



<http://perch-base.org>

February 2008
Volume 14 – Issue 2

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Lest We Forget Those Still On Patrol

MARCH ETERNAL PATROL DAYS:

USS SHARK	SS 174	Feb. 11, 1942	58 Men Lost
USS AMBERJACK	SS 219	Feb. 16, 1943	74 Men Lost
USS GRAYBACK	SS 208	Feb. 26, 1944	80 Men Lost
USS TROUT	SS 202	Feb. 29, 1944	81 Men Lost
USS BARBEL	SS 316	Feb. 04, 1945	81 Men Lost

2008 BOOSTERS

Base Dues have historically been used to support the monthly "Midwatch" newsletter. As the Base grew several ideas were implemented to financially help support additional projects. An excellent Cookbook was published; a yearly Base calendar was published for 2 years. Both of these brought in much needed revenue, but fell overboard for one reason or another.

In 1996, one year after the inception of the Base the "Booster Club" was voted in. The funds donated by the members has enabled the support of the National Organization (USSVI) Scholarship program, Boat Sponsor program, Base color guard equipment, and many other projects.

Publishing their names on this page, recognizes this voluntary effort on the part of the Base membership. We the officers of Perch Base- wish to sincerely thank these members for their continued support.



**Jerry Allston
David Anderson
Ted Asbell
Reynaldo Atos
Gary Bartlett
Kenneth Becker
Richard Bernier
Ronald Beyer
Walter Blomgren
Ed Brooks
David Carpenter
John Cash
James Cooper
Roger Cousin
George Crider
George Debo
Jim Denzien
Butch Deshong
Jim Edwards
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David Fledderjohn
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Charles Greene
Billy Grieves
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**Robert Hanson
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Ed Hawkins
Harry Heller
Glenn Herold
Lester Hillman
Stephen Hough
Davy Jones
Mike Keating
Denny Kerton
Jack Kimball
Darrell Lambert
Al Landeck
Doug LaRock
Burtis Loftin
George Long
Raymond Marshall
Sandy Martin
Terry Martin
Bob May
Alan Miller
Paul Miller
Roger M. Miller
Tim Moore
Jim Nelson
James F. Newman
James W. Newman**

**George Petrovitz
Wayne Pettes
Royce Pettit
Stan Reinhold
Robie Robinson
Stanley Rud
Mel Rycus
Ken Schonauer
Emil Schoonejans
Garry Shumann
Rick Simmons
Wayne Kirk Smith
Adrian Stuke
Jim Thomson
Turk Turner
William Tippet
Jim Wall
Forrest Watson
Donald Whitehead
Ed Wolf
Jerry Yowell
John Zaichkin**

From the Wardroom
Base Commander's Message

Dear Friends and Shipmates,

We had a great turn out for our first meeting for 2008. Thirty five members and guest attended our January 19th meeting at ATCA.

I would like to pass along the Cdr. C. Les Parsons, USN (Ret.) OIC (Officer in Charge) of Bathyscaph Trieste II (DSV-1) will not be able to be a guest speaker this year. Les & his wife, Ilene usually winter in Yuma, AZ but due to some health issues they are remaining in Idaho Falls for the winter. Maybe next year we will be able to have Les as a guest speaker.

Next month Col. Lee Alton, USAir Force (Ret.) will be our guest speaker at the February 16th meeting at ATCA. Col. Alton was a fighter pilot in Vietnam and after his career in the Air Force flew for Southwest Airlines until he was 60.

Jim Denzien has filed the application for our foundation with the AZ Corporation Commission on Tuesday 1/22 and received a call 1/25 that the papers are ready. Jim will pick them up on Monday January 28th and then file for an EIN (Employer Identification Number) with the IRS. Things are really starting to move along under his charge.

If you would like to volunteer for other projects such as a trip by Perch Base members to one of the museum boats for a work week to help maintain them. Please contact Howard Doyle who is collecting names of interested parties.

Please mark your calendars for the 2008 Holland Club inductions:

George Long; Walter Blomgren; Daniel Reel; Roger Miller and Ronald Beyer will all be inducted into the Holland Club at the **February 16th** meeting. Please come to support & thank these men for their 50 years Qualified in Submarines.

Fraternally, Stan Reinhold, Commander Perch Base USSVI

MINUTES FROM LAST MEETING

January 2008 Meeting

The regular monthly meeting of the Arizona Submarine Veterans, Perch Base was convened at the Airline Training Center of Arizona (ATCA), Goodyear, AZ at 1302 hours, 19 January 2008. Stan Reinhold, Base Commander, called the meeting to order.

