



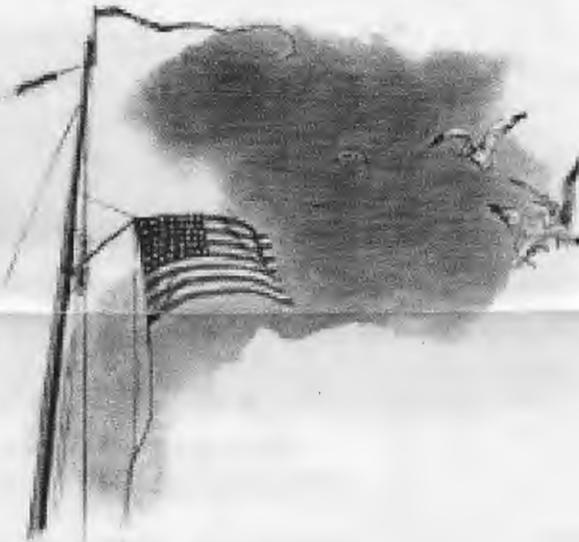
December, 2002
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<http://perch-base.org>

USSVI CONVENTION SCHEDULE
RENO - 2003 - August 31 - Sept. 7

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Lest We Forget Those Still On Patrol

DECEMBER ETERNAL PATROLS

USS Sealion	SS 195	Dec. 10, 1941	5 men
USS S-4	SS 109	Dec. 17, 1927	34 men
USS F-1	SS 20	Dec. 17, 1917	19 men

Don't Forget!
 Next regular meeting is Jan. 11, 2003
 American Legion Post #62
 11001 N. 99th Ave. at 1200 hours
 Lunch provided at \$3 a head

The Diesel Boat

As waters cool and loved ones grieve,
From the pier the boat would leave
Past the point in misty shroud
Ghostly engines fading from aloud

Underway through history's troubled pages
Carefree dolphins marked the way
Slipped beneath as ocean rages
Leaving none with which to play

She would strike a crowing enemy
A spreading fatal blow
That gave the god's of the rising son
The taste of fear to know

No markers herald their watery graves
Under wind swept seas and rolling waves



Silent sailors on eternal patrol
Scan endless skies for kindred soul

Once more she sailed from lonely piers
As cold war drums beat mortal fears
To enter dark waters of the snarling bear
And bring home secrets hidden there

Now these warriors of the deep
Rust at pier side as we weep
Forgotten by all but those that rode
And lived their lives by silent code

When I at last cede this salt water earth
Lay me down on a submarine's berth
Let me hear again the engines roar
And sound the klaxon's song once more

So set the course for heaven's gate
Though the day grows long and the hour late
I must report to those who wait
For this then is the submariner's fate

By Robert King ("RC")

Page 2

Sailing Orders



CHRISTMAS PARTY **Saturday, December 14**

The deadline for reservations was Dec. 3 to allow for a complete list of attendees to get to the Air Force. This should make base access through security a lot easier at Luke. This year, it's going to be better than ever!

When:

Dec. 14, 2002

Where:

We will be at the NCO Club, on base at Luke. Enter at the main gate, just north of Glendale on Litchfield Road. Glendale dead ends at Litchfield. You can take Litchfield South or North, whichever may be the case from I-10, Northern, Camelback, Indian School. The club is on the right hand side, less than 50 yards past the gate.

Time:

18:00 cocktails 19:00 sit-down dinner

Menu:

Choice of: Sliced Roast Sirloin of Beef with Baked Potato or Roasted Stuffed Chicken Breast with Mushroom Gravy and Rice Pilaf (includes tossed salad, vegetable, rolls, dessert and beverage).

