



December 2007
Volume 13 - Issue 12



*What's "Below Decks"
in the Midwatch*

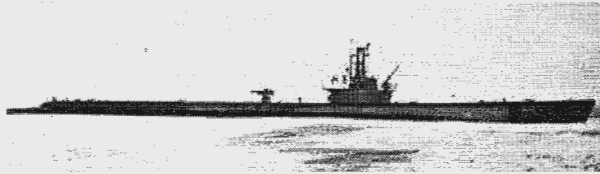
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Lest We Forget Those Still On Patrol

DECEMBER ETERNAL PATROLS

USS Sealion	SS195	Dec. 10, 1941	5 men
USS F-1	SS20	Dec. 17, 1917	19 men
USS S-4	SS109	Dec. 17, 1927	34 men



**THE LAMENT OF THE LEAPIN' LIZ
(U.S.S. Lizardfish SS 373)**

*The Leapin' Liz was prowling the seas
When it happened one early morn
And the thing that caused the commotion
Was one blast of the diving alarm!
Now the cause of the excitement,
Which luckily did no harm,
Was the O.D. in buzzing the Captain
Had sounded the diving alarm.*

*Beneath the lighted Christmas Tree
Willard Passo stood his watch
With hair upon his mighty chest
As he scratched his itchy crotch.
Now Willard, being on the ball,
Heard this single blast.
And racing to the manifold cried,
"A target's here at last!*

*The engines now were all secured
The induction closed with a spat.
The O.D. asked the Quartermaster,
"Now what in the hell was that?
"That was the Main Induction, Sir
I'm ready to close the lid.
Didn't you sound the diving alarm?"
"Let's see now, maybe I did."*

*The O.D. was wondering what to do
When one of the lookouts cried,
"They're about to take her down, Sir,
And leave us on topside!"
The O.D. didn't realize*

*He had caused so damn much trouble,
Until he looked and saw the Captain
Come a-running on the double.*

*After the flail was over
And the Liz resumed her prow,
The O.D. turned to the Captain
Expecting a "Mark One" growl.
"Cool head, my man," the Captain said,
"Don't think that I'm so ill
That I can't distinguish incompetence
From a little more good drill."*

*There's a moral to this story
Which should be told before we're done,
When you want to go down in a hurry
Two blasts are better than one.*

by Bill Grieves in the Java Sea



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Sailing Orders



PERCH BASE Christmas/Hanukkah Party December 22

See Web Page for full de-
tails

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

Next Meeting
Saturday, December 15, 2007
12 noon

A.T.C.A. (Airline Training Center of Arizona)
LUFTHANSA FLIGHT TRAINING
1658 South Litchfield Road, Building # 104,
Goodyear, AZ 85338-1509



Registration Form

**3rd Annual Southwest / Western Combined Regional Caucus
For US Submarine Veterans WWII and US Submarine Veterans Inc.
Hilton / Fairfield Hotel Albuquerque, NM 7 - 12 April 2008**

US Sub Vets WWII _____ US Sub Vets Inc. _____ Chapter _____ Base _____

(If you belong to both, please check both)

Name _____ Wife's Name _____

Address _____ Other Attendees _____

City _____ State _____ Zip Code _____

Phone (Home) _____ Cell _____

Emergency Contact Name _____ Phone _____ Relationship _____

Organization Title _____

Date you Qualified _____ Age of men over 90 _____

Number of War Patrols _____ Number of Patrols after January 1947 _____

Will you volunteer to help out with scheduled activities? Shipmates _____ Support Group _____

Did you have command of a US Submarine _____ Salvage Ship _____ Tender _____

Joint Boat Reunions Welcome. Please make your own hotel arrangements.
If you would like a Sales Table contact hotel upon arrival (\$35.00 per table).
*If you need to rent a wheel chair, see hotel section of this form for information.

Please register by 15 February 2008 to help us with the planning this Caucus.

Please select the entrée you would like in items 6, 7 and 9.