The membership was led in a prayer of invocation by Chaplain Howard Doyle followed by the Pledge of Allegiance and a standard ceremonial opening. A moment of silence was observed for shipmates on eternal patrol and the tolling ceremony for boats lost in January was conducted.

According to the sailing list, there were thirty-five members and guests present. We welcomed new member Ted Hunt and guest Bill Fasciano. Bill should be joining us at the next meeting.

Minutes from the November 2007 regular meeting as published in the Midwatch were approved.

Treasurer Jim Denzien reported the Base's financial status as of the first day of January 2008. A

motion was made and seconded to accept the Treasurer's report as read. The motion carried by unanimous voice vote. The motion carried by unanimous voice vote.

Reports of Officers and Committee Chairmen

Vice Commander - Bob Gilmore had nothing to report.

Secretary/Treasurer - Jim Denzien had nothing additional to report.

Chief of the Boat - Jim Edwards was not present.

Chaplain - Howard Doyle had nothing to report for the past month. Additional information will be published in the Midwatch.

Membership Chairman/Webmaster Ramon Samson reported that we may be losing 7 annual members. He also stated that both he and Chuck Emmett were looking for replacements for their positions.

Newsletter Editor Chuck Emmett had nothing to report.

Storekeeper Jim Nelson had nothing to report.

Past Base Commander - Tim Moore had nothing to report.

The Subvettes were not represented.

Old Business

Jim Denzien reported on the status of the float construction and the potential for getting an area to store and work on the float at the Naval Reserve Center.

Roger Cousin reported on the status of the Phoenix Commission and the attempt to get the sail of the USS Phoenix (SSN 702) located in the city.

Stan Reinhold reminded the group that the base had made a donation to support the 2009 ISA convention in San Diego. ISA/USA is hosting the convention.

The joint meeting of the Western Region and Subvets WWII will be in Albuquerque in early April. The application is in the Midwatch.

All hands were reminded that the Awards Banquet last December was very successful for those that attended. We will be looking to do the same for the 2008 banquet. Jim Denzien was selected as the Sailor of the Year.

New Business

Dick Caraker announced that he was taking orders for the 2009 WWII Submarine Veterans calendar. If interested, contact Dick directly.

Jim Denzien reported on the status of the formation of the "Arizona Submarine Veterans Perch Base Foundation". The formation of this foundation will allow us to give tax deductible credit for donations made. The foundation will become a 501c(3) organization.

Stan Reinhold reported that the guns donated by Frank Rumbaugh to the Base had been appraised and we would soon be readying them for auction/raffle.

Howard Doyle was designated the point of contact for anyone interested in assisting other groups that maintain Museum boats as memorials.

We will be adding the proposed schedule for upcoming uses of our float to the Midwatch.

Good of the Order

Sandy Bernard spoke to the group and thanked everyone for the support she received when her husband Joe departed on eternal patrol.

Tim Moore reported on the status of the Kap(SS) for Kid(SS) program. We have received the hats and we will be distributing them on either the 1st or the 8th of February.

50/50 Drawing

The 50/50 drawing was held and the winner was Robie Robinson.

Adjournment

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

Chaplain Howard Doyle offered the closing prayer and the meeting was adjourned at 1405.

Jim Denzien, Base Secretary/Treasurer



~~ARIZONA SUBVETTES~~

January 19, 2008

Present: President Mary Denzien; Vice President Nancy Nelson; Carolyn Newman, Secretary. Sandy Bernard; Sheila Galloway; Linda Wall; Muriel Grieves; Sue Caraker; Jackie Hawkins; Mary Lou Nance;

The meeting was called to order by President Mary Denzien at 12:30 pm.

Pledge of Allegiance was said in unison.

Prayer by Sandy Bernard

Mary suggested the minutes from the November 7th Midwatch be approved as published. Sandy moved that the minutes be accepted as written. Linda seconded. Motion approved.

Mary read the treasures report. There is a balance of \$2,568.39. Nancy Nelson made a motion to accept the treasurers report. Mary Lou second. Motion approved.

Old Business:

Fund Raiser – spaghetti dinner was put on hold until conversation is held with Stan Reinhold.

Tickets for mobile - to be sold for \$5.00 a piece and the sales will start immediately. The goal is \$300.00. The proceeds go toward the Kay Harnish Memorial Scholarship fund.

Advertisement of the raffle will be sent to the newsletters of the American Submariner and Ladies of Steel.

Update to the Constitution/By-Laws. Nancy reported that she will have the update ready for the February meeting.

New Business:

New activities for the group were discussed. Interest was shown in the New Life Center and also that donations be made to the military families. No decision made.