NO DECMBER MEETING

Next regular meeting is Jan. 11, 2003
American Legion Post #62
11001 N. 99th Ave. at 1200 hours
Lunch available at \$3 a head

From the Wardroom

Here we are winding down towards the end of another very productive year at Perch Base. We have seen many things done that we can be very proud of and have set a very high standard for ourselves in the years to come. None of this would have been possible if it were not for the many members that have stepped up and helped shoulder the load. There are so many that come to mind and it is not my intention to step on any toes but would like to mention some of the members of our base that have been there when the need arose and have been the backbone of our base.

Vice Commander Glen Herold, Secretary Ed Brooks, Treasurer Bob May, Past Commander Don Wannamaker, Membership Chairman/MIDWATCH Editor/Webmaster Ramon Samson, Chief of the Boat Doug LaRock, Chaplain Howard Doyle, Storekeeper Gary L. Shumann, Public Relations Ben Acosta, Historian and Founding Base Commander Jim Newman, our current MIDWATCH Editor Chuck Emmett, Lister Hillman, Tom Tilley and all the members that support our base with donations and attendance at our base meetings.

A goal that we have discussed in the past is the formation of a speaker's bureau to work with not only local schools but also the Navy Recruiting district. Anyone interested in this type of program please let that desire be known to any of the base officers. In addition we have initiated a program to provide for annual donations to support the United States Submarine Veterans Charitable Foundation. We are also looking into ways we can be more supportive of our meeting host, American Legion Post 62. We are soliciting ideas for a place to host our annual picnic plus more ways we can be of assistance to our heroes the Sub Vets of WWII.

During this past year your Commander and Vice Commander have been assisting with the maintenance of the Perch Memorial located at the National cemetery. We would like to have more of the base members getting involved with the upkeep of this memorial and am looking to have someone step up to head this project. If you would like to help out here please contact Commander Harnish.

As we move into the holiday season all of us in the Wardroom wish to pass to each of you the best for a safe and sane holiday season and a prosperous new year.

Fraternally,
Dave Harnish, Commander



Submarine Veterans Charitable Foundation (USSV CF) News

The USSVI Charitable Foundation is where individuals and groups can donate tax deductible monies for submarine veteran related charitable causes. The Foundation has set new goals to make a greater impact on the submarine veteran communities. Remember, the Foundation intends to bring in more money and manage the funds more efficiently.

In supporting the USSVI's purpose, the Foundation will provide funds for scholarship endowment, submarine libraries, submarine memorials, meals for needy submarine sailors and their families and other needs identified. The Foundation is a conduit for us, the submarine veteran community, to routinely make tax deductible contributions to preserve the memory and benefit those that served and are serving in the U.S. Submarine Service.

Children of our own members have benefited from the Foundation's Scholarship Fund and many more will in the future. Each dollar given to the Foundation is like a seed when others match the contribution; the funds grow and allow good things to be accomplished.

Those interested should write their check to the USSV CF and send it to:

*Treasurer USSV CF
John A. Andersen
c/o Andersen, Horie & Co
702 South Primrose Ave.
Monrovia, CA 91016*

Your Foundation needs your committed support. Send your check today and then each year, celebrate the anniversary of earning your dolphins or other event by sending a tax deductible check to the USSV Charitable Foundation. Give until it feels good!

November Meeting Minutes

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 1300 hours, 9 November 2002. The meeting was called to order by the Base Commander - Dave Harnish.

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 23 members and 1 guest attending the meeting according to the sailing list.

The members welcomed new member Charles Alaniva with a round of applause. Charles recently moved to the area and transferred his membership to Perch Base.

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 of the first day of November, 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 AND COMMITTEE CHAIRMEN

Vice Commander - Glenn Herold reported that a storage site had been located for the Perch Base parade float. Arrangements were made with the manager of a facility at the corner of Dobson and University in Phoenix. The storage is free, but, the Base is required to show evidence of insurance to protect the facility's owners. Glenn estimated that a policy with a face value of approximately \$3,000 would suffice.

Ray Samson reporting for the Membership Committee indicated that the annual letter for membership renewal will be out this week. He also invited everyone to log on and check out the updated Perch Base Website (www.perch-base.org) where more information and new links to other sites were added.

