



March 2004
Volume 10 - Issue 3



<http://perch-base.org>

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

ITEM	PAGE NO.
Title Page	1
"Eternal Father"	2
Sailing Orders(upcoming activities)	3
List of Base Officers	3
"From the Wardroom"	4
SubVettes "Behind the Wardroom"	4
Subvettes Meeting Minutes	4
January Meeting Minutes	5
This Old Boat . . .	7
Shipmates Column	7
The Story of the S-35	7
Eternal Patrol - February's Lost Boat	8
Chaplain's Column	9
District 8 Convention "Greetings" Letter and Map	14
District 8 Convention Registration Form	15
Mailing Page	16



Lest We Forget Those Still On Patrol

MARCH ETERNAL PATROLS

USS F-1	SS21	Mar. 25, 1915	21 men
USS H-1	SS28	Mar. 12, 1920	4 men
USS Perch	SS176	Mar. 3, 1942	6 men (as POW's)
USS Grampus	SS207	Mar. 5, 1943	71 men
USS Triton	SS201	Mar. 15, 1943	74 men
USS Tullibee	SS284	Mar. 26, 1944	79 men
USS Kete	SS369	Mar. 20, 1945	87 men
USS Trigger	SS237	Mar. 26, 1945	89 men

NEXT REGULAR MEETING - MARCH 13, 2004

American Legion Post #62

11001 N. 99th Ave.

Starts at 1200 hours

Lunch provided at \$3 a head

"Eternal Father, Strong to Save": The Navy Hymn

The song known to United States Navy men and women as the "Navy Hymn," is a musical benediction that long has had a special appeal to seafaring men, particularly in the American Navy and the Royal Navies of the British Commonwealth and which, in more recent years, has become a part of French naval tradition.

The original words were written as a hymn by a schoolmaster and clergyman of the Church of England, the Rev. William Whiting. Rev. Whiting (1825-1878) resided on the English coast near the sea and had once survived a furious storm in the Mediterranean. His experiences inspired him to pen the ode, "Eternal Father, Strong to Save." In the following year, 1861, the words were adapted to music by another English clergyman, the Rev. John B. Dykes (1823-1876), who had originally written the music as "Melita" (ancient name for the Mediterranean island of Malta). Rev. Dykes' name may be recognized as that of the composer given credit for the music to many other well-known hymns, including "Holy, Holy, Holy," "Lead, Kindly Light," "Jesus, Lover of My Soul," and "Nearer, My God to Thee."

In the United States, in 1879 the late Rear Adm. Charles Jackson Train, an 1865 graduate of the United States Naval Academy at Annapolis was a lieutenant commander stationed at the Academy in charge of the Midshipman Choir. In that year, Lt. Comdr. Train inaugurated the present practice of concluding each Sunday's Divine Services at the Academy with the singing of the first verse of this hymn.

The hymn, entitled "Eternal Father, Strong to Save," is found in most Protestant Hymnals. It can be more easily located in these hymnals by consulting the "Index to First Lines" under "Eternal Father, Strong to Save." The words have been changed several times since the original hymn by Rev. Whiting was first published in 1860-61. One will find that the verses as now published differ from the original primarily in the choice of one or two words in several lines of each verse. However, inasmuch as it is not known whether the original words are now available in a hymnal, those original words are given below:

Eternal Father, Strong to save,
Whose arm hath bound the restless wave,
Who bid'st the mighty Ocean deep
Its own appointed limits keep;
O hear us when we cry to thee,
for those in peril on the sea.

O Christ! Whose voice the waters heard
And hushed their raging at Thy word,
Who walked'st on the foaming deep,
and calm amidst its rage didst sleep;
Oh hear us when we cry to Thee
For those in peril on the sea!

Most Holy spirit! Who didst brood
Upon the chaos dark and rude,
And bid its angry tumult cease,
And give, for wild confusion, peace;
Oh, hear us when we cry to Thee
For those in peril on the sea!