Sandy Bernard thanked everyone for all of the support she received after Joe died.

Nancy asked about the poncho (JoAnne Norwood) and the afghan (Katherine Darnell.)

Carolyn stated that they had been delivered.

Jackie thanked everyone for the award she received at the Christmas party.

Mary Lou asked that everyone save tabs from cans for her.

Sandy asked if anyone wanted to volunteer at the Department of Corrections to do filing.

Mary won the \$91.00 50/50. She kept \$40.00 and donated \$51.00 back to the SubVettes.

Nancy told the group that she had shirts, for \$10.00 each, that were donated by Holly Walker, who does the embroidering for the SubVettes. All the money received will be 100% profit. Several were sold.

December/January birthdays were read.

Wellness: All is well

Nancy made the motion to close the meeting.

Mary Lou seconded.

Meeting adjourned at 1:25 pm.

Carolyn Newman / Secretary



ETERNAL PATROL PREPARATIONS

Shipmates ~ While we hope your day and those of your Shipmates is far off in the future, we must nevertheless prepare.

Please copy the notice below and place with your will or other important papers.

IMPORTANT

In the case of my death, please immediately notify the U.S. Submarine Veterans Inc. (USSVI) at 877-542-3483 or 380-337-2978 and give the person on duty the information regarding my death, including funeral, and burial arrangements, plus who may be contacted for follow-up and support.

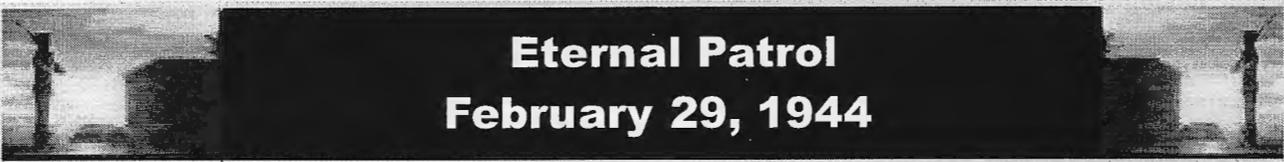
Base CommPlease ask them to contact my local chapter's ander with this information as well, (they can look it up in their membership records).

This information can alternatively be E-Mailed to the National Office at: office@ussvi.org

In Need of Prayer and Good Thoughts

Shipmate Chuck Emmett ~ Having back surgery Feburary 20th.

Shipmate Fred Saunders ~ Continuing problems with major blood veins.



Eternal Patrol

February 29, 1944

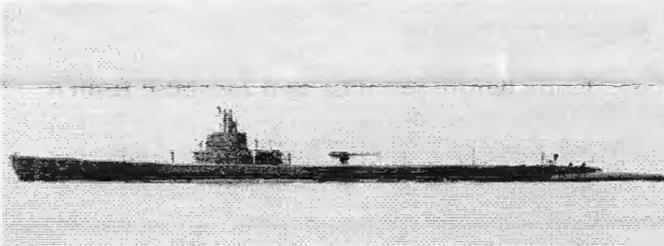
The Final Patrol

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.

USS Trout SS-202 / Class: TAMBOR

The first TROUT (SS-202) was laid down on 28 August 1939 by the Portsmouth (N.H.) Navy Yard; launched on 21 May 1940; sponsored by Mrs. Walter B. Woodson; and commissioned on 15 November 1940, Lt. Comdr. Frank W. Fenno, Jr., in command.

On 2 July 1941, following preliminary operations along the east coast, TROUT and sister ship TRITON (SS-201) departed New York, bound for the Pacific. After transiting the Panama Canal and stopping at San Diego, the submarines arrived at Pearl Harbor on 4 August 1941. TROUT conducted training operations with Submarine Division 62 until 29 November when she stood out of Pearl Harbor to conduct a simulated



war patrol off northern Midway. During the patrol, the submarine ran submerged from 0500 to 1800 each day. On the morning of 7 December, she received word of the Japanese attack on Pearl Harbor. That night, the submarine observed two ships shell Midway. She was about 10 miles distant and proceeded toward the enemy ships at full speed, but they retired before she arrived. Frustrated in being unable to fire a shot, she continued her patrol

until 20 December 1941 when she returned to Pearl Harbor.