Newsletter editor - Chuck Emmett announced that the newsletter is now capable of being down loaded from the Perch Base Web Site. Everyone should down load the

newsletter and let Chuck know if there are any problems with the process.

OLD BUSINESS

There was no Old Business brought to the floor.

NEW BUSINESS

Dave Harnish briefed the members on the schedule of events and arrangements for participation in the Phoenix Veteran's Day Parade to be held on November 11th.

Dave also briefed the membership on the efforts to establish the USS Razorback Memorial in the Port of Little Rock, Arkansas and encouraged members to send personal donations to the memorial to help get it set up and running.

Dave informed the members of the dates and arrangements necessary for attending the 2003 USSVI/USSV-WWII Combined Convention in Reno, Nevada. Recreation Vehicle owners are also being offered special rates in some of the Reno RV Parks for the convention. Those interested should contact Dave.

Once again, Dave asked the members to be supportive of the American Legion Post #62 in order to repay them for their hospitality and support of the Perch Base.

Ed Brooks, who was recently appointed to the US Submarine Veteran's Charitable Foundation, briefed the members on the ongoing efforts to raise funds and support the worthwhile causes sponsored by the Charitable Foundation.

GOOD OF THE ORDER

There were no issues brought to floor for the Good of the Order.

50/50 DRAWING

The 50/50 raffle was conducted and Royce Pettit was the winner. Royce exhibited his benevolence and contributed the winner's share back to the Base Treasury.

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.

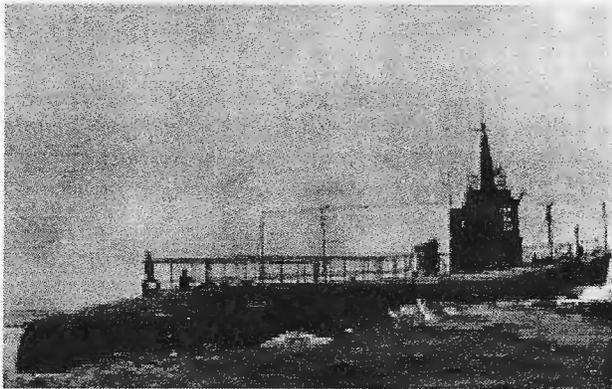
The meeting was adjourned at 1340 hours.

(Edgar T. Brooks – Base Secretary)

Eternal Patrol November 8, 1944

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

U.S.S. Sealion (SS-195)



The first submarine victim of enemy action was USS SEALION (SS 195). The start of the war on December 8, 1941 found her, along with USS SEADRAGON, in the final stages of overhaul at the Navy Yard, Cavite, Philippines. Both ships were scheduled for completion on December 12th.

Despite frequent air raids in the Manila area during the first two days of war, enemy planes waited until the third day to pay a visit to the Navy Yard in Cavite on the afternoon of December 10th. The air raid alarm sounded at approximately 12:30 PM as 54 enemy planes zeroed in on the shipyard.

SEALION, nested at Machina Wharf, had SEADRAGON inboard and the minesweeper BITTERN outboard. All hands, with the exception of the Commanding Officer, LCDR R.G. Voge, the Executive Officer, LT A. Raborn, and three men, were below decks. LCDR Voge saw the first wave of bombs land 100 to 200 yards astern of SEALION and noticed that the planes were too high to reach by machine gun fire. He immediately ordered all hands below. It was a wise decision.

The second wave of bombs hit the ship almost simultaneously, one striking the aft end of the conning tower, completely destroying the machine gun mount that had been vacated just moments before. The bomb exploded outside the hull a few feet above the control room, which was occupied by the majority of the crew who would surely have been killed, had the bomb exploded inside. While the SEALION crew was spared from that initial blast, a fragment of the bomb pierced the conning tower of the inboard SEADRAGON killing ENS Sam Hunter, the first submarine casualty of the war.

