

The MidWatch



THE MONTHLY NEWSLETTER OF PERCH BASE, USSVI PHOENIX, ARIZONA



February 2011
Volume 17 - Issue 2

What's "Below Decks" in the MidWatch

**THE USSVI CREED GUIDES OUR EFFORTS AS PERCH BASE.
SEE THE NEXT PAGE FOR THE FULL TEXT OF OUR CREED.**

<u>ITEM</u>	<u>Page #</u>
Perch Base is Moving to a New Home	2
Full Text of the: USSVI Creed	3
Base Officers - Sailing Orders	4
Perch Base Foundation Support Members	5
New Inductees to the Holland Club "Qualified in Submarines 50 Years."	6
"From the Wardroom" Base Commander's Message	7
January 2011 - Perch Base Meeting Minutes	7
Chaplain's Column	10
Binnacle List	10
Sailor of the Year - the "Nest"	11
"That's Odd"	12
Perch Base January Birthdays	13
What's New Online	13
Shipmate-to-Shipmate This Ain't No S*t	14
We Welcome Our New Members	15
Lost Boat: <i>USS Trout (SS-202)</i>	16
How Submarine Tactics Developed <i>Part 2 of 2</i>	20
Mailing Page	25



LEST WE FORGET THOSE STILL ON PATROL

FEBRUARY ETERNAL PATROLS

USS SHARK I (SS-174)	11 Feb 1942	58 Lost
Japanese Surface Attack, Makassar Strait, Celebes Island		
USS AMBERJACK I (SS-219)	16 Feb 1943	74 Lost
Japanese Air/Surface Attack in Solomon Sea		
USS GRAYBACK I (SS-208)	27 Feb 1944	80 Lost
Japanese Air/Surface Attack off Okinawa		
USS TROUT I (SS-202)	29 Feb 1944	81 Lost
Japanese Surface Attack in Philippine Sea		
USS BARBEL I (SS-316)	04 Feb 1945	81 Lost
Japanese Air Attack off entrance to Palawan Passage		

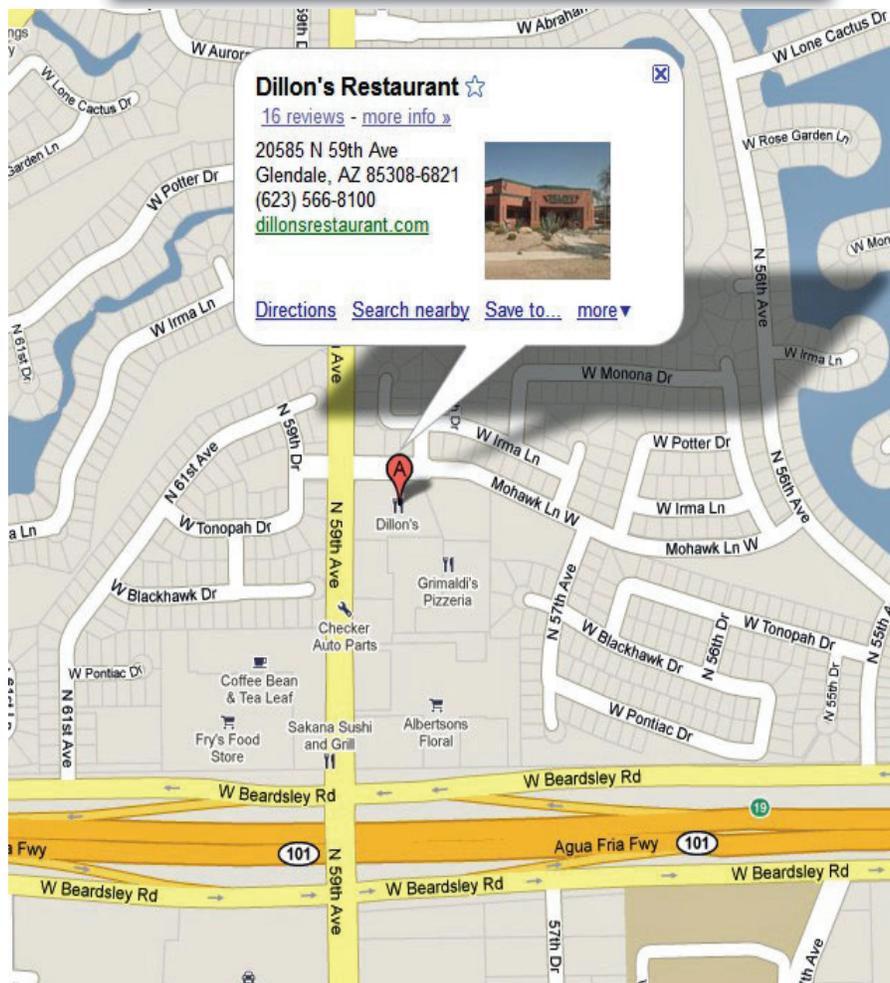
**NEW MEETING
LOCATION!
SEE NEXT PAGE
FOR DETAILS**

NEXT REGULAR MEETING
12 noon, Saturday, Feb. 12, 2010
Dillon's Restaurant at Arrowhead
20585 N. 58th Avenue
Glendale, AZ 85308-6821

PERCH BASE IS MOVING TO A NEW HOME

STARTING WITH THIS MONTH'S MEETING (FEBRUARY) THE BASE WILL BE MEETING AT:

Dillon's Restaurant at Arrowhead
20585 N. 58th Avenue
Glendale, AZ 85308-6821



FOOD AND BEVERAGES MAY BE PURCHASED FROM DILLON'S REGULAR OR BAR MENU.
THERE WILL BE REGULAR WAITPERSON SERVICE.

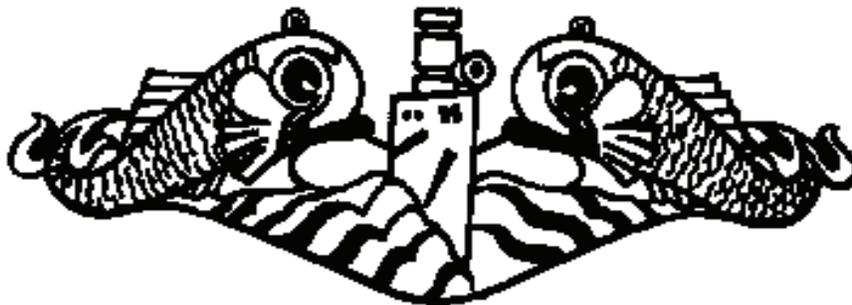
USSVI CREED

Our organization's purpose is . . .

“To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America and its Constitution.

In addition to perpetuating the memory of departed shipmates, we shall provide a way for all Submariners to gather for the mutual benefit and enjoyment. Our common heritage as Submariners shall be strengthened by camaraderie. We support a strong U.S. Submarine Force.

The organization will engage in various projects and deeds that will bring about the perpetual remembrance of those shipmates who have given the supreme sacrifice. The organization will also endeavor to educate all third parties it comes in contact with about the services our submarine brothers performed and how their sacrifices made possible the freedom and lifestyle we enjoy today.”



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Sailing Orders



REGULAR BASE MEETING
12 noon, Saturday, Feb. 12, 2010
Dillon's Restaurant at Arrowhead
20585 N. 58th Avenue
Glendale, AZ 85308-6821

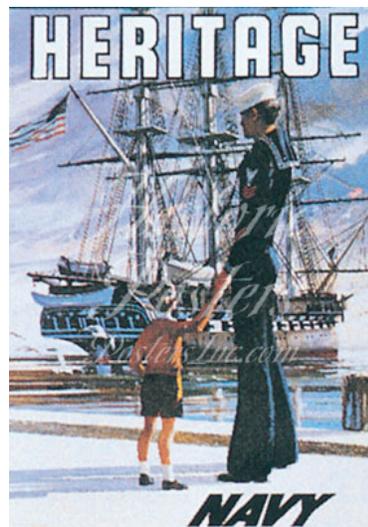
PRADO DEL SOL PARADE
* LIMITED PARTICIPATION*
Saturday, Feb. 12, 2010
(details will be in a **Flash Traffic**)

IWO JIMA MEMORIAL PARADE
Saturday, Feb. 19, 2010
(details will be in a **Flash Traffic**)



KAP(SS) 4 KID(SS)

(Tentative)
Thursday, Feb. 17 OR Feb. 24



2011 Perch Base Foundation Supporters

These are the Base members and friends who donate monies to allow for Base operation while keeping our dues low and avoid raising money through member labor as most other organizations do.