	Activities	No.	Total
1	Registration Fee - \$12.00 (Nonrefundable)		
2	50 / 50 Raffle Tickets - \$1.00 each or 6 for \$5.00 (You do not have to be present to win the 50/50) Many outstanding prizes to be given out using these tickets		
3	SOS Breakfast \$15.00 per person		
4	Navy Bean Soup Lunch - \$12.00 per person		
5	Special Entertainment Night - <i>Pending</i> (Reservations and payment to be made at the Caucus Registration Desk)	?? ??	
6	Dime A Dance / Dinner \$38.00 per person. Stuffed Pork Chop or Salmon Croquettes		
7	Support Crew Luncheon (Wives, sons, daughters, widows) - \$18.00 per person Stuffed Tomato with Chicken or Club Sandwich		
8	Picnic Luncheon \$15.00 per person includes free RT buses to the Veterans Memorial Park, Cold Fried Chicken, Potatoes Salad, Baked Beans, Cole Slaw and refreshments		
9	Submarine Birthday Dinner \$45.00 per person. Yankee Pot Roast or Mexican Plate		
	TOTALS		

Make check payable to: US Submarine Veterans WWII.
Mail to Bobby Reed; 10817 Buckboard St. NW; Albuquerque, NM 87114
email - bobreed656@msn.com Home (505) 898-2982
Additional Info - Charlie Brown Cell (505) 459-2447 Home (505) 294-8428

3rd Annual Southwest / Western Combined Regional Caucus
For US Submarine Veterans WWII and US Submarine Veterans Inc.
Hilton / Fairfield Hotel Albuquerque, NM 7 - 12 April 2008



Agenda



7 April 2008 Monday		Real Early Bird Arrival
8 April 2008 Tuesday	0800 1700 2200	Registration / Sales Area and Hospitality Rooms Open Registration / Sales Area Closes Hospitality Room Closes
9 April 2008 Wednesday	0800 0930 1000 1100 1200 1300 1700 2200	Registration / Sales Area and Hospitality Rooms Open, SOS Breakfast Breakfast, Registration / Sales Area and Hospitality Rooms Close Getting Underway Briefing Presentation - How to build a Virginia Class Sub - Dick Brown Lunch - On your own Registration / Sales Area and Hospitality Rooms - Open Registration / Sales Area Closes Hospitality Room Closes
10 April 2008 Thursday	0800 0800 0900 1000 1100 1200 1700 1700 2200	Registration / Sales Area and Hospitality Rooms Open Arizona Wives Meeting California Wives Meeting US Submarine Veterans Support Group Meeting Support Group Social Support Group Luncheon Registration / Sales Area Closes Special Entertainment Night - Pending Hospitality Room Closes
11 April 2008 Friday	0800 0800 0900 1000 1100 1200 1300 1700 1700 1800 2200	Registration / Sales Area and Hospitality Rooms Open International Submarine Association Meeting - US Chapter Arizona Men's Meeting California Men's Meeting US Submarine Veterans - Southwest Region Directors Meeting Navy Bean Soup Luncheon Combined Men's Meeting Registration / Sales Area Closes Social Hour Dime-A-Dance Dinner with a live dance band Hospitality Room Closes
12 April 2008 Saturday	0800 0830 0900 1000 1130 1330 1430 1500 1545 1700 1800 1900 1930	Registration / Sales Area and Hospitality Rooms Open Load Buses for New Mexico Veterans Memorial Park Registration / Sales Area and Hospitality Rooms Closes Memorial Service Picnic Lunch as per seating schedule Guest Speaker Board buses to return to the hotel Hospitality Room Opens Hospitality Room Closes, bar stock auctioned Social Hour 108 th US Submarine Birthday Dinner Birthday Cake Cutting Ceremony Guest Speaker, 50 / 50 Raffle Drawing, Closing Prayer

Albuquerque is a fantastic city to visit and enjoy. Detailed information will be provided when you check in at the Caucus registration desk.