Seconds later another bomb passed through the main ballast tank and the main pressure hull and exploded in the after engine room, killing four men working in the compartment – electrician mates Foster, O'Connell and Paul, and machinist mate Ogilvie.

The explosion also flooded the aft engine room causing SEALION to settle in the mud aft while the forward engine room and torpedo room slowly began to flood as well. When the ship had finally settled the remainder of the crew escaped to safety while 40% of the main deck was underwater with a 15-degree list to starboard. All motor controls, reduction gears, and main motors were destroyed, totally immobilizing the ship.

The damage to the ship would normally have been considered non-fatal had there been overhaul facilities available for repair. SEALION wasn't so lucky. The bombing that wrecked the ship had also destroyed the Navy Yard and the closest repair facility now lay 5,000 miles due east at Pearl Harbor, Hawaii.

Considering the war situation at hand, it was impossible to tow SEALION that distance. On Christmas Day, 1941, after the removal of all gear of value, such as gyro, radio and sound equipment, three depth charges were exploded inside the ship to prevent her from falling into enemy hands.

U.S.S. Virginia (SSN-774)

Subs Sailing Wave Of The Future

As technology changes, simulators provide crews with feel of the real thing

By Robert A. Hamilton - More Articles Published on 10/31/2002

Groton, CT — When the USS Virginia goes to sea in 2004, it will represent perhaps the most radical change in submarine design since the Navy's first underwater fighting vessel in 1900.

The ship's wheel has been replaced with a joystick. Valves



and knobs will be operated from a touch screen from the control room instead of manually by sailors walking through the ship. And when the captain orders a specific depth and heading, computer controls will get the ship there automatically.

Previous submarine classes represented incremental changes from their predecessors, so most crewmen could walk in and understand most of the ship right from the start. But the Virginia will be so radically different it will take months for sailors to make the transition.

So, even though the Virginia won't go to sea for another 18 months, crewmen have logged more than 200 hours at "cyber-sea," familiarizing themselves with the pioneering technology thanks to a new simulator at the Naval Submarine School.

The experience is so detailed that trainees can hear the whine of electrical motors and the hum of ventilation ducts. The entire room rocks and rolls if trainees pilot it near the surface in a simulated storm.

"In the very beginning, you're a little overwhelmed," said Machinist Mate Chief Scott McIntire. "Then it's almost like a big toy, and you want to play with it. But after a couple of sessions, you get down to business."

The submarine is so different that instead of a helmsman who controls the right-to-left movement of the ship at one wheel, and a planesman who controls the up and down movement at another, a pilot and copilot can both send the ship in any direction using a joystick.

Both control stations will have access to four screens that can call up a vast amount of information. One screen emits data on the ship's speed, depth, pitch and heading. Another displays the level of water in the ballast tanks. A third provides details on whether the ship is rigged for a dive, and on and on.

"It's a real paradigm shift," said Senior Chief Machinist Mate Joseph Blackwell. "This is the wave of the future."

The informational screens available to the pilot and copilot represent a major advantage - the two men, usually senior petty officers or chiefs, will be able to tell what is going on throughout the entire ship with one touch on the screen. But they also can be seen as a disadvantage, at least to some degree.

"The first few times we came into the trainer, it was very overwhelming - the amount of information on the screens," said Lt. Scott Hughes. "It gets a little easier after you've worked at it for a while."

But the Virginia's captain, Cmdr. David J. Kern, said it's

just a question of learning which of the screens are most important at which time. "It's like the first time you sit down behind the wheel of a car," Kern said. "If you've never driven before, it's overwhelming trying to figure everything out. Then you learn how to do it and you wonder why you ever had a problem."

McIntire joined the Navy in 1986, serving first on a Polaris-missile submarine that has since been decommissioned. After his time in the Virginia simulator, he's not longing for the old days, he said.