Remember, if you contribute by check, it must be made out to the "Perch Base Foundation."

These are the 2011 Foundation Donors



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JERRY N. ALLSTON
KENNETH R. ANDERSON
STEVEN BALTHAZOR
GARY BARTLETT
JEROME F. BECKER
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JAMES WALL
FORREST J. WATSON
JOHN G. ZAICHKIN
RONALD J. ZOMOK

NEW HOLLAND CLUB MEMBERS



Holland Club members are USSVI members who qualified in submarines at least 50 years ago.
These shipmates joined their ranks at the Awards Banquet, Jan. 15, 2011



Bergstrom Karl G.	Qualified 1954
Brady Charles J.	Qualified 1959
Enlo Howard M.	Qualified 1956
Ewen Douglas R.	Qualified 1961
Goldman Howard S.	Qualified 1957
Hartman Eldon L.	Qualified 1953
Hunt Theodore	Qualified 1954
Kimball Jack	Qualified 1961
Kramer Sr. Dewight F.	Qualified 1942
Kunze Richard	Qualified 1961
Moore Jack E.	Qualified 1960
Wall James L.	Qualified 1961
Watson Forrest J.	Qualified 1952

YOU, OUR SENIOR SUBMARINERS, LEAD US ON TO FULFILL OUR MISSION TO THE YOUNGER PEOPLE OF AMERICA TO NEVER FORGET, THOSE WHO WENT DOWN TO THE SEA IN BOATS AND NEVER RETURNED.

From the Wardroom Base Commander's Message

Shipmates:

The annual Awards Dinner was a huge success. The turnout was great, our guest speaker was tremendous and it is always a pleasure to induct more of our members into the Holland Club. And congratulations to our 2010 Sailor of the Year – Chuck Emmett! Chuck is well-deserving of this recognition. BRAVO ZULU!

All of the recent activities in which we have had our float have gone very well and we have made many new contacts. But again, we want to have more of our membership participate. It REALLY is fun and it helps let the public know what submarines and submariners are all about.

We will be meeting at a new location starting in February Same second Saturday; same time; location: the Dillon's Restaurant on north 59th Avenue just north of Loop 101. Check our website and Flash Traffic for details.

See you at the meeting.

Fraternally,

Jim Denzien, Base Commander

January 2011 Perch Base Meeting Minutes

The regular monthly meeting of the Arizona Submarine Veterans Perch Base was convened at the American Legion Post #105, Phoenix, AZ at 1205 hours, 08 January 2011. The meeting was called to order by Jim Denzien, Base Commander.

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

As the first item of business, a motion was made and seconded that the minutes from the December 2010 regular meeting be approved as published in the MidWatch monthly newsletter. The motion was carried by unanimous voice vote.

According to the Sailing List there were 39 members and guests present. New members and guests included Robb Roberts who served on the USS Blackfin (SS-322) and USS Tang (SS-563) and Gary Slick who served aboard the USS Benjamin Franklin (SSBN 640) and the USS Francis Scott Key (SSBN 657). Other guests included new member Dale Roddy and Amy Lockrem who will be joining the base as an Associate Member. Dale served aboard the USS Glenard P Lipscomb (SSN 685). Dick Carraker introduced his guest, his son, Gary Carraker who is an Air Force Veteran. The sailing list included:

Jim Denzien	Howard Doyle	Tim Moore	Jack Moore
Bob Warner	DeWayne Lober	Rick Baxter	Ken Becker
Richard Kunze	Jim Nelson	Nancy Nelson	Dick Carraker
Gary Carraker	Howard Doyle	John Zaichkin	Raymond Marshall
Chuck Emmett	Walt Blomgren	Jim Edwards	George Crider
Jack Kimball	Charles Hooper	Steven Stanger	Robb Roberts
Matt Hayball	Layne Moss	Dan Moss	Joe Varese
Royce Pettit	Davy Jones	Bob Gilmore	John Schlag
Ted Hunt	Dale Roddy	Amy Lockrem	Gary Slick
Steve Day	Jim Wall	Tom Clonts	

Bob Warner reported on the base's financial status as of 31 December 2010. A motion was made and seconded to accept the Treasurer's Report as read. The motion carried by unanimous voice vote

Base Commander's Board of Directors Meeting Report

Jim announced that the Annual Awards Banquet would be this coming Saturday, 15 January and our featured speaker will be RADM Barry Bruner, ComSubGru 10 from Kings Bay, GA. Admiral Bruner is from Casa Grande, AZ and is an ASU graduate. This year's banquet will include the induction of ten Holland Club members.

We are still looking for a replacement for Tim for the Secretarial position for Perch Base.

Upcoming events include an East Valley Swap Meet next Saturday January 15th and an Arizona Military Vehicle Collectors display at Papago Park at 52nd Street & McDowell on January 22 & 23. Other events include our Kap(SS)4Kid(SS) visit to the Phoenix Children's Hospital in February. Another Veteran's History Project event is scheduled for March at the Museum of History in Tempe, and the possibility of attending the Riverside, CA Salute to Veteran's Parade on April 16th.

For the coming year, we would like to promote more fund raising events for the base so we are not relying so much on "Booster Club" type of revenue generation.

We will be having a Submarine Birthday Picnic on our meeting date, April 9th. We are attempting to plan on more family oriented events that might appeal to some of the younger submarine veterans who are raising families and get them involved with Perch Base.

Perch Base took on the SOS (Save our Sail) project from the Phoenix Commission about two years ago and we have not done anything to further this project. Currently the Committee Chair for this is Stan Reinhold and we will be looking for additional help for Stan to move this project forward and get this Cold War Memorial erected here in Phoenix.

Reports of Officers and Committee Chairmen

Vice-Commander – Howard Doyle announced that we have received a verbal request to attend the Parada del Sol in Scottsdale on February 12. Also, the Phoenix Coyotes sponsor a 50/50 raffle where they ask non-profit organizations to submit applications to bring crews in to sell 50/50 raffle tickets to people attending the game. The monies received are split 50/50 with half going to the winning ticket holder and the remaining half split equally between the Coyotes and the participating non-profit organization. If selected, we would need a minimum of twenty participants to attend the game and sell tickets. If we are selected to participate, all hands will be notified via flash traffic.

Secretary – Tim Moore announced that he has contacted The Phoenix Children's Hospital and the February Kap(SS)4Kid(SS) visit will be either the 2nd or 3rd Thursday of February (2/17 or 2/24). Final plans will be announced via Flash Traffic, the next MidWatch and at the February meeting.

Treasurer – Bob Warner had nothing to report.

Chaplain – Walt Blomgren announced that the Binnacle List is very short. Mary, Jim's wife is recovering quite nicely from her recent throat surgery. Stan Reinhold is not with us to day because he is suffering from bacterial pneumonia.

Chief of the Boat – Jack Moore announced the upcoming Annual Awards Banquet coming up this week on Saturday, January 15th beginning at 1730. As Jim mentioned our keynote speaker will be RADM Bruner. Presently there are 63 peopled who said they would be in attendance.

MidWatch Editor/Webmaster – Chuck Emmett had nothing to report.