Hotel Information

Hilton Albuquerque	Fairfield Inn	Comfort Inn – Albuquerque
1901 University Blvd. NE Albuquerque, NM 87102 Tel - (505)-884-2500 (800)-HILTON (800-274-6835) FAX – 505-880-1196	Located behind the Hilton 1760 Menaul Blvd. NE Albuquerque, NM 87102 Tel – (505)-889-4000 FAX – (505)-872-3094	(located ¼ block from the Hilton) 2015 Menaul Blvd. NE Albuquerque, NM 87102 Tel - (505)-881-3210
Rooms: Single and double occupancy rooms are the same price - \$119.00 each (maximum of four people per room). Price includes free parking for cars and trucks. Free RV dry camp parking behind the Fairfield Inn.	Rooms: Single and double occupancy rooms are the same price - \$109.00 each (maximum of four people per room). Price includes complimentary continental breakfast and free parking for cars and trucks. Free RV dry camp parking.	Rooms: Double occupancy rooms - \$64.00 each. Price includes free continental breakfast and parking for cars and trucks
Make sure to identify yourself as a member of US Submarine Veterans Reservations must be made by 3/25/08 to ensure the \$119.00 rate EMAIL: ahghi-reservations@hilton.com	Make sure to identify yourself as a member of US Submarine Veterans Reservations must be made by 3/25/08 to ensure the \$109.00 rate No Email	Make sure to identify yourself as a member of US Submarine Veterans Reservations must be made by 3/25/08 to ensure the \$64.00 rate No Email

**CONTRARY TO NEWSLETTER
THERE WILL BE NO MEETING
DECEMBER 15th**

DIRECTIONS to: The Hilton, Fairfield and Comfort Inn

Directions Heading	Exit Name & Number	Directions
North on I-25	Exit: 225 – Lomas, Menaul, Candelaria	1. Take right onto Lomas 2. Go left onto University Blvd.
South on I-25	Exit: 227 – Comanche, Candelaria, Menaul	1. Continue parallel with I-25 South on Pan American Freeway 2. Take left onto Menaul 3. Turn right onto University Blvd.
West on I-40	Exit: 159 – University, 4 th Street	1. Turn right on to University
East on I-40	Exit: 159 – 4 th Street, 2 nd Street, University	1. Continue parallel with I-40 East on Frontage Road 2. Stay in your left lane 3. Turn left onto University Blvd.

Southwest Airlines offers a group rate when ten or more people book the same flight round trip. Check with your Southwest agent for details.

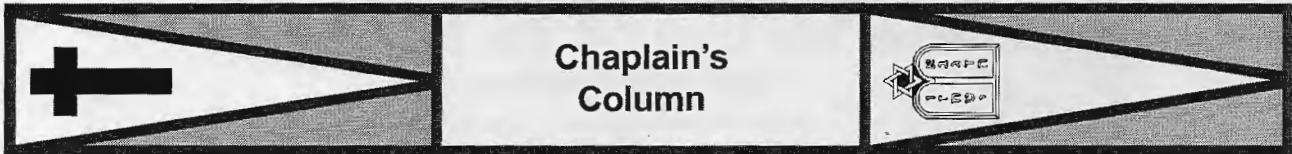
Ground Transportation – to and from the Airport and Hotels.

Support Shuttle Service - Go to Baggage Claim Area – Desk #3 for reservation or use the courtesy Phone or Call (505)-883-4966 or (866)-505-4966

Price: One Way - \$14.00 plus \$5.00 each additional person

Round Trip - \$26.00 plus \$10.00 for each person

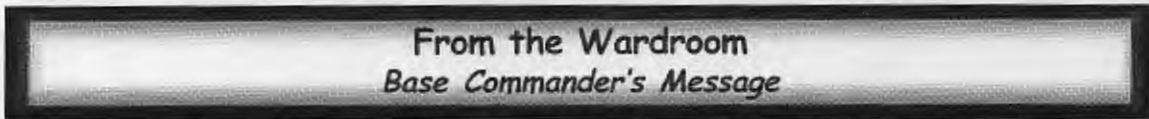
Wheel Chair Rental: New Horizons (505) 884-2492 or A & R Medical Supply (505) 256-1610



Joseph "Joe" Bernard, chaplain of the local Pigboater chapter of the U.S. Submarine Veterans of WWII and Perch Base of USSVI ended his battle with cancer and began his final patrol on Nov. 13.