"Do you still ride a horse to work?" McIntire asked. "That's the kind of difference we're talking about. There's no comparison between the two."

EB builds simulator

Electric Boat designed the Virginia and in cooperation with Newport News (Va.) Shipbuilding will build the expected 30 ships in the class. EB developed its own simulator even before the Virginia was taking shape, to begin testing some of its design concepts. Crew members took turns in the simulated control room and were asked for their impressions about how to improve it.

The original display screens, for instance, had some harsh colors that were intended to put across information quickly and clearly, but the newest versions use light greens and blues and other soft colors, to take the strain off eyes that will be staring at them for hours each day.

"Those kind of changes came after a lot of discussions about human factors," said Pat O'Neill, manager of the Virginia ship control trainer program at EB. Once the simulated control center was completed, the company started to work on how to install it at the Sub School. In the past, simulators have been mounted on huge hydraulic rams that bounce the unit around to simulate being at sea. For the Virginia trainer, the decision was made to use an all-electric system, which is smoother and has a quicker response time to helm commands.

The finished trainer was the size of a small cottage and weighed about 30,000 pounds. One whole wall of the building had to come down to get it inside. "Our requirement was to put in the largest trainer that we could fit in the room," O'Neill said. "We had an inch-and-a-half of clearance on each side, and two-and-a-half inches on the top."

The result is that the school has a control center that has the exact same touch screens as will go to sea on the Virginia, and when the sailors enter an order to turn, dive or surface the ship, the whole room tilts to give you a sense that you are on board a real submarine that is carrying out those orders. And in the back of the room,

Chief Electronics Technician John Maus hovers over the instructor's terminal, where he can increase wind speed or wave action, disable the reactor, jam the diving planes, or throw dozens of other problems at the crew to test their knowledge of the new systems.

"One thing this system has is the processing speed," Maus said. "The Seawolf trainer can handle three or four casualties at a time. This one, there's no limit."

New periscope

The simulator is giving the crew of the Virginia its first taste of what it will be like to take 21st century technology to sea. Kern, the captain, said for the first time the graphic display will show the depth to the bottom from the bow, the stern, and several locations on the submarine, which is



critical. He noted that on a submarine that is longer than a football field, even a few degrees difference in angle can translate to 25 or 30 feet difference in depth. "If you're in very shallow water, that 25 feet is going to be very important," Kern said.

But it is only the beginning, Kern said. For instance, the finished submarine will be the first built with a photonics mast, a fiber optic cable and camera that will take the place of the traditional periscope that operated on the same principles developed early in the last century. The new periscope will allow a captain to pop up the camera, shoot off a couple of hundred images covering 360 degrees around the boat, and then pull the scope down quickly. Then, instead of sneaking a peak before enemy radar picks up the periscope, the images can be studied at leisure with the attack center team.

The tighter ship controls and increased stealth of the Virginia are going to be particularly important as the Navy focuses more on near-shore areas, and assigns submarines an increasing share of mapping enemy minefields or inserting commandoes. "The 688s that make up most of

the fleet right now are doing the job," Blackwell said. "This ship is going to give us the tools to go and do it better."

For more in-depth information on the Virginia-class nuclear boats, check out the internet at:

http://www.fas.org/man/dod-101/sys/ship/docs/virginia_class.htm

"After Battery Rat"



More Cold War Secrets Revealed

by Bob 'Dex' Armstrong

Here are a few more smokeboat secrets now safe to expose.

1. You can steal anything not welded to the hull on a tender if it will fit in an empty mail bag and you can carry it off the lower brow.
2. If you can obtain an officer's hat with scrambled eggs on the visor, you can get any heavy equipment operator in any navy yard to do whatever you want. You just put it on your head, look up at the crane operator make a few aboriginal hand gestures and watch a two-million dollar contraption the size of an office building pick up a skid of head paper and sit it on deck... It was like they saw teenage three-strippers every day.
3. At two A.M. 0200... Marine gate guards will accept a folded up one dollar bill and a blue laundry receipt as an authorized I.D. and liberty card... If you flash it and yell,

"Make it quick I gotta pee."