Base Storekeeper – DeWayne Lober has some special discounts on license plate frames and hitch covers. Once the inventory is down to a manageable level, the membership will be asked to pay for special orders up front and DeWayne will attempt to find a resource for individual requests.

Membership Chairman – Rick Simmons reported that we are at 90% re-enlistment for Perch Base. There are six members that hopefully will re-up and we added four new members in 2010. Three more members joined today and there a couple more pending.

Events Coordinator – Joe Varese announced that the January 15th East Valley event is the Stand Down for Veterans which will include many interesting events. They are anticipating that as many as 1000 veteran bikers will be in attendance. He also mentioned that we have a local chapter of Submarine Veteran Bikers that will also be in attendance.

Past Commander – Stan Reinhold was not present.

Historian – Jim Newman was not present.

Old Business

The only item of Old Business is the upcoming March election. The only two positions up for election are the Commander and Vice-Commander positions. All other board member positions are appointed by the Commander with the concurrence of the other board members. Presently the only candidates running are Jim Denzien for Commander and Howard Doyle for Vice-Commander. Other members are encouraged to volunteer for positions or submit names as nominees for elected positions. It was re-iterated that we need a volunteer for Secretary. We also would like to have potential back-ups for all board positions in the event one of the incumbents is unable to perform his or her duties.

It was announced that our reception at the Fiesta Bowl Parade was very enthusiastic. Pictures of this event are posted on the web page.

New Business

The only item of New Business was the announcement for the April 9ths Submarine Birthday Picnic. We want to encourage this to include all family members.

Good of the Order

Steve Stanger, who is also Commander of the VFW Post in Black Canyon City, announced that they also have a Veteran's Day Parade that follows the Anthem Parade but later in the day. At the conclusion of that event there is a fireworks display. In that we are already in the area, we will consider participating in the Black Canyon City event as well. Steve will get the details about the Black Canyon City event to Joe Varese for future consideration. Steve also announced that if any of the troops are ever in the area, stop in and visit the VFW Post in Black Canyon City. To get there, take the Rock Springs exit off I-17, turn right and follow the frontage road.

50/50 Drawing

The 50/50 drawing was held and the winner was Dale Roddy who won \$61.50 of the \$113.00 contributed for the drawing.

Adjournment

All outstanding business having been concluded, it was moved and seconded that the meeting be adjourned. The motion carried by unanimous voice vote and the meeting adjourned at 1300 hours.

The benediction was offered by Walt Blomgren.

Tim Moore,

Secretary, Perch Base USSVI





CHAPLAIN'S COLUMN

A Submariner's Prayer

"Eternal Father, strong to save
 Whose arm hath bound the restless wave,
 Who biddest the mighty ocean deep
 Its own appointed limits keep.
 O hear us when we cry to Thee
 For those in peril on the sea.

Bless those who serve beneath the deep,
 Through lonely hour their vigil keep.
 May peace their mission ever be,
 Protect each one we ask of Thee.
 Bless those at home who wait and pray,
 For their return by night or day."

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 this notice (in the box immediately below) and place it with your will or important papers.

IMPORTANT

In the case of my death, please immediately notify the U.S. Submarine Veterans Inc., (USSVI) at 877-542-3483 or 360-337-2978 and give the person on duty the information regarding my death, funeral, and burial arrangements, plus who they can contact for follow-up and support.

Please ask them to contact my local chapter's Base Commander 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".

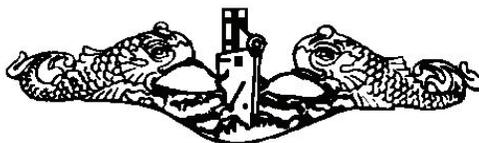


Binnacle List

SHIPMATES RUNNING ON LESS THAN A FULL BATTERY CHARGE

Unfortunately, the only shipmate known to be on the Binnacle List is the Chaplain himself, Walt Blomgren. Walt tripped and fell in his home and broke his hip. It has only been a week but Walt is already in rehabilitation and progressing beautifully.

He is in the Health South Rehabilitation Hospital, room 242B. The best time to visit is after 1300 hours.



SHIPMATE OF THE YEAR

Thank you, shipmates, for this distinguished honor.

Chuck Emmett

Editor, MidWatch/Base Webmaster



I Presented This Piece at the Awards Banquet and several members ask me for a copy. I originally came across this on the internet and that piece was written by Mike Hemming. I made some major changes and many portions are my own. To those who served in SubRon 6 (Norfolk, Va), the setting of the “Nest” is pretty obvious.

As a flaming sun sets and a bright moon rises in the east, subs in the nest end the day. Rounded and bull-nose bows nestle forward of jutting black sails. A mixture of freshly painted dark hulls next to peeling, chipped and primed ones float in faintly oily water, side by side. One still carries her wartime superstructure aft of her bridge. Painted all-gray she stands out from the others. But, all are diesel-powered subs and all are at rest.

Work has slowed now in the still and heavy wet air. Below decks; movies or a few card games will start after chow. Men will sit and chat of home, cars, girls, and life - some of it real, some imaginary. Work slows, but it never quite ceases. Batteries and air banks need to be charged, minor repairs done and always, always; quals to be completed.

On one boat a hatless chief in grease-stained khakis sits on the forward capstan and imparts equal measures of wisdom and submarine lore to a-fresh-from-'A'-school-sailor and an almost-salty 2nd class from the fleet. Here, both are lowly equals until they earn their Dolphins. Some future night in another nest, the lore will reach another generation.

Crews changed on the boats unceasingly. Sailors came aboard, qualified, got rated, transferred, retired, lived and eventually died. A chain of men stretching back to the first boat and forward into a far away and unseen future. Boys dropped down hatches and emerged later as men forever changed; different from the others that have sailed the same seven seas.

Now, hurried figures emerge from hatches to haul the garbage cans of tomorrow's seagull food to the dumpster. These mess-cooks gather every evening at this time for a quick smoke and joke session. In their food-stained dungarees, these lowest-of-the-crew join with like sailors to bitch about their lives with others who pretend to listen and care. Then, finding nothing more of interest, they circle back to finish their jobs while wishing for release from their drudgery.

Suddenly, dueling diesels start in a cloud of blue smoke. It's time for a battery charge. Jimmy- and Fairbanks-boats both erupt in smoke and noise, but soon settle back into that whispering rumble of a warm-up. Then, their generators loaded, the engines settle into a low roar that's coupled with the swish of discharged cooling water. The noise soon fades in the minds of those topside. A comforting sound that's missed when absent. In the future, the men that call the nest home will long for that sweet sound.

Later, their battery charges finished, the rumbling diesels are shut down. The nest is quieter now with its signature music silenced. The rumbling sound that was earlier ignored is now somehow missed by those topside.

Soon, the only movement is the topside watches checking draft readings and mooring lines. Some don't move about at all, trying to sleep leaning against the sail without falling down. Others move constantly either from a desire to

fight sleep or because they lack that experienced nonchalance stance of the “old salt.”

And everywhere, hanging in the air and clinging to men and machines is the unmistakable perfume that's both loved and loathed. Part diesel fuel, part hydraulic fluid, part sweat and a pinch of a long-ago-blown sanitary vented inboard, the smell is worn as a badge by sailors in the nest.

Before first light, the doughnut truck will arrive to deposit its load of sugary delights by each brow. On some boats, the watch will wait until some stray sailor goes below to haul them to the mess deck. On others, a yell down the hatch will bring the below decks watch to the ladder and he'll exchange a blond and sweet for them. Several of the pastries never make it below and are gobbled top-side with faintly-oil tainted coffee.

As first light forms in the east, the two outboard boats come alive. Sleepy-eyed in ragged dungarees, the deck gang begins to make ready to get underway. Line lockers are opened revealing brow clamp-down bolts and coiled heavies. The sailors grumpily go about their well-rehearsed duties. Some argue over where the capstan T-wrench is. They have done this before and will do it many more times.