Joe was the beloved husband of Sandy and a friend and shipmate to generations of dolphin wearers.

Clear skies and calm seas, Joe.



(No information had been received by press time.)

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From the Desk Of the Sea Hag
Perch Base SubVettes

(No information had been received by press time.)

*SUBVETTES MEETING
MINUTES
October Meeting*

(No information had been received by press time.)

*November
Meeting Minutes*

(No information had been received by press time.)

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Eternal Patrol December 17, 1917

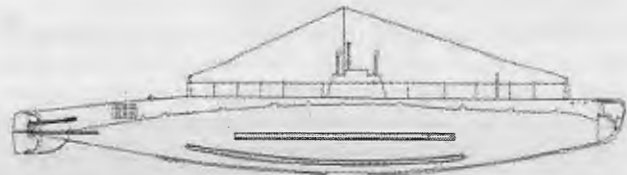
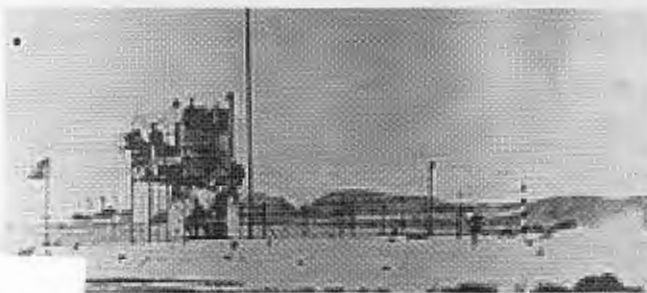
Editors Note: *Less we forget, each month, one boat on eternal patrol will be highlighted in this newsletter. Sailors, rest your oars.*

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.



U.S.S. F1 (SS-20) December 17, 1917 19 men lost



The distance from San Pedro Bay to La Jolla in California is roughly 75 nautical miles. A course connecting Point Fermin,

southern point of the Palos Verde Hills with Point Loma is 142°; the reciprocal then would be 322°T. To transit between two points, one would go south on 142° and to come back one would steer 322° In a smooth sea the F-Class marine could make the trip in about 8 hours at just less than 10 knots. Naval Instructions require that ships perform an heering test to determine both the stamina of a ship and her capabilities. Both must be known to plan strategy. The test ubmarines was to run at a constant standard speed for 48 hours. The test would see how far the ship could go in the isite time. Slowing or stopping for repairs would count against the ship's performance and reflect poorly on the ship crew. The best a ship could do, then, was to maintain a constant fairly high speed for the entire time. To do a 48-hour heering test would require six trips for the F-boats, three south from San Pedro toward San Diego and three back to orth.

December 1917, the USS F-1, USS F-3 and USS F-2 found themselves making just such a test. In the five months since United States entered World War I on the side of the Allied Powers, the US Naval Submarine Force had been thrust an unfamiliar role. Instead of combating enemy fleets trying to force our coast, they boats were performing anti-marine warfare patrols off the east coast of the US and he Azores. There was little threat to the west coast so the remaining boats there were mostly holding training exercises.

The F-class submarine was designed in the early 1900's when the role of the submarine was still very much in its infancy. Electric Boat offered the General Board several designs in 1909. These were the EB-18, EB-19 and EB-20. They were variations on the theme put forth by EB in its C and D Classes. Slightly longer than the D Class, EB-18 used gasoline engines for propulsion and had one more periscope. The EB-19 design was essentially the same, but with diesel engines. Both were too slow, the board required 14kts the -18 and -19 designs were rejected. The EB-20 design came in two varieties, diesel and gasoline. Only the diesel powered EB-20B would make the requisite



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14 kts. It was being accepted and four boats were built, all on the west coast. These four boats would be the F-class, USS F-1, USS F-2, USS F-3 and USS F-4.