On 12 January 1942, TROUT stood out of Pearl Harbor with 3,500 rounds of ammunition to be delivered to the besieged American forces on Corregidor. She topped off with fuel at Midway on the 16th and continued westward. On the 27th, near the Bonin Islands, she sighted a light off her port bow, closed to 1,500 yards of the vessel, and fired a stern torpedo which missed. She closed to 600 yards, discovered that her target was a submarine chaser, and, as she had been warned to avoid small ships, resumed her course for the Philippines. On 3 February, TROUT rendezvoused with a torpedo boat off Corregidor and was escorted to South Dock. She unloaded the ammunition; refueled; loaded two torpedoes, and requested additional ballast. Since neither sandbags nor sacks of concrete were available, she was given 20 tons of gold bars and silver pesos to be evacuated from the Philippines. She also loaded securities, mail, and State Department dispatches before submerging shortly before daybreak to wait at the bottom in Manila Bay until the return of darkness. That evening, the submarine loaded more mail and securities before she was escorted through the mine fields out to open water. TROUT set a course for the East China Sea which she entered on the 10th. That afternoon, TROUT fired a torpedo at a freighter from a range of 2,000 yards but missed. The submarine then closed the target before firing two more which both hit the freighter. Approximately 25 minutes later, her sonar heard four explosions that were the boilers of CHUWA MARU blowing up as she sank. That evening, TROUT was returning through the Bonins when she sighted a light. She changed course, closed the range to 3,000 yards, and fired two torpedoes at the ship. Both missed. In the time that lapsed between firing the first and the second torpedo, an enemy torpedo passed down TROUT's port side. As the submarine went to 120 feet, another torpedo passed overhead. TROUT came up to periscope depth and fired a third torpedo at the target and blew it up.

Sound picked up another ship running at full speed, but there was no opportunity to attack it. TROUT was credited with sinking a small patrol ship of approximately 200 tons. When she reached Pearl Harbor on 3 March, the submarine transferred her valuable ballast to a cruiser.

The submarine's third war patrol, conducted from 24 March to 17 May, took her to Japanese home waters. On 9 April, TROUT was patrolling between Ichie Saki and Shioni Misaki when she sighted two small cargo ships. She fired two torpedoes at each target, but all missed. The next day, she fired one torpedo at a small steamer and missed again. On 11 April, she attacked a large freighter with two torpedoes. One hit the target but did not sink it. Finally, on the 24th, the submarine hit a 10,000-ton tanker with two torpedoes off the coast of Shiono, and it headed for the beach. A sweep of the periscope showed a cargo ship going to the aid of the tanker. TROUT fired one torpedo and missed. She then closed to 500 yards and fired another torpedo that hit with a tremendous explosion. The cargo ship, too, was heading for shallow water. Four days later, the submarine attacked a 1,000-ton freighter with two torpedoes which sank it in two minutes. On 30 April, TROUT attacked two cargo ships off Misaki but missed both. On 2 May, the submarine sank the 5,014-ton cargo ship UZAN MARU. Two days later, she fired a spread of two torpedoes at what was thought to be a freighter. The first torpedo missed, but the second hit the converted gunboat MARU. The submarine was then subjected to a six-hour depth charge attack before she could clear the area.



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TROUT stood out of Pearl Harbor on 21 May as a unit of Task Group 7.1, the Midway Patrol Group which consisted of 12 submarines. Her station was south of the island as nine of the submarines were positioned fan-like to the west of Midway in preparation for the Japanese attack. At 0812 on 4 June, TROUT sighted a Japanese fighter plane preparing to attack from astern. She went deep and heard a series of light explosions. On 9 June, TROUT passed through a large oil slick and some debris before rescuing two Japanese from a large wooden hatch cover. She returned to Pearl Harbor on 14 June without firing a torpedo. On 27 August, the submarine proceeded via the Marshalls to the Caroline Islands and began patrolling off Truk. She was detected by patrol deep for one and depth charges.

but escorts forced 21st, the naval auxiliary. The next two hit identified as week later, of a light aircraft submarine closed torpedoes. She carrier TAIYO her starboard side



speed screws approaching and went to 200 feet as a pattern of 10 depth charges shook her severely. On 3 October, TROUT was going to reconnoiter Otta Pass. Six miles west of South Islands, she came to periscope depth to obtain a navigational fix. Just as the periscope was lowered, there was a violent explosion, close aboard, that shook the ship violently. The entire crew was stunned by the shock. One man was thrown from his bunk, and another was knocked off his feet. TROUT crash-dived to 150 feet. As she passed 80 feet on the way down, another bomb exploded without effect. Since both periscopes were out of commission, the submarine headed for Australia and arrived at Brisbane on the 13th.

craft on 10 September and was forced to go one-half hours while they rained down 45 The next day, she sighted a large transport, her to go deep and clear the area. On the submarine fired three stern torpedoes at a The first torpedo broke the ship in half, and the aft section. The victim was subsequently KOEI MARU, a converted net tender. A TROUT picked up a carrier group consisting carrier, two cruisers, and two destroyers. The to 1,500 yards and fired a spread of five heard two timed explosions and saw the (OTAKA) slow, with smoke pouring out of near the water line. TROUT heard high-