Two boats depart and one will return today. From where, to where? To ops dull and boring beyond belief? Long days of boring holes in the ocean, broken only by snorkeling, while the good guys play at looking for them. Or to places reached only by sneak and stealth? Also long days of boredom but these are broken by minutes of occasional terror while the bad guys show their displeasure at their presence.

By now men in ones, twos, and groups come down the pier to go aboard their boats. Another day is dawning. As the sky brightens, morning colors stops all. Salutes honor the flag of their country.

The nest's sinister black inhabitants having never completely slept, stir and awaken for another day.



- The first boat known to have been navigated under water was built in 1620 by a Dutchman, Cornelius Van Drebbel. Van Drebbel is said to have developed a chemical which would purify the air and allow the crew to stay submerged for extended periods.
- Alexander the Great (356 to 323 B.C.) ruler of Macedonian and conqueror of the known world in his time, is the first person known to have descended into the sea in a vessel of any kind.
- Over three hundred years ago, Mother Shipton, famous English prophetess, predicted the coming of the submarine when writing, “under water men shall walk, shall ride, shall sleep, shall talk.”
- Records of attempts to utilize submarine warfare go back to the earliest writings in history. Herodotus (460 B.C.), Aristotle (332 B.C.) and Pliny, the elder, (77 A.D.) mention determined attempts to build submersibles.
- Interest in submarines extends to royalty and presidents. The King of England and the King and Queen of Spain are among those who have made submerged cruises in submarines. As a result of a trip in an early United States submarine, President “Teddy” Roosevelt ordered extra compensation for personnel serving in the “Silent Service.” President Harry Truman made a 440 foot dive in a captured German submarine. The first President to cruise aboard a nuclear submarine was President Eisenhower who rode the USS SEAWOLF out of Newport, Rhode Island on September 26, 1957.
- Dollar for dollar and man for man, the submarine is the country's most economical weapon. Comprising only 1.6 percent of the Navy's World War II personnel, the submarine service accounted for 55 percent of all enemy shipping destroyed.
- Leonardo da Vinci, the Florentine Renaissance inventor and artist, developed plans for an underwater warship but kept them secret. He was afraid that it would make war even more frightful than it already was.
- Many instances of submarines being ‘caught’ by fishing vessels are on record. The NAUTILUS, world's first nuclear powered vessel, was caught in a fish net and towed the fishing vessel several miles before the situation was cleared up. There is one instance of a submarine being captured by an abandoned balloon, and on another occasion a submarine rescued a blimp and towed it to safety.
- A church in Kyoto, Japan calls its congregation to worship with a bell from a submarine. The bell, from the submarine USS RAY was purchased for the church, and was transported to Yokosuka, Japan by another submarine, the USS RONQUIL.

Perch Base February Birthdays



ROBERT E. MAY	FEB. 2
MEL RYCUS	FEB. 9
DANNY R. MOSS	FEB. 11
EDGAR T. BROOKS	FEB. 13
MICHAEL DAHL	FEB. 16
PHILLIP WAGNER	FEB. 18
EMIL SCHOONEJANS	FEB. 24

WHAT'S NEW ONLINE

The Web Page www.perch-base.org continues to be a comprehensive tool for use by both Base members and the casual visitor. If you don't visit it frequently, you should.

If you are reading this electronically, then the web page is where all your questions (such as directions to the new meeting place, Dillon's Restaurant) to what you can order at that restaurant. Their entire menu is also on the web page.

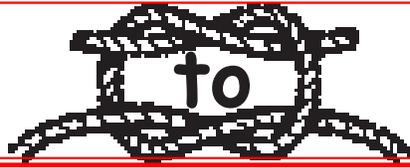
What is the base up to next month? Check the Calendar Page. I try to keep that up to date as soon as events are approved and firmed up.

What about contacting a Base Officer? What if you think a shipmate is an Officer but your not sure? Look on the Perch Base Officers page for pictures and a direct e-mail link to all of our officers.

We also use **FlashTraffic** messages to get the word out, especially on short notice. If the Membership Chairman has your correct e-mail address, you'll get them.

Now there is a third Base electronic communication tool. We have a "blog" under AZCentral. Although I'm using this primarily to inform the public about us, check it out and give me any comments. It's at: www.azcentral.com/members/Blog/chuckster41

Shipmate



Shipmate

Now, This Ain't No Sh*t . . .

We're still looking for stories! All of us have heard the one about the difference between a fairy tale and a sea story. The fairy tale starts, "Once upon a time," and a sea story starts, "Now this ain't no sh*t!"

Well, that's what we are looking for; sea stories. And they only need to be as true as a sea story ALWAYS is!

So send something in. Here are the rules (or not, whatever):

1. We can use your name or not: your choice just let me know.
2. Grammar and spelling DO NOT COUNT. I will edit and change just enough to make it somewhat readable!
3. Remember, this is from "boat" sailors to "boat" sailors. BUT, since this publication may fall into skimmer hands (or worse, decent civilians!) I may have to substitute punctuation marks in place of letters in certain words, as in the title.
4. There is absolutely no limit on how many you can send in. I will publish AT LEAST one each month as we get them.

So send them to:

Chuck Emmett

communications@perch-base.org

or

7011 West Risner Road

Glendale, AZ 85308.



**SHIPMATE TO SHIPMATE
STORIES THAT ARE
"ABSOLUTLY, POSITIVELY, THE TRUTH!"**

While serving aboard the Skipjack with Squadron 10 in New London, we were given authorization for a "Tiger Cruise" and got to take family members and girlfriends out to sea for a day of fun and games. I was entertaining a young lady at the time with whom I would have gladly volunteered to "hot bunk". I invited her and she accepted my invitation and we got underway and spent the day doing "angles and dangles". We also served our guests the noon meal while underway.

When returning to port, it was normal operating procedure to contact New London Control and request berthing instructions. This was done using plain language voice communications when we were inbound passing Point Alpha which is the last land navigational point used heading out to sea and the first used when inbound.

Our Skipper at the time was Captain Tomb who was a terrific Skipper and a genuinely good man and I asked his permission for my girlfriend to transmit the message and he granted me permission.

I tuned up the transmitter and receiver and I gave her specific instructions on what to say which she performed flawlessly. She keyed the mike and speaking in an obviously feminine and very sexy voice, "New London Control, New London Control, this is Skipjack passing Point Alpha en-route State Pier, request berthing instructions, over."

There was an extremely long pause and finally a response came back that sounded more like question than a response to our request, "Uhhhhhhh Skipjack this is New London Control, your transmission was garbled, could you say again, over?"

With that, I took over the radio and got our berthing instructions which I passed along to the bridge and we proceeded on in without incident.

SUBMITTED BY TIM MOORE

WE WELCOME OUR NEW MEMBERS . . .



Rick Baxter

Qualified in 1967 on the USS Permit (SSN-598)

Charles Hooper

Qualified in 1963 on the USS Robert E. Lee (SSBN-601)

Amy Lockrem

Joins us as an Associate Member sponsored by her husband Dale Roddy

Jeff O'Connell

Qualified in 1995 on the USS Asheville (SSN-758)

Jim Paper

Qualified in 1965 on the USS Henry Clay (SSBN-625)

Dale Roddy

Qualified in 1988 on the USS Glen P. Lipscomb (SSN-685)

Steve Stanger

Qualified in 1967 on the USS Blackfin (SS-322)

Rich Womack

Qualified in 1961 on the USS Tang (SS-563),
also a member of the Yakima Base

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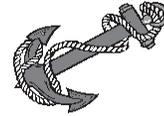


Eternal Patrol February 29, 1944

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.