4. On a slow night a Norfolk hooker will take you home so you don't have to pay for a room for an hour. In 1959 this secret was worth \$ 7.00.

5. The pay toilet at the Jolly Roger (last one from the door) took your fifteen cents and wouldn't open.

6. The Coke machine at the main N.O.B. geedunk was always empty.

7. For a box of Whitmans' chocolates the honeys at the Motion Picture Exchange would toss in a couple of decent sea print films reserved for bird farms with low hull numbers.

8. It was not smart to exit the Receiving Station with a still warm DD-214 and ask the first four-striper you met outside the gate, "Hey sailor, you got a light?"

9. If you use a paint punt and crawl through the big limber holes up near the bow planes on a dark night, you can go pressure locker shopping for neat stuff. The topside watch on your boat has to lure the topside watch on the K-Mart boat aft and toss him a smoke and exchange a couple of bullshit loaded sea stories for the length of the shopping expedition. If the Bear-Trap access to escape trunk is open... Skip shopping if you are not an All Navy Heavy Weight Boxing Champion.

10. If you can steal a boat hook from a visiting boat from another squadron paint it gray and stencil '481-SPARE' on it, you can trade it back to the leading seaman on the visiting boat the next morning for at least 5 skin books. Do not do this with boats in your squadron. They know the drill and always have a guy in the deck force big enough to give you a busted nose in trade.

None of this was in Blind Mans Bluff, a book with no practical information for bluejackets at the Rat Level.



Kings Bay's Loss is Bangor's Gain

NAVAL SUBMARINE BASE BANGOR

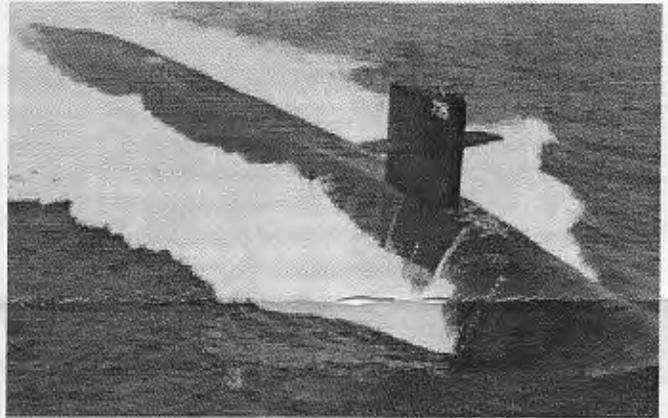
Pennsylvania becomes part of Kitsap

By Chris Barron
Sun Staff

(Published in The Sun: 10/18/2002)

For the first time in 15 years, a new submarine will call Bangor home

ABOARD USS PENNSYLVANIA — The rumors of gray, gloomy skies and nearly year-round rain had more than circulated through the corridors of the Trident submarine



USS Pennsylvania.

Many who'd never been west of the Mississippi weren't overly excited to come to the Northwest.

Sonar Technician 2nd Class Steven Earl, however, knew better. He knew word of the weather's dreariness was greatly exaggerated. And Thursday certainly proved him correct.

Marking the first Trident homeport change in 15 years at Naval Submarine Base Bangor, the Pennsylvania pulled into port and into its new home as the sun set over the Olympic Mountains.

Greeted by yelling, screaming family members, the crew got its first look at West Sound and its bright, cloudless skies.

Earl, 42, who's lived in West Sound for 20 years, rejoined the Navy in late 2001 after retiring in 1992. He tried to educate those aboard the Pennsylvania that West Sound was a great place to live.

"Yes, I told them how all the talk about the weather was greatly exaggerated," said Earl, who lives in Purdy along with his wife, Robin, three daughters and one son. "However, I told them that word did leak out and half of California moved up here.