TROUT's sixth war patrol began on 26 October and took her to waters around the New Georgia Islands. On 13 November, she was patrolling 80 miles north of Indispensable Strait when she saw a KONGO-class battleship accompanied by destroyers and six aircraft. The submarine fired a spread of five torpedoes with a depth setting of 25 feet; all missed; and she cleared the area. The patrol ended when the submarine returned to Brisbane 10 days later. On 29 December 1942, TROUT stood out to sea to patrol off North Borneo. The submarine contacted a large tanker off Miri on 11 January 1943 and fired three torpedoes from a range of 2,000 yards. The first two hit the target amidships, but the third exploded prematurely. Four minutes later, there was a heavy explosion from the direction of the target. Since postwar examination of Japanese records shows no sinking, the damaged ship must have managed to limp back to port. Ten days later, off Indochina, TROUT fired two torpedoes at a cargo ship from 700 yards and watched as the unidentified ship sank immediately. On 29 January, the submarine fired three torpedoes at a destroyer and watched each run true to the target. However, all proved to be duds. On 7 February, she sighted tanker *MISSHIN MARU* moored off Lutong. She made a submerged approach, fired two torpedoes at the target, heard one explosion, and observed smoke rise from the stern of the tanker. However, no sinking upon this occasion was confirmed. One week later, TROUT fired two torpedoes at what she thought to be a tanker as it emerged from a rain squall. The first torpedo blew off the target's bow, but the second one was a dud. As the enemy ship was still steaming at eight knots, the submarine surfaced for battle with her deck guns. TROUT opened fire, but soon seven of her men were wounded by enemy machine gun fire. She then swung around and fired a stern torpedo and watched *HIROTAMA MARU* turn her stern straight up with her screws still turning and slip under the waves. The patrol ended when the submarine arrived at Fremantle on 25 February. TROUT was next ordered to plant mines in Api Passage. She got underway on 22 March and, on 4 April while en route from Balaboc Strait to Miri, fired a spread of three torpedoes at a naval auxiliary. One hit the target amidships, raising a 20 foot plume of water into the air; but the warhead did not explode. TROUT fired a fourth torpedo; but the ship saw its wake, turned, and dodged it. The next day, she fired three torpedoes at another ship with no results. TROUT planted 23 mines in Api Passage on 7 and 8 April and then began patrolling the Singapore trade route. On the 19th, she fired four torpedoes at a freighter but scored no hits. Later in the day, she fired a spread of three torpedoes at a tanker and missed. TROUT sighted two trawlers on the 23d and battle surfaced. Her deck guns soon stopped the first ship dead in the water and set it on fire; they then turned the second one into a burning wreck. Since there was only one torpedo remaining, the submarine headed for Fremantle, where she arrived on 3 May. From 27 May to 20 July, TROUT performed a special mission during an offensive war patrol. On 9 June, she missed a transport with three torpedoes. She then landed a five-man Army team at Labangan, Mindanao. On the 15th, the submarine fired a three-torpedo spread which destroyed the tanker *SANRAKU MARU*. She contacted three small coastal steamers on 26 June and sank two of them with her deck guns. On 1 July, she sank *ISUZU MARU* with four torpedoes. Eight days later, TROUT picked up a party of five American officers off the south coast of Mindanao and headed for Fremantle. TROUT stood out to sea on 12 August to patrol the Surigao and San Bernardino straits. On 25 August, she battled a cargo-fisherman with her deck guns and then sent a boarding party on board the Japanese vessel. After they had returned to the submarine with the prize's crew, papers, charts, and other material for study by intelligence officers, the submarine sank the vessel. Three of the five prisoners were later embarked in a dinghy off Tifore Island. On 9 September, she fired three bow tubes at an I-62 class submarine off Surigao Strait. Thirty-five seconds later, there was a loud explosion which apparently stopped the target's screws. TROUT's sound crew reported a torpedo approaching her port beam, and she went to 100 feet. After she heard a second explosion, TROUT came to periscope level, but found no sign of I-182 which she had sunk. On the 22d, one of the remaining Japanese prisoners died of self-imposed starvation and was buried at sea. The next day, the submarine sighted two ships with an escort. One was a freighter with a deck load of planes, and the other was a passenger-cargo. TROUT fired a spread of three torpedoes at each of the targets. She saw and heard two hits on each. The freighter *RYOTOKU MARU* sank stern first. The transport was being abandoned. The submarine proceeded close aboard and passed 12 to 15 life boats. There was a good fire on the transport which was low in the water with her bow nearly awash. Sound heard a heavy explosion from *YAMASHIRO MARU* and, seven minutes later, TROUT could see no trace of her.