USS Trout (SS-202) February 29, 1944 81 men lost




Tambor Class
Disp: 1,475 tons (surf); 2,370 tons (sub)
Length: 307' 2", **Beam:** 27' 3" in, **Draft:** 14' 7.5"
Speed: 20.4 knots (surf); 8.75 knots (sub)
Range: 11,000 nautical miles at 10 knots
Test depth: 250 ft
Propulsion:
 4 × FM Model 38D8-1/8 9-cylinder diesels
 2 × 126-cell Sargo batteries
 4 × high-speed GE electric motors with reduction gears
 5,400 shp (surf), 2,740 shp (sub)
Complement: 6 officers, 54 enlisted
Armament:
 10 × 21" torpedo tubes, (6 fwd, 4 aft), 24 torpedoes
 1 × 3" / 50 caliber deck gun, 4 machine guns

USS Trout (SS-202) was a United States Navy Tambor-class submarine, serving in the Pacific from 1941 to 1944. She received 11 battle stars for World War II service and three Presidential Unit Citations, for her second, third, and fifth patrols. Trout also delivered ammunition to the besieged American forces on Corregidor and brought out 20 tons of gold bars and silver pesos from the Philippine currency reserve to Pearl Harbor.

Trout is credited with sinking 23 enemy ships, giving her 87,000 tons sunk, and damaging 6 ships, for 75,000 tons. During her first ten patrols she made 32 torpedo attacks, firing 85 torpedoes, including 34 hits, 5 confirmed premature detonations, 5 confirmed duds, and 25 suspected duds. She was also involved in six battle surface actions and was attacked with depth charges eight times.

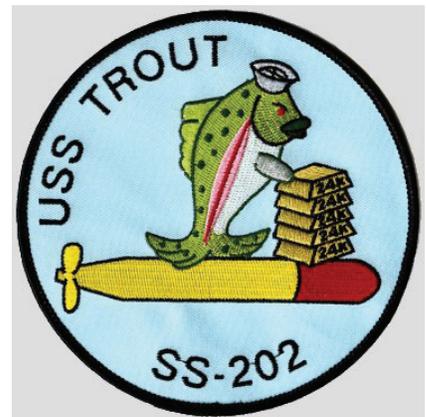
Origins

Trout was the first ship of the United States Navy to be named for the trout, any of certain small, fresh-water fishes, highly esteemed by anglers for their gameness, their rich and finely flavored flesh and their handsome (usually mottled or speckled) coloration. Her keel was laid down on 28 August 1939 by the Portsmouth Navy Yard in Kittery, Maine. She was launched on 21 May 1940 sponsored by Mrs. Walter B. Woodson, and commissioned on 15 November 1940 with Lieutenant Commander Frank Wesley "Mike" Fenno, Jr., as captain.

Initial operations

On 2 July 1941, following "shakedown" operations along the east coast, Trout and sister ship Triton (SS-201) departed New York City, bound for the Pacific. After transiting the Panama Canal and stopping at San Diego, California, 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[5] off Midway Island.



Wartime operations

1st patrol — America enters the war

On her defensive station, Trout patrolled submerged during daylight to avoid detection by ships or aircraft. On the morning of 7 December, she received word of the Japanese attack on Pearl Harbor. That night, the surfaced submarine observed two destroyers shell Midway Island. She was about ten 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 now-unrestricted war patrol until 20 December 1941 when Lt.Cdr. Fenno returned the ship to Pearl Harbor.

2nd patrol — to the Philippines

On 12 January 1942, Trout stood out of Pearl Harbor with 3500 rounds of 3" AAA ammunition to be delivered to the besieged American forces on Corregidor. She topped off with fuel at Midway Island on 16 January and continued westward. On 27 January, near the Bonin Islands, she sighted a light off her port bow, closed to 1,500 yards (1,400 m) of the vessel, and fired a stern torpedo which missed. She closed to 600 yards (550 m), 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 PT-34 off Corregidor and was escorted to its South Dock.

Trout unloaded her ammunition cargo, 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. The specie came from twelve Philippine banks emptied of their assets, absent the paper money, all of which had been burned to prevent it from falling into Japanese hands. She also loaded securities, mail, and United States Department of State 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 minefields out to open water. Trout set a course for the East China Sea which she entered on 10 February.

That afternoon, Trout launched a torpedo at a freighter from a range of 2,000 yards (1,800 m) 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 Bonin Islands when she sighted a light. She changed course, closed the range to 3,000 yards (2,700 m), and launched 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 (37 m), 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



At Pearl Harbor in early March 1942, The Trout unloads gold bars which she had evacuated from Corregidor.

she reached Pearl Harbor on 3 March 1942, the submarine transferred her valuable ballast to the cruiser Detroit.

Trout received a Presidential Unit Citation for this patrol. Commander Fenno received the Navy Cross and Army Distinguished Service Cross, and all crew members were awarded the Army Silver Star.

3rd patrol — into Japanese waters

The submarine's third war patrol, conducted from 24 March to 17 May 1942 took her to Japanese home waters. On 9 April, Trout was patrolling between Ichie-Zaki and Shioni-Misaki when she sighted two small cargo ships. She launched two torpedoes at each target, but all missed. The next day, she launched 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. Between 16 April and 23 April Trout provided cover for the Doolittle Raid task force. Finally, on 24 April, the submarine hit a 10,000 ton tanker with two torpedoes off Cape Shiono, and it headed for the beach. A sweep of the periscope showed a cargo ship going to the aid of the tanker. Trout launched one torpedo and missed. She then closed to 500 yards (460 m) and fired another torpedo that hit with a tremendous explosion. When last seen, the cargo ship, too, was heading for shallow water. Four days later, the submarine attacked a 1,000 ton patrol vessel or minesweeper with a torpedo which sank it in two minutes. On 30 April, Trout attacked two ships off Shimo Misaki but missed both. On 2 May, the submarine sank the 5014 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 forward of the bridge, sinking the converted gunboat Kongōsan Maru. The submarine was then subjected to a six-hour depth

charge attack before she could clear the area.

Trout received her second Presidential Unit Citation for this patrol.

4th patrol — Task Group 7.1

Trout stood out of Pearl Harbor on 21 May 1942, as a unit of Task Group 7.1, the Midway Island Patrol Group consisting of 12 submarines. Her station was south of the island as nine of the submarines were positioned fan-like to the west of Midway Island in preparation for the Japanese attack. At 08:12 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.

5th patrol — the South Pacific

On 27 August, Trout, now under the command of Lt.Cdr. Lawson Paterson "Red" Ramage, proceeded via the Marshall Islands to the Caroline Islands and began patrolling the southern approaches to Truk on 7 September. She was detected by three patrol craft on 10 September, apparently triangulating her position using radar, and was forced to go deep for one and a half hours while attacked by 45 depth charges. The next day, she sighted a large transport, but escorts forced her to go deep and clear the area.

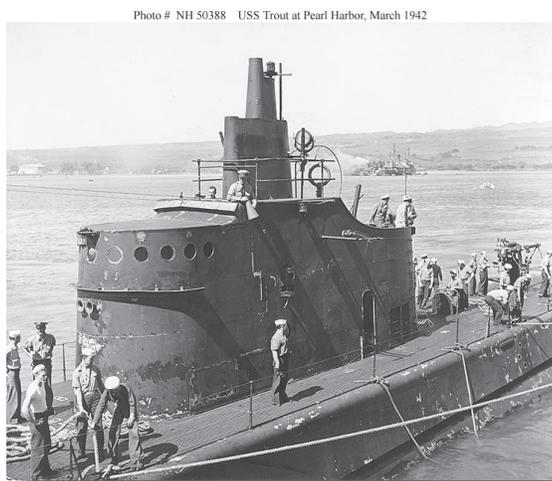


Photo # NH 50388 USS Trout at Pearl Harbor, March 1942

On 21 September, the submarine fired three stern torpedoes at a naval auxiliary. The first torpedo broke the ship in half, and the next two hit the aft section. The victim was subsequently identified as Koei Maru, a converted net tender of 900 tons. A week later, Trout picked up a carrier group consisting of a light aircraft carrier, two cruisers, and two destroyers. The submarine closed to 1,500 yards (1,400 m) and fired a spread of five torpedoes. She heard two timed explosions and saw the carrier Taiyō slow, with smoke pouring out of her starboard side near the water line. Trout heard high-speed screws approaching and went to 200 feet (61 m) as a pattern of ten depth charges shook her severely.