The class was all single hulled boats with circular sections laid along the same axis. Their length overall was 142'-6". Their beam was a mere 15'-5". The hull was divided into three compartments; the torpedo room with the breech ends of the four 18 inch torpedo tubes, the control room with the operators for the ballast control valves (Kingstons), hydroplanes and periscopes, and the engine room with two diesel engines their dynamos and shafts. The diesel engines of the F-class couldn't be reversed so shaft reversal (or backing down) took a bit of time. The engine had to be shut down, the clutch between the engine and the main motor disengaged then the main motor started in the astern direction. The two 390 horsepower diesel engines were connected by a clutch and common shaft to 310 horsepower motors which could be used as generators for battery charging. The battery was a collection of 120 Excide cells in rubber lined steel jars. The cells were open-topped and prone to leak acid into the bilge space under them. The diesels were generally unreliable and required constant maintenance. The motors were of the open yoke type and were susceptible to electrical grounding in the damp atmosphere of the engine/motor room. The F-class and the sister class, the E, were the first EB boats to have bow planes. The fledgling submarine fleet also had the first shipboard radios on submarines. Those in the F boats were made by Finekey. (One wonders if that is the origin of the colloquial term that means hard to maintain.)

The class was involved in several incidents, not all good. F-2 had set a record on a dive on 5 September 1912 when she went to a depth of 283 feet, some 83 feet below her test depth (breaking the G-1's record 256'.) Lt James B. Howell, her CO was censured for the test. F-4 failed to come up after a routine dive off Honolulu harbor on 15 March 1915. It was the first time the US Navy had lost a submarine and its crew. Great efforts were made to reach the ship and rescue the crew, but she was in 300 feet of water and there was no hope. The hull was finally raised the next year. Investigation determined that the cause of the sinking was a structural failure of the forward battery well due to acid leakage from the batteries. This sulfuric acid electrolyte had, over a period of time, caused heavy corrosion of rivets on tank seams which, in their weakened state failed and caused flooding of the ship. The hull was eventually placed in a deep trench some 40 feet off wharf position Serria-14 on the north side of the submarine base at Pearl Harbor where she still resides.

F-2 ran into the underside of a kelp barge in August 1917, tearing off the radio antenna and the upper section of #1 scope. In October, the H-1 smacked the F-2 as the former came alongside. Hitting along frame 55, H-1 started rivets and opened seams for 40 to 50." above the waterline along an area between frames 56 and 39. Then in November, K-7 hit F-2 forward and started rivets from frame 10 to 14. All these insults had been repaired by mid December. They seemed to be sturdy boats and with the exception of F-4, safe boats.

Fog is a common factor off the California coast in winter. The plan for the engineering run included contingency of turning to seaward in case of running into restricted visibility. The engineering run started on the morning of 17 December 1917. The first leg was a run to the south with a course reversal with La Jolla light abeam to port. The three ships formed a rough line abreast and started south. The engines were running smoothly at about 292 RPM. The engines were direct drive to the screw and at this speed, the boats made about 10 knots. There was likely a current to the south of about two knots so the speed "over the ground" was nearer 12 knots. The run south was uneventful throughout the day and as the afternoon wore on, the line abreast was slightly ragged. F-2 was to seaward standing to the south on course 142° about ten nautical miles off La Jolla light. F-3 was



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two point forward of the F-2's port beam at a range of about 7000 yards. F-1 was about 2000 yards astern of F-3 on a bearing of 007°T from F-3.

Sunset occurred about 1630 the evening of 17 December 1917 and it was fully dark about 1715. The orders to the flotilla were to maintain speed as per the engineering run plan on course 142° until abeam of La Jolla light then to stand out to sea to avoid fog then to come around to such a course that would bring them to San Pedro by about 1000 the next morning. The ships were, even though together, were operating independently, not in formation. Each ship was to inform the others of course changes and speed changes. Each of the ships cruised through the calm sea with running lights on.