O Trinity of love and power!
Our brethren shield in danger's hour;
From rock and tempest, fire and foe,
Protect them wheresoe'er they go;
Thus evermore shall rise to Thee,
Glad hymns of praise from land and sea.

(continued at "ETERNAL," on Page 11)



**BASE OFFICERS
COMMANDER:**

Glenn Herold
839 North Rogers
Mesa, AZ 85201-3849
(480) 962-6115
duke7@cox.net

VICE COMMANDER:

Adrian Stuke
739 West Kilarea Ave.
Mesa, AZ 85201-6814
(480) 892-3296
adrianstuk@aol.com

SECRETARY:

Edgar Brooks
517 Eagle Crest Dr.
Prescott, AZ 86301-5424
(928) 778-4069
etbrooks62@aol.com

TREASURER & MEM. CHAIR:

Bob May
10015 W. Royal Oak Rd. #341
Sun City, AZ 85351-6100
(623) 875-1212

COB:

Douglas LaRock
3466 E. Waterview Dr.
Chandler, AZ 85249-3882
(480) 659-4134
sewerpipesailor@hotmail.com

STOREKEEPER:

Jim Nelson
9503 W. Spanish Moss Ln.
Sun City, AZ 85373-1741
(623) 972-1044
sub489@cox.net

MEMBERSHIP.WEBMASTER:

Ramon Samson
13210 N. Lake Forest Dr.
Sun City, AZ 85351-3252
(623) 815-9247
rsamson@bnswest.net

CHAPLAIN:

Warner H. Doyle
13600 W. Roanoke Ave.
Goodyear, AZ 85338-2236
(623) 935-3830
d-hdoyle@worldnet.att.net

MIDWATCH EDITOR:

Chuck Emmett
7011 West Risner Rd.
Glendale, AZ 85308-8072
(602)843-9042
chuckster41@earthlink.net

HISTORIAN:

James W. Newman
3422 North 51st Place
Phoenix, AZ 85018-6120
(602) 840-7788
jimnewman@qwest.net

PUBLIC RELATIONS:

Ben Acosta
12914 W. Alvarado Rd.
Avondale, AZ 85323-7142
(602) 935-7752
Benvirg@juno.com

Sailing Orders



**Next Regular Meeting
Mar. 13, 2004
(HOLLAND CLUB INDUCTION)**

April Meeting on the 10th

**Picnic at the Railroad Park
April 17**

**District 8 Convention
Denver, CO
May 14 & 15, 2004**

*(See pages 14 and 15 of this news-
letter for greetings letter, map and
registration form.)*

**2004 National Convention
Albany-Saratoga, NY
Sept. 15 - 19, 2004**

From the Wardroom

Shipmates

We had a fine turnout this last meeting, a few new faces makes our purpose shine even better.

We have the picnic committee set up, along with our location at the Railroad Steam Engine Park, the same place as we had two years ago.

Our April meeting will be on the 10th with the picnic on the following Saturday the 17th. This will be a catered affair, with good food and great fellowship. Plan on making it, we will have a sign up, for picnic attendance at our next meeting.

During our March meeting, we will nominate our new officers. Please start thinking about what you can do to help the base grow. Get involved! Let someone know, that you would like to run for office. Get them to nominate you for the office you seek.

We have received approval to move the Perch Torpedo for the powder coatings. We are looking at the cost and best time to get this task handled. If anyone has any contacts

See "WARDROOM" on page 9

From Beyond the Wardroom Perch Base SubVettes

We have a very productive meeting last month; I hope you were able to attend.

We will be having elections at our March meeting. If you would like to run for an office or be of assistance to your base in any way, please plan to attend.

Our meeting will be held at the Americana Restaurant, 11001 N 99th Avenue, Peoria, 12 noon, March 13th. It's just north of the American Legion. Our lunch will be available from a limited menu, to facilitate the restaurant staff & hopefully cut our meeting time down a little bit.