On 3 October, with one week remaining in her patrol area, Trout approached to reconnoiter Otta Pass, the southern deepwater entrance to Truk. 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 emergency dived to 150 feet (46 m). As she passed 80 feet (24 m) on the way down, another bomb exploded without effect. Since both periscopes were out of commission, the submarine headed for Australia for emergency repairs and arrived at Capricorn Wharf, New Farm (Brisbane) on 13 October 1942.

Trout received her third Presidential Unit Citation for this patrol.

6th patrol — the Solomon Islands

Trout's sixth war patrol began on 26 October 1942 and took her to waters around the New Georgia Islands. On 13 November, she was patrolling 80 miles (130 km) north of Indispensable Strait when she was ordered to intercept the Kongō-class battleship Kirishima en route to shell Henderson Field on Guadalcanal. On the morning of 14 November Trout located Kirishima and its escort force in the process of refueling but was unable to maneuver into an attack position. Stalking the force, Trout attacked when the Japanese came under air attack in the afternoon and fired a spread of five torpedoes with a depth setting of 25 feet (7.6 m); all missed; and she cleared the area. The patrol ended when the submarine returned to Brisbane ten days later.

After provisioning and off-loading her torpedoes, Trout departed Brisbane on 25 November for Fremantle, Western Australia, where her squadron was then based, arriving 2 December 1942.

7th patrol — Borneo

On 29 December 1942, Trout stood out to sea to patrol the South China Sea off North Borneo. The submarine contacted a large tanker off Miri on 11 January 1943 and launched three torpedoes from a range of 2,000 yards (1,800 m). 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 launched two torpedoes at a cargo ship from 700 yards (640 m) and watched as the unidentified ship sank immediately. On 29 January, the submarine launched three torpedoes at a destroyer believed to be the Thai Phra Ruang (the former R class destroyer HMS Radiant) 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, Borneo. She made a submerged approach, launched 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 launched 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 1943.

8th patrol — laying mines

Trout was next ordered to plant naval mines in Api Passage, off the northwest coast of Borneo. She got underway on 22 March 1943 and, on 4 April while en route from Balabac Strait to Miri, fired a spread of three torpedoes at a naval auxiliary. One hit the target amidships, raising a 20-foot (6 m) 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 launched three torpedoes at another ship with no results. Trout planted 23 naval mines in Api Passage on 7 April and 8 April and then began patrolling the Singapore trade route. On 19 April, she launched 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 23 April 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 1943.

9th patrol — special missions

The Trout was now under the command of her former executive officer, Lt.Cdr. Albert Hobbs Clark, a "plank owner" (member of original ship's complement). From 27 May to 20 July 1943, 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 U.S. Army team at Labangan, Mindanao. On 15 July, 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 including Lt.Cdr. Charles "Chick" Parsons and Lt.Col. William E. Dyess at Pagadian Bay on Mindanao and headed for Fremantle.

10th patrol — sub to sub

Trout stood out to sea on 12 August to patrol the Surigao Strait and San Bernardino Strait en route back to Pearl Harbor. 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 a Kaidai 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 (30 m). After she heard a second explosion, Trout came to periscope level, but found no sign of I-182 which she had sunk. On 22 September, 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. Though depth charged afterwards and kept down for five hours, Trout surfaced and gave chase to the damaged transport, finding and attacking it with three more torpedoes before her escort could return.

As the transport was being abandoned Trout proceeded close aboard and passed 12 to 15 life boats. The enemy ship was ablaze and 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, the submarine 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 modernization overhaul at the Mare Island Navy Yard. She was ready for sea in January 1944 and returned to Submarine Division 162 at Pearl Harbor late that month.

The last patrol

On 8 February 1944, the submarine began her 11th and final war patrol. Trout topped off with fuel at Midway Island and, on 16 February, headed via a great circle route toward the East China Sea.

Japanese records examined after the war indicate that one of their convoys, Matsu No. 1, was attacked by a submarine on 29 February 1944 in the patrol area assigned to Trout. Carrying the 29th Infantry Division of the Kwantung Army from Manchuria to Guam, Matsu No. 1 consisted of four large transports escorted by three Yugumo-class destroyers of Destroyer Division 31: Asashimo, Kishinami, and Okinami. The submarine badly damaged one large passenger-cargo ship and sank the 7,126-ton transport Sakito Maru. Asashimo detected the submarine and dropped 19 depth charges. Oil and debris came to the surface and the destroyer dropped a final depth charge on that spot, at the position 22°40'N 131°45'E. Coordinates: 22°40'N 131°45'E. The submarine was using Mk. XVIII electric torpedoes, and it was also possible that one of those had made a circular run and sunk the boat, as happened with Tang.

On 17 April 1944, Trout was declared presumed lost with all 81 hands, including Commander Clark and his executive officer, Lt. Harry Eades Woodworth, both of whom had made all 11 war patrols.

HOW SUBMARINE TACTICS DEVELOPED

PART 2 OF 2 PARTS



EDITOR: THIS ARTICLE HAS BEEN REDUCED AND SLIGHTLY MODIFIED FROM THE ORIGINAL DOCUMENT:
U.S. NAVAL ADMINISTRATION IN WW II – SUBMARINE COMMANDS – SUBMARINE TYPES & CHARACTERISTICS (K)
DECLASSIFIED AND RELEASED BY THE NAVAL HISTORICAL CENTER
JOHN'S BIG SUB BOOK #1 – ASSEMBLED AND PROVIDED BY ST. MARYS SUBMARINE MUSEUM, INC. ©

THE SOUND ATTACKS

Analysis of 4,873 submarine attacks list 31 as being conducted by sound. Investigation of these thirty one discloses that of this number only a small percent would be classed as “sound attacks” by prewar standards. Before the war a sound attack was one delivered from deep submergence with sound information the only information reaching the approach officer. In many of the thirty one attacks listed these conditions did not apply. However data on the early approaches of the war are un-complete and it is probable that a much higher percentage of real sound approaches were made in the early war years than in the later ones. In the year 1945 only 2 “sound attacks” are listed.

In the thirty one attacks during the war listed by as sound attacks, seven sinkings were credited. On about half of these sinkings it has been impossible to identify the vessel sunk. Whereas Japanese records are such that inability to find a Japanese record of the sinking is not conclusive evidence that the sinking did not take place, it must be conceded that by the very nature of the attack, the evidence of sinking in a sound attack is apt to be sketchy. In any event it is certain that in sound attacks conducted from deep submergence, the sum total of all damage inflicted on the enemy was not very great.

Sound Essential In An Attack

Although sound was very little used in conducting approaches from deep submergence, it must not be inferred that sound was anything but a vital and integral part of the fire control organization. With pinging escorts, and a submarine submerged on patrol, sound very frequently was the first to make contact. On practically all submerged attacks, and the majority of all attacks were submerged attacks, - sound kept up a continuous and accurate flow of data to the approach officer.



On submerged approach the JK and QB were manned in the conning tower. When installed, the JP was manned in the torpedo room. One conning tower listener kept continuously trained on the nearest escort. The JP was frequently used for all around sweeps, but sometimes these assignments were varied, and JP was used to follow the target and one of the conning tower listeners used for search.

Under these conditions sound kept bearings on the target flowing to the fire control party.