The F-Class had been designed without a bridge as we see on later submarines. The crews had a pipe and rail rig made up to which a canvas screen was lashed. This provided some protection from the wind and occasional spray. The captain and the Officer of the Deck were on the bridge as well as two lookouts in the conning tower. Engine orders were shouted down the hatch to the conning tower. There was a helm stand on the bridge that connected via a linkage through the hull to the internal steering stand. Air was being drawn into the ship for the engines through the air induction and through the conning tower hatch. All seemed routine but the Captain was aware of the impending danger of nighttime maneuver near land in the fog and at night.

About 1830, the ships began to run into fog that soon became thick. F-1 changed course to 165° to stand away from La Jolla and Point Loma. Being the aft most ship, she would pass astern of F-3. A radio message was sent to indicate the course change but it was evidently not received by either of F-1's companions. The OOD of F-2 was mindful of the two ships on his port hand. At 1855 he turned F-2 to the west to clear the fog and to clear the area into which F-1 and F-3 would maneuver. F-2 would stand out to sea clear of the fog then turn north for the return trip along course 322°. Just after 1900, F-3 put on 10° right rudder and began a turn to a reciprocal course of 322°. The intention was to reverse course, run to the north out of the fog and back toward San Pedro. The assumption made was that F-1 was still to port and astern. F-3's radio operator started to try to raise F-1 and F-2 on the radio to inform them of the course change and intentions.




F-3 was coming slowly about and was crossing 310° when, at about 1912, her lookouts and OOD sighted the masthead and port running light of another ship closing at a combined speed of nearly 20 knots. The OOD screamed for F-3's helmsman to put her rudder hard over to turn faster to starboard and for the engines to be reversed. The other ship was crossing F-3's bow from starboard to port. The other ship was F-1 running to the south on 165°. Seeing the lights of F-3 looming out of the fog, F-1's skipper tried to come to starboard. The combination of efforts was too slow to do anything but make the collision worse by placing the ships at more of a right angle. The resulting collision was deadly.

F-3 struck F-1 on the port side some 15' aft of the shears near the bulkhead between control and the engine room. The stiff stem of F-3 and the rounded torpedo tube bow cap punched a three foot wide by ten foot high hole in the upper hull of F-1 driving all the way into the superstructure. F-1 rolled to starboard throwing all four men who were on the small canvas and pipe bridge into the sea. F-3 pulled out of the hole with the screws reversed. Not being pushed anymore, F-1 rolled back to port and started to flood fast. The man in F-1's conning tower, seeing the water coming in below him climbed out and went upside. No one else escaped. Someone in the engine room tried to open the hatch to get out but the ship was sinking fast and water pressure on the outside kept it shut until it was too late. Those in the forward end of the boat had no chance. Nineteen men went down with the ship. The five in the water were picked up by F-3 and she made her way back to San Pedro.

In October, 1975, the USNS De Steiguer (T-AGOS-12) was using some new equipment to search for an F-4J aircraft known to have crashed in the sea off Point Loma. Her side scan sonar spotted what appeared to be a submarine in 635' of