That night, she set a course for Hawaii and arrived at Pearl Harbor on 4 October 1943. The submarine was then routed back to the United States for a prolonged overhaul at the Mare Island Navy Yard. She was ready for sea in January 1944 and returned to Pearl Harbor late that month. On 8 February, the submarine began her 11th and final war patrol. TROUT topped off with fuel at Midway and, on the 16th, headed via a great circle route toward the East China Sea.

She was never heard from again. Japanese records indicate that one of their convoys was attacked by a submarine on 29 February 1944 in the patrol area assigned to TROUT. The submarine badly damaged one large passenger-cargo ship and sank the 7,126-ton transport SAKITO MARU. Possibly one of the convoy's escorts sank the submarine. On 17 April 1944, TROUT was declared presumed lost. TROUT received 11 battle stars for World War II service and the Presidential Unit Citation for her second, third, and fifth patrols. [Japanese records examined after the war showed that destroyer ASASHIMO, presumably an escort in the convoy of SAKITO MARU, detected a submarine and dropped 19 depth charges. Oil and debris came to the surface and the destroyer dropped a final depth charge on that spot. TROUT went down with all 81 hands.

Harry Holmes, "The Last Patrol," p.98 "Conway's All The World's Fighting Ships, 1922-1946," p.144] Transcribed by Michael Hansen mhansen2@home.com

FOR THE GOOD OF THE ORDER

Quote from Scottsdale Gun Club. These are what the guns are worth fair market value today. All the money we collect from there sale will go to the Frank Rumbaugh Memorial Scholarship Fund.

We will take bids for each gun with the attached price as the reserve (starting) bid. We will draw the winning bid in 60 Days (2 months). Please have the bids sent to:

Ray Samson
12310 N. Lakeforest Dr.
Sun City, AZ 85351

Thank you
Stan Reinhold / Commender

STEPHENS DOUBLE BARRELL MODEL 311
20 GAUGE: S.N. E193191
VENTILATED RIBS
\$200.00

~~OLYMPIC ARMS ~ MODEL CAR AR~~
223 556 CAL. S.N. Z4911
SCHOENFELD 1/46 RED DOT SIGHT
2 - LOADED BANANA CLIPS
\$600.00

COLT MARK IV/SERIES 80
GOVERNMENT MODEL 380 AUTOMATIC PISTOL
S.N. RR26118
\$400.00

RUGER 22/45 KP4
22 CAL. ~ LONG RIFLE PISTOL
BLUE AND STAINLESS
S.N. 224-05892
\$250.00



**IN MEMORY
OF
DA CHIEF**





ARIZONA'S NAVY

by Sandra Mofford Lagesse

Water is more precious than gold to an arid state. Because of this, Arizona was willing to protect its water, even if it took a Navy.

The Colorado River used to flush 17.5 million gallons of water, including 95% of Arizona's runoff, down Arizona's western border. So, farsighted Arizonans began to calculate how to harness its water for irrigation and hydroelectric power. To do so, Arizona needed the federal government for financing.

Arizona wasn't the only one boking for federal funding for the Colorado River water. California wanted to have the federal government build Boulder Dam and divert the water into California. Wyoming, Colorado, Utah, New Mexico, and Nevada also wanted their fair share of the mighty river.

Arizona Governor George W. P. Hunt believed Arizona should have the lion's share of the Colorado River water because the river flowed along 580 miles of Arizona soil, over one-half its length.

The fight continued until December 14, 1928. Because of California's overwhelming political clout in Washington, they won. Congress passed the Boulder Canyon Project Act, also called the "Swing-John Bill," providing for the building of Boulder Dam and the All-American Canal. Today, California's Imperial and Coachella Valleys are oases in the desert because of Colorado River water.

It was Thomas E. Sheridan who said in *Arizona, a History*: "... the dam was a bitter symbol of defeat, a monument to Arizona's powerlessness and California's greed."

In 1934, Arizona and California again butted heads over the issue of the Colorado River water. Governor Benjamin B. Moeur learned that a California utility planned on building another dam and power plant 150 miles downstream of Boulder Dam.

On March 9, 1934, Moeur notified President Franklin D. Roosevelt and Secretary of the Interior Harold Icks of his intentions. Moeur declared marshal law, "To Repel an Invasion." He dispatched the National Guard convoy of eighteen trucks containing forty infantrymen from Phoenix and twenty machine gunners from Prescott. The convoy was to act as an observer and alert the

governor should the reclamation crews venture toward Arizona's shores.