They kept track of the target while the periscope was down. They gave early indication of target maneuvers, and warned of changes in disposition of the escorts. By counting the target's turns they furnished an independent check on the speed, and instantly warned of any changes of speed. Thus without an undue number of periscope observations the approach officers was assured against surprise by maneuvers of the target between periscope exposures.

In one other respect sound was of importance during the attacks. Until the advent of radar, submarines depended upon the periscope stadimeter for ranges. It was never very accurate. Even after SJ radar was introduced, it was impossible to use that instrument during the attack phase of a submerged attack. Angled shots using larger gyro angles depended for the accuracy upon the firing range. Sound provided an excellent means of obtaining the range by bouncing a super-sonic echo off the target.

During peace time exercises the possibility of using "single ping" ranges just before firing had been explored. Opinions differed but it was usually considered that, even with super-sonic escorts, the probability of the submarine being detected in taking a single ping at the target was not too high. It is probable that had the use of sound from deep submergence not been overstressed, the development of sound would have been retarded. The Submarine Force, therefore, had many reasons to be thankful for the attempt to stretch sound development beyond its contemporary capabilities. If sound was useful during the approach, it was essential during retirement. When under attack by escorts, the submerged submarine had no recourse but to go deep. Once below periscope depth, sound was the only source of information of the enemy.

In evasion at deep submergence, it was usual to seek the protection of a density layer whenever possible. The listeners then concentrated on the escorts. As nearly as possible, the Commanding Officer maneuvered the submarine to put the escorts astern. Thus gradually he withdrew from the attackers. Without the marvelous development of submarine sound, we would undoubtedly have been lost many more submarines.

THE GUN ATTACKS



In the first few months of the war most submarine operations within 500 miles of enemy bases were submerged during daylight. Under these circumstances, submarine guns found little use. During this period, submarines operating in Empire waters encountered literally hundreds of sampans and small vessels of non-descript nature. A ring of them belted Japan some six hundred miles from the coast line. The suspicions grew that many of them were look outs and that some might be anti-submarine pickets. At the time of the Doolittle raid on Tokyo, these suspicions were confirmed. The carrier task force met the pickets several hundred miles from their objective. Two sampan pickets were sunk and prisoners taken from them. These prisoners confirmed that they were regular organized watches of picket boats guarding the Empire approaches. They spent long periods at sea, combining watching and fishing. Some of them carried a naval signal party. In the early days most of them were unarmed.

By April 1942, the submarines had determined to do something about the situation. The patrol craft were too small to attack with torpedoes. Periscope examination of them showed that their armament was light or non-existent. In the last week of April, three or four of them were taken on and sunk by gunfire.

Early Gun Attacks

The tactics of these early gun attacks were simple. They consisted chiefly of closing the range to a few hundred yards, usually at high speed on the surface, and overwhelming the enemy with machine gun and deck gun fire. It was early learned that small wooden vessels, a few hundred tons burden or smaller, were difficult target's to sink by gunfire. They would be riddled with 30 and 50 caliber machine guns, holed several times with 3 or 5 inch shell fire and still stay afloat. The quickest method of destruction was to set them afire and that was not always easy to do.

These attacks on sampans and patrol vessels accomplished very little of military value. The enemy losses were very small and had no noticeable effect on the number of patrol boats and sampans that vigilantly patrolled off Japan. It is possible that submarine attacks forced Japan to arm their patrol craft and that this action constituted some drain on the military resources of the country. On the other hand it is probable that the more distant craft was always better

equipped and armed and that this outer ring never contained very many simple unarmed fisherman.

DOWN THE THROAT SHOTS

In pre-war practice torpedo approaches it was usually conceded that if a submarine got caught at close range, dead ahead of the target, there was little to do but go deep and pray. It was however the experience of the war that such a situation was by no means hopeless. If the submarine was in a position such that she could fire at close range, under 1,500 yards, and with very small gyro angles, the chances of hitting were nearly as good as they were in the more conventional attacks with a broader track angle.

It is doubtful that the "down the throat" shot was ever courted for its own merit. However many commanding officers learned to accept it with the greatest of equanimity. Usually if they were able to maneuver themselves into a position dead ahead of the enemy they would head straight at him. Then if a zig came to either side a normal attack under favorable circumstances frequently occurred. If the target failed to zig when the range got down to below 1,500 yards, the "down the throat shot" presented an excellent opportunity to do damage to the enemy. SORG records show 167 attacks with the track angles less than 20 degree. In these attacks 452 torpedoes were fired for 104 credited hits. The percentage credited hit does not therefore compare too badly with the average for all torpedo attacks, in which 14,343 torpedoes were fired for 4,790 credited hits.

UP THE KILT SHOTS

Somewhat allied to the "down the throat shot" was the attack on 180° track. Both had the advantage that the target's speed cancelled out of the fire control problem, and the target's course could usually be estimated with little or no error from the position in which the attack was delivered. Both had the disadvantage that, if discovered in time, maneuvers to avoid were simple, which was partly offset by the fact that a late maneuver to avoid was apt to prove disastrous. From ahead an attack was more likely to be discovered than an attack delivered from astern. Also the attack from ahead was more liable to prompt and efficient counter measures. When attacking from ahead the target's advance decreased the torpedo run, or what is the same thing, the target's and the torpedoes speed were additive. The situation was exactly reversed in case if the attack was astern and this difference between these attacks was, in fact, all the difference in the world.

Both these rather unconventional forms of approach, to be effective had to be delivered from short range. Target maneuvers to avoid were usually successful when steam torpedoes were fired with a long torpedo run. But even with electrics, the natural and inherent errors in torpedo fire were sufficient to cause a miss on the very narrow target presented by a ship's beam, when the firing range was excessive.

The "up the kilt", one hundred and eighty degree track shot, was therefore never very popular. At most it was held, that it presented some chances of success when the opportunities for a more conventional approach had been missed. In the early days of the war the attack from directly astern was sometimes favored for a night approach. This was of course in the days before radar. Some of these early attacks were thought to have been successful but in most cases it has been impossible to identify the ship sunk. The exploders in use in the early war days was very apt to premature in the turbulence of the wake, and it is probable that pre-matures were mistaken for hits in many cases.

END AROUND TACTICS

In the early months of the war submarines did most of their daylight patrolling submerged. At night, in pre-radar days, contacts were at close range and opportunities for maneuver were limited. In the East Indies, in the Philippines and in the Solomons, conditions remained for a long time, such that little daylight surface work was possible. In the open sea, however, it soon became apparent that the full potentialities of submarines could be exploited only by using their best surface speed to tactical advantage.

The development of "end around" tactics was gradual. Even in the early and difficult days, many instances occurred of submarine funning ahead of a night contact to dive for a morning attack on the projected route. But it was not until early 1943 that the name and the game became so popular. Peace time training had tended to teach that submerged approach missed was an opportunity forever gone. This was and still is true for high speed targets, and for Task Forces that generally move through submarine water at high speed and with good protection. All submarine peace time training had been for attacks against such targets. For slow speed convoys, new tricks had to be learned.

When contact was made with a convoy of unescorted merchantmen, it was possible to remain on the surface and run up ahead to obtain a favorable attack position. During the day time, by keeping the enemy under observation through the extended periscope, a submarine could maneuver so that her hull remained below the horizon as she maneuvered to run around the enemy. At night by careful work on the fringes in the circle of visibility it was possible to accomplish the same thing and cover much less distance in doing so. Even when an attack had been missed it was often possible to get up on the surface after the enemy had passed and run around him to attack again. Repeated

attacks on convoys became common occurrences.

WOLF PACKING

Consideration of the military principle of concentration of force early directed attention to the possibility of using several submarines in cooperative attacks. In the middle 1920 the section attack, with three submarines submerging and maneuvering together to deliver a simultaneous submerged torpedo attack was extensively tried out. It was shortly abandoned, probably because the restriction of the submarines freedom of action by the risk of submerged collision outweighed any theoretical advantage. Just before the war the simultaneous attack of several submarines at night on the surface was tried out but did not reach a high stage of development.