I want to say a very HAPPY BIRTHDAY to:

Sandi Prophet – March 1st
Iris Vaillancourt – March 13th
Karen Emmett – March 14th
Debbie Newell – March 28th
Brandi Hershey – March 31st

Hope to see everyone at the meeting wearing your shamrocks.

With fond regards,

Nancy Nelson, President
SubVettes of Perch Base

SUBVETTES MEETING MINUTES February Meeting

The fifth monthly meeting of the SUBVETTES of Perch Base was convened at the Americana Restaurant, Peoria, Arizona at 1245 hours, February 14, 2004. There were 19 members in attendance. President Nancy Nelson called the meeting to order and conducted the Pledge of Allegiance. Betty Weber led the members in a prayer of invocation.

A motion was made by Muriel Grieves and seconded by Betty Weber that the minutes from the January meeting be approved as published in the Base Newsletter, "The Midwatch". Motion carried.

Vice President Kay Harnish reported on the Base's financial status as of January 31, 2004. A motion to accept the report as read was made by Linda Wall and seconded by Karen Emmett. Motion carried.

President Nancy Nelson reminded members that raffle tickets were available for two (2) Dolphin Statues and that there would be separate drawings for each statue.

OLD BUSINESS

President Nancy Nelson distributed, to all members, copies of the Base Constitution and By-Laws that incorporated revisions made due to National amendments. Kay Harnish made a motion to vote on the changes as a whole and Jackie Hawkins seconded that motion. The changes voted on are as follows:

Constitution

ARTICLE VI – MEMBERSHIP, section (a): "Members of SubVettes will be the wives, sisters, mothers, daughters, grandmothers, granddaughters, or widows, 16 years of age or older, of current or former members of the United States Submarine Veterans, Inc. and/or members now on eternal patrol."

ARTICLE VI – MEMBERSHIP, section (f): "Members are eligible for Life Membership at 25 years of age and older."

By-Laws

ARTICLE III – VOTING, section (3): "Members voting privileges begin at 18 years of age for National elections. All regular and associate members will be allowed to vote in Base elections."

ARTICLE IV – OFFICERS, section (b): "The prerequisite

See "SUBVETTES" on page 6

February Meeting Minutes

The regular monthly meeting of the members of the Arizona Submarine Veterans B Perch Base was convened at the American Legion Post #62 Peoria, AZ at 1300 hours, 14 February 2004. Base Commander – Glenn Herold, called the meeting to order.

Base Chaplain Howard Doyle led the members in a prayer of Invocation. The members were then led in the "Pledge of Allegiance" followed by a reading of the "Purpose of the Organization", Dedication, a Moment of Silence for our departed shipmates and the "Tolling of the Boats@ ceremony for submarines lost during the month of February.

According to the sailing list, there were 36 Perch Base members and 1 guest at the meeting. Those present welcomed our guest – Shipmate Paul Miller's son Christopher.

A motion was made and seconded that the minutes from the January meeting be approved as published in the Base Newsletter "The MidWatch". The motion carried by voice vote.

Treasurer (Robert May) reported the Base's financial status as of the first day of February 2004.

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

REPORTS BY OFFICERS AND COMMITTEE CHAIRMEN

Vice Commander – Adrian Stuke was not present.

Base Chief of the Boat – Doug LaRock had nothing to report

Chaplain – Howard Doyle informed the members that three Perch Base Shipmates had departed on eternal patrol during the last month and asked members to remember them and their families in our prayers. Shipmate Don Wannamaker, Milan Moncilovich and Herold Ballenger had departed on eternal patrol during the past month. Howard read a letter from Don Wannamaker's wife Judy thanking the members that attended the open house she conducted to commemorate Don's life. Howard also announced the date and time for services to be held for Herold Ballenger.

Membership Chairman – Ramon Samson reported that there were on 16% of the existing members who had not renewed their membership for 2004. Ray also asked that everyone whose personal information (address, phone, email, etc.) changes notify him so he can keep the membership data current.