At the time, there weren't any bridges over the Colorado River. At Parker, Mrs. Nellie Bush owned two ferryboats, the Julia B. and the Nellie T., which ferried people and automobiles across the river. A community leader, and loyal Democratic member of the Arizona House of Representatives, Nellie joined the "war effort." She offered to transport the men and materials to a campsite near the mouth of the Bill Williams River so they could watch the dam site.

With Nellie at the helm of one of the two steamboats, they set sail for the California shore in the dark of the night. During the trip, the two boats became entangled in something. Some say it was a cable; others say it was river debris. Whatever it was, the boats and men were in trouble. Thanks to the "enemy," both men and boats were rescued. But later, one of the soldiers caught pneumonia and died.

The Los Angeles Times and the national news had a field day with the incident. They named the Julia B. and the Nellie T. "Arizona's Navy," Mrs. Nellie Bush "Chief Boatswain's Mate" and the Arizona National Guard, "desert sailors." Governor Moeur's answer was, "We may get licked, but we'll go down fighting." Later, Moeur named Nellie "Admiral of Arizona's Navy."

Washington ordered a halt in construction until the courts could decide the issues in dispute. Four months later, Congress approved the Parker Dam, without any rights for Arizona.

The national incident gave Moeur the leverage in Congress Arizona needed. He refused to remove the "machine-gunners" and "infantrymen" until the Gila Irrigation Project east of Yuma was approved.

Thanks to the vision of our forefathers, today we have the Central Arizona Project. The CAP's 360 mile canal transports our fair share of the Colorado River water to Maricopa, Pinal, and Pima counties.

For in-depth information see: "ARIZONA, A HISTORY" by Thomas E. Sheridan; "ARIZONA'S HERITAGE" by Jay Wagoner; "THE ARIZONA GOVERNORS 1912-1990" by Dr. John I. Myers; "ARIZONA: THE HISTORY OF A FRONTIER STATE" by Rufus K. Wyllys; "ARIZONA, A CAVALCADE OF HISTORY" by Marshall Trimble; and ROADSIDE HISTORY OF ARIZONA" by Marshall Trimble.

Opinion

China's Shame *strategypage.com January 14, 2008*

The U.S. Navy was forced, by a "Freedom of Information" lawsuit, to release its data on Chinese submarine operations. The data showed that, while Chinese subs are putting to sea more often (a fact that has generated many headlines about the Chinese naval threat), they are still doing so much less than U.S. subs. In 2007, American subs went to sea for long term operations (this is called "patrols") seven times more often than Chinese boats. But the 55 Chinese subs went out on only six patrols in 2007, versus two in 2006 and none in 2005. Before that, through the 1990s, Chinese subs averaged 1.2 patrols a year. The one Chinese ballistic missile sub (SSBN) has never, in its 25 years of existence, gone out on a patrol.

This is not to say that the Chinese boats don't go out at all, but these are largely day trips, moving off shore into the open water, in order to train and test the equipment. But this is no replacement for the long term (two months or more) tours American boats have been doing since World War II. While the Chinese are modernizing their submarine force, half their boats are still basically obsolete diesel-electric designs. The U.S. nuclear submarine fleet contains more than half the nuclear boats in service worldwide.

But the major American problem is anti-submarine warfare, because even elderly diesel-electric boats have proved difficult to detect. So the U.S. Navy is rebuilding its anti-submarine capability. That may take a few more years, and the main goal is to keep ahead of Chinese developments. The biggest thing the Americans have going for them is that, while the Chinese are building more subs, they are not training with them. Why is that? Partly it's a matter of money, partly it's the poorly maintained equipment. But mostly it's fear of embarrassment. Over the last few years, there have been several disastrous accidents involving Chinese subs at sea. These were usually just the day trips for training. Boats broke down, sailors died (in one case, an entire crew). But the Chinese have to go to sea a lot more before they become a serious threat to the United States. If the jump in patrols last year is the start of a trend, then the threat is indeed growing.

CNO Wants to Increase Ships for Navy

Navy News | January 15, 2008

CRYSTAL CITY, VA - Delivering the keynote address at the Surface Navy Association's 20th National Symposium Jan. 15, Chief of Naval Operations Adm. Gary Roughead spoke on the importance of providing the fleet with the right number of ships, submarines and aircraft to achieve the objectives of the Maritime Strategy.

"Our job, as the nation's leaders, is to ensure Sailors have the ships, the aircraft and the submarines that will enable them to accomplish the mission," said Roughead.