"It's shocking to most people that we have great weather during the summer and fall. And if you like the outdoors, there's no place better."

Machinist Mate 2nd Class Aaron Godwin hugged his wife, Jana, who moved to the area a few months ago when the Pennsylvania left for its deployment.

Although nearly half the Pennsylvania crew opted to switch to other subs or shore duty to remain in Kings Bay, Ga., the couple from Amarillo, Texas, looked forward to a new life in West Sound.

"Kings Bay is a swamp," Aaron said. "I'm glad to be here."

"We like the mountains," Jana said. "I've been here since July, and I really like it."

On Thursday, the Pennsylvania's 166-member gold crew got its first look at Bangor. Most of the blue crew — a Trident sub has rotating crews — has been in West Sound for nearly three months.

In all, close to 200 families will move from Georgia to Bangor. All of the blue crew families have moved and just 35 of the 90 gold crew families are here.

"It's a huge undertaking," said Cmdr. Ken Perry, commanding officer of Pennsylvania, of switching home ports. "It's a difficult thing. I've had terrific help doing it."



The last Trident to switch home ports was USS Nevada, when it came to Bangor. Since then, 10 Tridents have remained in

Georgia and eight at Bangor.

Thus, many sailors who have served aboard USS Pennsylvania and other Kings Bay-based subs were hesitant to move cross country.

That's when the Navy gave many the option to switch subs, leaving room for many former Bangor sailors who wanted to get back to the Northwest.

"There was some initial inertia to overcome from some guys who had roots in Kings Bay," Perry said. "But we

went out and advertised and said we'll give you a first-class ride to your new home.

"We've got a lot of high-energy people aboard who used to be in Bangor and wanted to get back."

The arrival of the Pennsylvania begins a year of change and transformation within Bangor's Sub Group 9 fleet when two new Trident subs will arrive, two will leave for the East Coast and two will undergo three-year refueling and conversions at Puget Sound Naval Shipyard.



In two weeks, USS Florida will switch home ports to Kings Bay before moving to Norfolk, Va., in 2003 for a three-year refueling and conversion to cruise-missile launcher. USS Georgia is set to follow in 2004.

In one month, the Kentucky, another Kings Bay sub, will become the second Trident to switch its home port to Bangor.

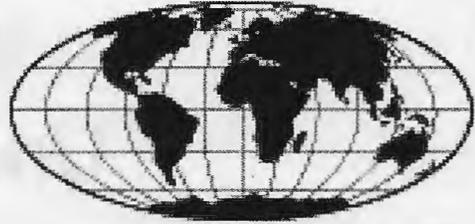
At that time, USS Ohio, the oldest Bangor submarine, will head to Puget Sound Naval Shipyard to become the first Trident to be converted to a cruise-missile launcher. USS Michigan, another Bangor-based sub, will follow a year from now.

Also, with the completed conversions of Bangor-based USS Alaska and USS Nevada, and the arrival of Pennsylvania, the base's transformation is under way. As of September, Bangor had no D-5 subs. It now has three carrying the larger, more powerful and accurate D-5 nuclear missile.

"A few years ago, every one of these (Bangor) subs were the same," said Rear Adm. Bruce Engelhardt, commander of Submarine Group 9. "They all carried the C-4 missile, they all had the same style and they were all built very close to the same time.

"We're now a lot more diverse. It's a big change and makes us more flexible."

Around the World



Reprinted from . . .

RUSSIAN
Observer.com

Available on the web at:

<http://kursk.strana.ru/english/>

The silent service hails a new warrior

Michael Stedman

04.12.2001

Super-silent Gepard, awesome new flagship of Russia's submarine fleet, ceremonially took to northern waters of the White Sea under navy colours today (Tuesday) at a ceremony going some way to easing the wounds of the Kursk disaster and restoring marine service morale. It has been hailed as Russia's first nuclear-powered submarine of the 21st century.

