submarine was waiting. And about 30 minutes after the motorcade arrived, the submarine moved out of the port, WESH NewsChannel 2 reported. It's not uncommon for government officials to ride along on military ships or planes to observe their capabilities, and subs that visit Port Canaveral routinely come here to conduct practice launches of unnamed Trident nuclear-capable missiles, officials said. But there seemed to be one important difference between Tuesday's submarine, with Cheney rumored to be aboard and those that typically make those practice launches. A tall mast is usually seen behind the submarine's sail or superstructure; the mast is required for practice launches, reports indicated. The U.S.S. Wyoming left Tuesday morning with no

mast behind the sail, so it's not clear what it was doing, according to WESH NewsChannel 2 reporter Dan Billow. The Navy and the vice president's press office would not comment on the submarine's mission, and the Air Force said there are no unclassified launches scheduled Tuesday. The vice president's press office said Cheney was in Florida Tuesday, and he should arrive back in Washington by about 6:30 p.m. Of course it's not clear what happened, it is you know, the Silent Service.

Grandpa:

There is a merry family gathering with all generations around the table. The little children (naughty little rascals) smuggle a Viagra tablet into Grandpa's drink. After a while, Grandpa excuses himself because he has to go to the bathroom. When he returns, however, his trousers are wet all over. What happened, Grandpa?" he is asked by his concerned children. Well," he answers, "I had to go to the bathroom. So I took it out, but then I saw that it wasn't mine, so I put it back!"

Gotcha:

The following Ad appeared in "The Atlanta Journal" SINGLE FUN LOVING FEMALE... Seeks male companionship, ethnicity unimportant. I'm a very good looking girl who LOVES to play. I love long walks in the woods, riding in your pickup truck, hunting, camping, and fishing trips. cozy winter nights lying by the fire. Candlelight dinners will have me eating out of your hand. Rub me the right way and watch me respond. I'll be at the front door when you get home from work, wearing only what nature gave me. Kiss me and I'm yours Call xxx-xxxx and ask for "Daisy". Over 150 men found themselves talking to the Local Humane Society. Items submitted by Shipmate George Marions

Ghost Boat Part 3:

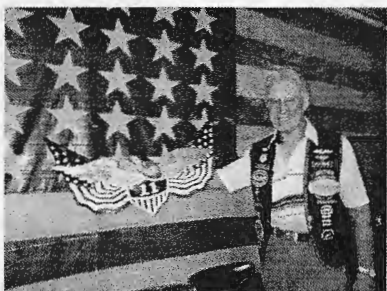
Shorty loved liberty, even though he usually had very little money to throw around on the beach. He stepped out in front of Tex as they headed up the pier, turned around and walked backwards as he bobbed and weaved like a fighter throwing jabs at Tex who paid him no attention. They were the boat's odd couple - most boats had a pair like them. Shorty was five feet four inches tall and Tex was six two and they nearly always went on liberty together. More than once Shorty's screwing around got them into trouble. This night, since they had only five dollars each, borrowed from the boat's "slush fund" at the usurious rate of "five for seven" (on payday), they decided to simply go to the Acey Ducey Club right there on the base. They both knew that their chances of meeting a willing female in Norfolk were virtually nil, and beer cost a lot more in town. One thing on both of their minds was the fact that *Cutterfish* was top-heavy with torpedomen at a time when Electric Boat Company

was building subs as fast as they could. All those new boats needed crews, and they knew they'd get split up soon and be assigned to other boats. Shorty had told Tex he had heard that in Pearl Harbor every boat coming in from a war patrol had at least a 25% turnover. Neither one would bring up the fact that a lot of them did not return at all. The Acey Ducey Club was for first and second class petty officers. Beer and everything else was the same price as the Enlisted Men's Club, but the advantage was that there were fewer amateurs. The older sailors tended to steer clear of the younger guys ashore. Since the war began, it seemed that half the Navy was now completely inexperienced, 18 year olds from places like Iowa. Drinking with sailors with ten years in the Navy was usually a lot more civilized. Butch Pierce stayed aboard late, supervising the working party passing stores by hand from the truck on the pier down the After Battery hatch. Foster, the first class commissaryman was kept very busy trying to find places to stow all the food. He was slower than the human conveyer belt and soon the boxes of food just stacked up everywhere in the crew's mess. "Ptomaine" Tucker Foster was a really great cook who took his job very seriously. He had the creativity of a chef along with the temperament. The more senior of the crew took pleasure in teasing him and getting him all worked up. Foster knew that the difference between good chow and crap was not so much the ingredients since all the boats got the same stuff, but it was the proper preparation and attention to detail that made all the difference. He taught his subordinates rather than supervising them. The result was that *Cutterfish* was known as a good food boat. After a short time the Crew's Mess was really a mess with boxes stacked high on every table and bench. Only the passageway was free for traffic and Foster knew he and his mess cooks would be up all night spreading the food throughout the boat. There simply was not enough room in the After Battery compartment for the food consumed by the crew for anything over a couple weeks. Every nook and cranny in the sub was crammed with boxes and #10 cans. COB marveled at how Foster knew where everything was. The boat's chief engineman, Tom Monahans stepped into the Mess and looked around at the chaos and right away knew he had an opportunity to tool Foster around in all this excitement. "Hey Foster, have one of your guys clear a table and a place to sit for me - I'd like to have a cup of coffee and maybe play some checkers." Foster stood there sweating looking at Monahans in disbelief, "What?" "I want to sit down in the crew's mess here and you've got all this shit stacked everywhere. Where the hell am I supposed to sit down?" "Go back to the goat locker where you belong, you old fart, and stop bothering working people!" "Foster, I don't think you