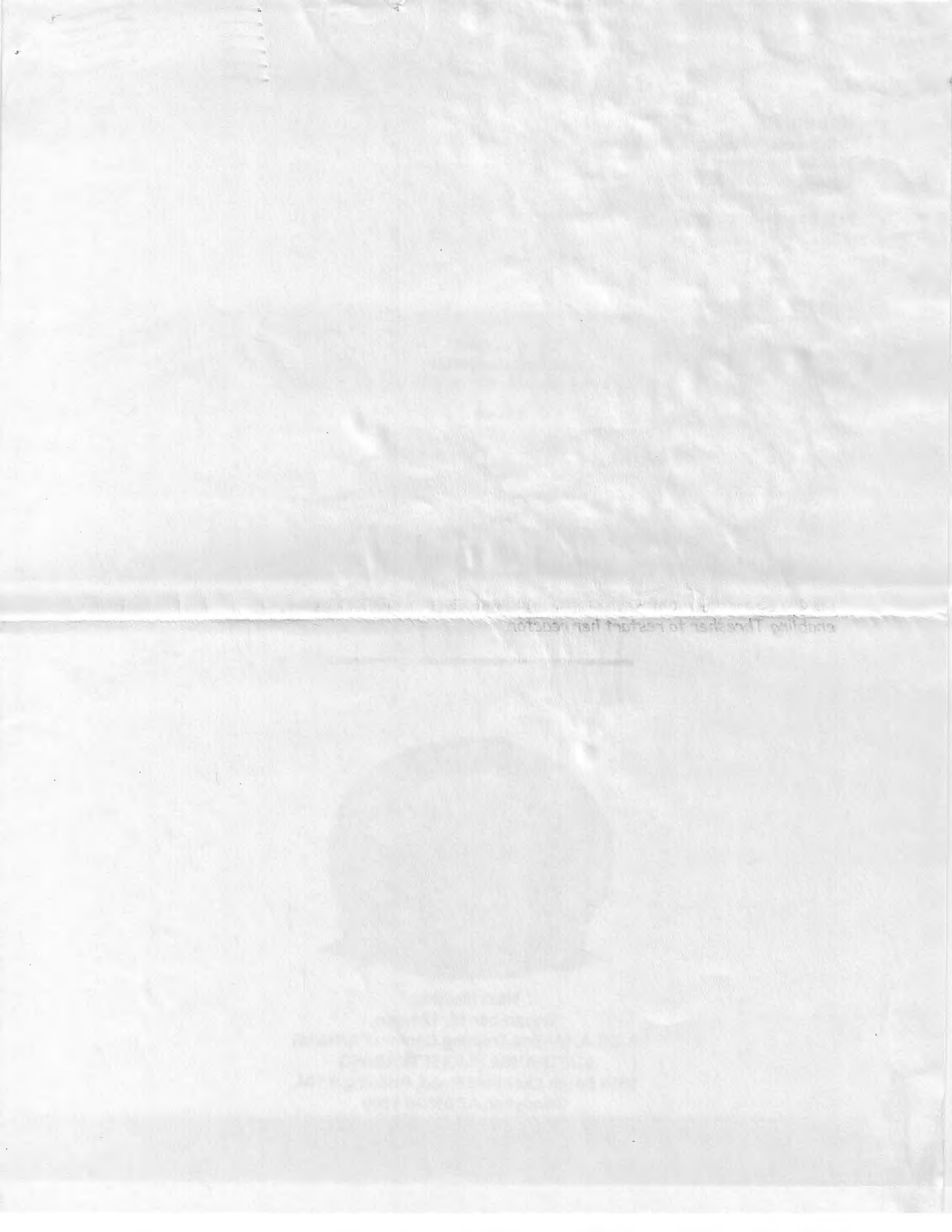
water. The hull was photographed by CURV II and again on 24 October 1975 by DSRV-2. It was positively identified as F-1. The boat is lying on its starboard side with the hole made by F-3 clearly visible. The hull is in amazingly good shape and serves as a deep gravesite for the US Naval Submarine Force's first wartime submarine loss.



 **Nautical Nuances
or,
Did You Know?**

On October 18, 1961 the USS Thresher (SSN-593) had headed south along the East Coast to Puerto Rico. While in port at San Juan, on November 2, her reactor was shut down and the diesel generator was used to carry the "hotel" electrical loads. Several hours later the generator broke down, and the electrical load was then carried by the battery. The generator could not be quickly repaired, so the captain ordered the reactor restarted. However, the battery charge was depleted before the reactor went critical. With no electrical power for ventilation, temperatures in the machinery spaces reached 60°C (140°F), and the boat was partially evacuated. The USS Cavalla (SS-244), however, arrived the next morning and provided power from her diesels, enabling Thresher to restart her reactor.

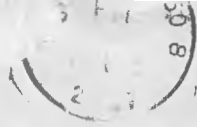




Return To:

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

<http://perch-base.org>



Next Meeting
December 15, 12 noon
A.T.C.A. (Airline Training Center of Arizona)
LUFTHANSA FLIGHT TRAINING
1658 South Litchfield Road, Building # 104,
Goodyear, AZ 85338-1509