The 110-metre-long craft is the last in a fleet of 14 Bars series submarines to be constructed. It displaces up to 12,770 tonnes, dives to a maximum depth of 600 metres and makes a top speed below the waves of 35 knots.

Gepard is served by a 63-strong crew and has an armament potential of 24 nuclear-tipped Granit cruise missiles with a range of up to 3,000 kilometres. It also carries a Strela anti-aircraft weapons system. Though much smaller than the wrecked Kursk, Gepard is viewed as the most formidable ship in the Russian Navy. Construction began in 1991.

Western naval observers say the submarine's arrival is an important step forward. U.S. experts believe Gepard may move as fast and as quietly as America's best fully-operational boats of the Los Angeles class, and have the



Head-of-state Vladimir Putin met the crew and sent the missile-armed, torpedo-carrying boat - named Cheetah in English - into service after successful sea and weapons trials under the blue and white Russian fleet flag of St. Andrew. The ceremony, at Severodvinsk in the Arkhangelsk region where the vessel was built, was attended by Russian Navy Fleet Admiral Vladimir Kuroyedov and the chief of the Russian General Staff, Anatoly Kvashnin, RIA Novosti news agency said.

Navy officers have already applauded the boost to pride that comes with the new vessel. Commander-in-chief Kuroyedov is on record as calling it symbolic for the lost boat to be replaced by a new submarine, noting that Russia was advancing to building a new fleet which will be a tribute to the sailors who died on Kursk.

capacity to dive deeper and harness more firepower, according to a report on the U.S. ABC News international website.

The new boat is named to honour a World War 1 Russian submarine. As a comparison, its forerunner moved at 8.5 knots and submerged to a maximum depth of 50 metres. Its arsenal was two cannon, a machine-gun and 12 torpedoes.

An official act transferring and commissioning the new boat was signed at the Sevmashpredpriyatiye industrial plant at Severodvinsk yesterday.



Underway Shots

Veterans Day 2002

Perch Base joins with the Palo Verde Nuclear Generating Station whose employee veterans and dependents carry flags representing 50 current submarines.



The Perch Base "Gang" on the 1942 City of Goodyear fire truck. Originally ~~very~~ issue, the fire truck was part of the old Naval Air Station Goodyear during WWII. The truck was transferred to Goodyear when the base closed.

Most of the entire group -- Perch Base and Palo Verde -- gather for a group shot at the staging area. And then the wait began. It's rough being entry #90.



Built during the 1950's, this float-mounted model of the battleship Arizona is currently owned by the Naval Recruiting District of Phoenix. According to the "skimmers" from the District, the model is sea-worthy, but needs some propulsion work. The ship is conned from an operator position within the bridge superstructure. This float, and the Bang sail, were big hits in the parade.



A real "old salt," Lou just walked up and started talking. He was wearing the same uniform he had when he got his DD-214 (or whatever, then) in 1947! That's him with Base members and Commander Rick Nicklas, CO of Naval Recruiting District, Phoenix. Lou walked with us nearly all the way through the parade!

Life Membership

WHAT: If you are a Life Member of USSVI, you are eligible to receive a Specialized Life Card customized to have a sub picture and Hull number of your Qualification Boat, OR the boat you were COB on OR CO on... Your choice! We've got the photos of all the boats.



WHY: This is part of a fund raising project for the USSVI Charitable Foundation. You make a minimum \$ 50.00 tax deductible donation to the USSVCF and we'll send you a personalized Life Membership Card. You can even designate the particular fund you want your donation to benefit.

HOW: Call the National Office for details at 1-877-542-DIVE.



Return To:

**U. S. Submarine Veterans, Perch Base
13210 N. Lake Forest Dr.
Sun City, AZ 85351-3252**

<http://perch-base.org>



85006+1128 14



**Christmas Party - December 14
Next regular meeting - January 11, 2003**