understand the situation here. I'm a chief petty officer in the United-by God-States Navy and I'm entitled to unlimited coffee, three hots and a flop. That's what the recruiter told me. God damn it Foster, it's regulations for Christ's sake!" Foster was smart and knew when he was being tooled around because his tormentors nearly always made their demands during impossible times like this and even though he knew it, he still got all excited and took them about halfway seriously. "Monahans? I'm telling you this once," As he pointed, "there is the coffee machine, there are the mugs. Get your fucking coffee and clear out of my compartment!" "OK, God damn it, that's enough! Where is the COB? I don't have to take this shit from some cook!" "He's topside you jerk, handing down all this shit. Come on, I'll escort you up there so you can tell him your problem. I want to see him kick your oily ass over the side...probably leave a slick. Then he'll put a lazy ass, son-of-a-bitch like you on the working party!" By now Foster was laughing so hard, he had to put down the box he was holding, while Monahans tried to keep a serious face on, looking pained as he turned with his fresh mug of coffee and headed aft, "I may have faults, but by God I know when I'm not wanted." Monahans was laughing as he stepped through the watertight door into the Forward Engine Room. The engines were running and the third class on watch, in charge of the battery charge, leaned to within one inch of the chief's ear and asked what was so funny.

Enginemen were completely comfortable somehow able to communicate while standing between two running 1800 horsepower Fairbanks-Morse diesels set five feet apart. Only enginemen knew how they did it. They were a whole breed apart on the subs, going on liberty and sticking together. Tex once told Shorty that he went on liberty with four enginemen one time and he'd never do it again. He said, "Next time I have that urge, I'll just walk out the main gate and go straight to the Shore Patrol offices and just turn myself in. I'll save a lot of time and money that way." Pierce watched as the last box of stores went down the hatch and scampered down after it. He finally found Foster who was only six feet away hidden by boxes. "You going to be OK Tuck?" "Yeah COB, we'll be fine. It will take all night though, and breakfast may be a little hairy but we'll get it done. I like doing this part myself so I know where the catsup is if you know what I mean." Tucker smiled when he said this "How the hell do you remember where everything is anyway?" Both he and the COB knew the answer to that one - Foster was just one smart son-of-a-bitch. It was 2300 hrs. when Tex and Shorty stepped back on the brow and waved at the watch. They had about all the beer, pickled hardboiled eggs, Frank Sinatra and Glenn Miller they could stand. They knew when to get back aboard because they took getting underway seriously, particularly during ~~wartime~~.

QUICK SHOTS



Billie Grieves W/ Engine 11 Crest



Mike Keating & Brandi Hershey



Marvin Huntly W/ Ron Kloch



Billie Grieves, Dick Weber,
Joe Orteba, Dick Caraker
& Don Wannamaker



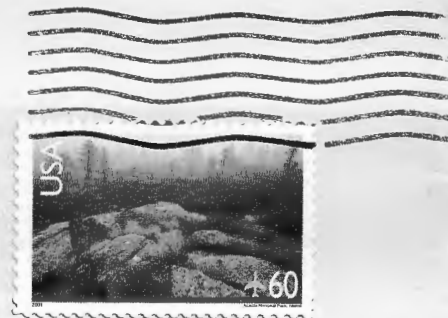
Chuck Chapman, Jim Nelson
Paying their lunch dues to
Garry Shumann



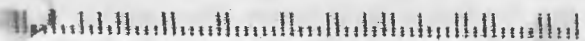
Bob May, Larry Rankin
& Billie Grieves

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<http://perch-base.org>



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Join us at the Veterans Day Parade:
November 11th