Roughead discussed the need to increase the number of ships in the Navy. Although 313 is commonly referred to as the "floor" of what the Navy needs, he emphasized that more ships are needed and that we require a combination of balance and quantity to build the Navy for the future.

"Three hundred thirteen is the numerical floor because it gives us global capabilities," he said. "At some point, quantity becomes a capability. As the commander in the Pacific and the commander in the Atlantic, I can tell you that I never had enough ships, even before we developed the Maritime Strategy," said Roughead.

Recognizing the need for new ships, Roughead nevertheless stressed the importance of the Navy working with the shipbuilding industry to control costs. He stressed the need for restraint and appetite suppression, explaining that it will take the combined effort from both the Navy and the industry to realize efficiencies in shipbuilding.

"I expect Navy leaders to take a disciplined approach in determining our needs," he said. "An approach based in the Maritime Strategy that strives to balance among the six core capabilities, linking each purchase to a capability or capabilities will be the test I will apply. To do this, hard decisions must be made in the short term to ensure a long term shipbuilding plan is viable."

The Surface Navy Association, founded in 1985 to "promote great coordination and communication among those in the military, business and academic communities who share a common interest in naval surface warfare," is holding the three-day symposium at the Hyatt Regency in Crystal City.

Faulty valve made by outside vendor

The part isn't related to welding problems that surfaced in December.

By PETER FROST | 247-4744
February 1, 2008

NEWPORT NEWS - The defective steam valve responsible for the submarine North Carolina's delay was made by a vendor outside the Newport News shipyard, according to the Navy and Northrop Grumman on Thursday.

Yard and naval inspectors found that the carbon-steel valve — a non-nuclear component that isolates steam flow to turbines for propulsion and electrical power generation — had a small internal leak. Before the Navy accepts delivery of the boat, the valve must be replaced.

"To ensure the long-term operability of the system, the Navy decided to replace the valve prior to delivery," said Alan Baribeau, a spokesman for Naval Sea Systems Command in Washington.

Replacing the defective valve pushed back nuclear-powered sub's delivery to mid-Northrop Grumman Newport News hand over the boat in January.

"The defect in the valve was a result of a manufacturing process which has now corrected," shipyard spokeswoman Jerri said in a statement. "This was an isolated

replace the defective valve aren't d but will be reflected in Northrop's price the sub, Baribeau said.

The Navy and the yard said the ning steam valve, found in a routine pre-operation, wasn't related to a welding issue that delayed the North Carolina's delivery in December. The steam valve's replacement, they said, was the only factor contributing to the latest delay.

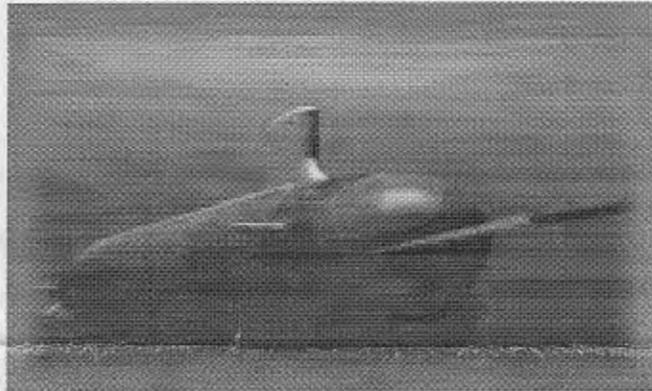
Regarding whether the steam valve problem would spur a new round of investigations, Baribeau said the bad valve was "the first instance of this type of deficiency in a Virginia-class main steam valve. ... No added scrutiny is required due to this issue."

The North Carolina was first delayed after a Navy and yard investigation in December found problems with a yard welding procedure. The problem was traced to Newport News welders and pipe fitters who used an incorrect weld-filler material to fuse pipes to steel joints in non-nuclear systems. Those errors could lead to cracking in the joints and, eventually, leaks.

No critical welding errors were found in the North Carolina, the next Virginia-class sub to be delivered to the Navy. But naval and yard inspectors found at least three critical errors in pipe joints in two other subs, the USS Texas and the USS Virginia, a Navy official said two weeks ago.

The most serious issue that investigators found was on a pipe joint on a sub's emergency main ballast-tank blowout system. That's a fail-safe device that allows a sub to surface and submerge if its primary systems fail. A Navy official said those problems were generally isolated.

Navy and yard officials continue their weld investigation on as many as 17 vessels either serviced or built by the Newport News yard since 2000. Those include seven aircraft carriers, parts of six Virginia-class subs, three Los Angeles-class subs and a cruiser. That investigation will continue into spring.



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