The practice of sailing ships in convoy in order to concentrate anti-submarine protection naturally led to efforts to concentrate submarines against a single convoy. Against the big Atlantic convoys concentration of German submarines were often spectacularly successful. In the Pacific, distances were greater, submarines were fewer, and convoys were smaller but principles were the same. Therefore the problems of operating several submarines in cooperative effort was intensively studied both on the game board and in exercises with incoming convoys to Pearl Harbor. This led to the formation of a standard "Coordinated Attack Doctrine".

Although subject to change to meet changing conditions, it was considered that against the Japanese convoy of usual size a group of three submarines was about adequate. Provision was made for as many as six and as few as two. The Coordinated Attack Group [**CSAG**] usually maneuvered in line or column about normal to the expected direction of enemy movement. The distance between submarines was usually prescribed at somewhat less than twice the limiting range of detection of a convoy. By such an arrangement it was expected to gain considerably in the efficiency of search operations.

When a submarine of the group made contact it immediately transmitted to other members of the group, the position and estimated course and speed. This information was amplified whenever possible as the submarine in contact closed in and made an attack. If possible this first attack was to be made on the flank away from the other submarines.

In the meantime, the other submarines were maneuvering for position on the flanks of the convoy. It was intended that there would be at least one "Flanker" on each side of the convoy. Normal doctrine provisions were made for maintaining one submarine on each flank even in the face of expected enemy counter measures. The duty of this Flanker was repeated attacks, end around runs, and then more attacks until the convoy was destroyed.

The submarine making the initial contact after her first attack was expected to become the "Trailer". As such, she was expected to furnish the Flanker with information concerning major change in the tactical situation, and to attack stragglers and cripples or escorts counter-attacking the Flankers. It was a very simple doctrine and flexible.

Analysis of these attacks disclosed that the individual submarine profited much by the contact reports of other members of the group. By this means they kept contact long after it would otherwise have been lost. Attempts at coordinated attacks in accordance with doctrine failed and the splendid results were all achieved by individual attacks.

The development of the wolf pack was by no means complete when the war ended. If large convoys had persisted into the days when large numbers of submarines were available there would have been greater demand for coordinated attacks. Also the conditions of warfare in the Pacific were such that there was never the necessity for cooperation between submarine and scouting planes that the Germans found so essential in the Atlantic.

When the Pack Commander [**CSAG**] put to sea communications difficulties dogged his efforts. Once the submarine upon which he was embarked submerged he was cut off contact with the remainder of his group. Friction between the Division Commander [**DIV**] embarked as the Wolf Pack Commander [**CSAG**] and the Commanding Officer of the submarine often occurred. This was most frequent during the attack phase when there was often good reason for two different opinions though it was never good practice having two bosses. It was perhaps some such consideration as well as the better communication facilities that led the Germans to put their Wolf Pack Commanders ashore.

PENETRATION OF ENEMY HARBORS

A submariner generally likes to feel he has plenty of water under his keel. When the water is shallow, maneuverability is the third dimension is restricted and a submarine is much more vulnerable to countermeasures. But often there were tempting targets so located that they could only be approached through narrow, shallow and restricted waters.

Such a situation arose when the Japanese made their major Philippine landings in Lingayen Gulf. On 21 December 1941 several submarines were ordered into Lingayen Gulf to attack the Japanese expeditionary forces making landings there. They found the entrance to the Gulf closely guarded by Japanese anti-submarine vessels. Several attacks were made on destroyers and on two freighters just outside the Gulf, but S-38 [**USS S-38 SS-143**] was the only submarine to penetrate into the Gulf and sink a transport.

UNDER-RUNNING MINEFIELDS

During the greater part of the war all enemy minefields were scrupulously avoided. A fair proportion of enemy minefields were discovered by intelligence from captured documents, old charts, interrogation of prisoners, and such sources. This information usually disclosed that certain ocean areas were restricted to navigation. From the time of their discovery, these areas were generally avoided by submarines.

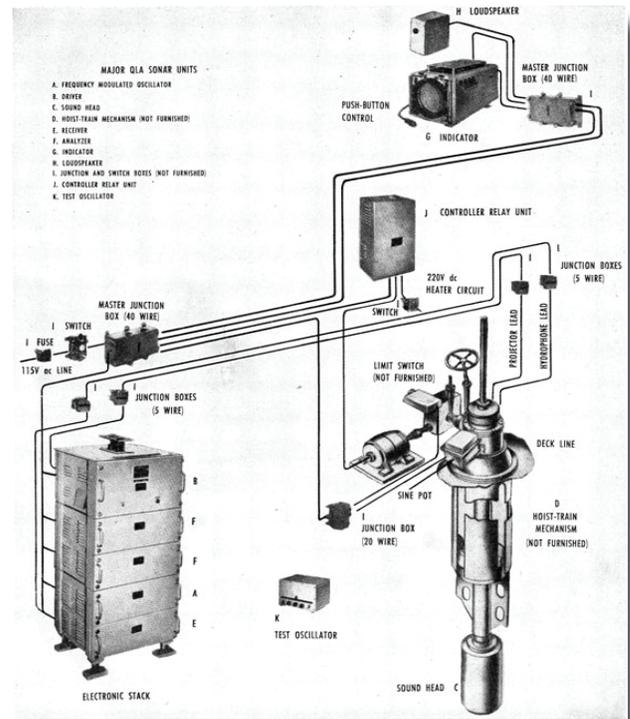
However, by the spring of 1945 the Empire of Japan had been so compressed that the areas that had been restricted and presumably mined were relatively so great, that this safe and sane attitude could no longer be continued. In anticipation of just such a contingency, QLA sonar for detection of mines had been pushed through the development stage and tried out in operation. With this apparatus it was possible to detect the ordinary Japanese moored mine at distances sometimes as great as 700 yards. It was therefore possible to locate individual mines at distances great enough to avoid them.

Although the QLA sonar was the best device available for this purpose it was by no means all that could be desired. While it would detect a mine it would also detect many other small objects, such as fish and "thermal patches". Experienced operators could usually distinguish between the type of contacts, fish because they moved about and thermal patches because of the mushy echo, aptly termed "Nell's Bell". Nevertheless the large number of false contacts usually encountered, and at ranges where immediate maneuvers were necessary, made the instrument not the easiest in the world to use.

After sufficient operating experience had been gained with QLA sonar it was decided to penetrate the Sea of Japan in force. All three of the available entrances to this area were known to be mined. In 1943 submarines had entered through La Parouse. In 1945 La Parouse was thought to be better guarded. It was also better as an exit than an entrance and it was decided to use it for that purpose. After intensive study of the problem Nishi Suido (West Channel) of the strait of Tsushima was selected as the point of entrance. These straits were known to be mined. Intelligence was able to indicate the general area where mines were to be expected although the exact coordinates of the Mine lines were unknown.

The penetration of the Sea of Japan by nine submarines was known as OPERATION BARNEY. A contemporaneous publication described the operation as enclosed herewith. Nine submarines successfully under ran the Tsushima Straits minefields. **BONEFISH [USS BONEFISH SS-223]**, commanded by Commander L.L. Edge, was lost in the Sea of Japan. The other eight made a mass exist on the surface through La Parouse Straits.

From 7 DECEMBER 1941, through 1944, the most lucrative hunting grounds for U.S. Submarines were the shipping routes from the enemy's conquered territory in the Southwest Pacific to the Empire. During this period the Japanese were busy obtaining raw materials and food stuffs from their new possessions, also transporting troops, munitions and equipment to them. Allied victories, advances and destruction of shipping' forced the enemy to fall back to the Japan Sea as his main route of supply via Korean and Manchurian ports.



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