Ray also reported that the Perch Base Web Site continues to be updated and noted that the site is proving to be effective in recruiting new members.

News Letter Editor – Chuck Emmett announced that the Perch Base was now offering advertising in the monthly newsletter. The Board of Directors has approved the sale of business card sized ads at the rate of \$100 per year. Chuck asked the members to help identify businesses and organizations that would be interested in taking advantage of the opportunity to advertise in our newsletter.

Chuck also responded that the newsletter would again be entered in the contest for recognition as the best newsletter in USSVI for 2004.

Dave Harnish reminded the members that applications for the USSVI Scholarship Awards must reach the Chairman of the Scholarship Committee by March 15 if they are to be considered. Application forms are available from the Chairman and can be downloaded from the Internet web site (www.ussvi.org).

Ship's Storekeeper – Jim Nelson reported that the store is stocked with shirts and special order jackets that may be attractive to the members. Jim again thanked the members for buying items from the Ship's Store and supporting the Perch Base through their purchases.

Dave Harnish read the draft of a letter Ed Brooks had prepared to be sent to the remaining survivors of the U.S.S. Perch SS-176, notifying them that Perch Base had appointed them as honorary members of the Base and regular members of USSVI with their dues paid by Perch Base. The members agreed that the letter was appropriate and fitting.

Dave also informed the members that the Board of Directors had voted to submit Ed Brooks' name for consideration as the recipient for the 2004 Joe Negri Award.

OLD BUSINESS

Dave Harnish informed the members that nominations for the USSVI District 8 Commander were due by March 31. Dave indicated that the current Commander, Lief Larsen is seeking another term and has been nominated to once again run for election to the position.

Dave also asked the members to send their nominations for Perch Base Sailor of the Year to Jim Newman prior to the end of June.

Glenn Herold announced that all the elected officers' positions of the Perch Base are open for nominations, except Base Commander. The existing office holders have agreed to run for reelection. However, any member for any of the elected positions may make nominations. Glenn then asked for nominations from the floor. There were none offered. The

See "MINUTES" on page 10

(continued from "SUBVETTES," page 4)

for Base Office is that a Nominee must be 18 years of age and a primary base member in good standing."

President Nancy Nelson called for a vote on the proposed revisions. The above changes to the Constitution and By-Laws were accepted by a unanimous vote of all members in attendance.

NEW BUSINESS

President Nancy Nelson advised members of a proposal made by the Board to open a Base savings account to hold funds collected for life membership dues. The proposal was passed by a unanimous vote of the members.

Nancy also advised members of the Board's decision to make a \$100 donation to the Scholarship Fund in Ed Brooks' name. Nancy voiced her appreciation for his support of the SubVettes through his donation of a set of dolphins for our very first raffle, making flag stands and flags for special events and our new raffle ticket drum. Members voiced their appreciation with a round of applause and a unanimous vote to approve the donation.

Nancy Nelson announced that elections would be held for officers at the March 13 meeting of the SubVettes. Kathryn Otreba was named Election Chairperson, Brandi Hershey and Heather Newell volunteering their assistance in coordinating nominations. A nomination was made for Karen Emmett as Treasurer to replace Debbie Newell. Any further nominations may be made at the next meeting and members are advised to contact Kathryn Otreba with any questions.

President Nancy Nelson made note of the fact that April 11 is National Submariners Day and is seeking ideas from members on ways to show appreciation to our Submariners.

Members were advised that the next meeting of the SubVettes would be held at the Americana Restaurant on March 13 at 1200 hours.

FOR THE GOOD OF THE ORDER

President Nancy Nelson announced that the SubVettes of Perch Base currently has 37 members.

Happy Birthday wishes went out to Dorothy Crider (Feb 12), Lil Asbell (Feb 17), and Susan Day (Feb 17).

Members were also advised that Bobbie Chapman's husband would be undergoing surgery at Boswell Hospital. Members are encouraged to keep our thoughts and prayers with those in need.

DRAWING

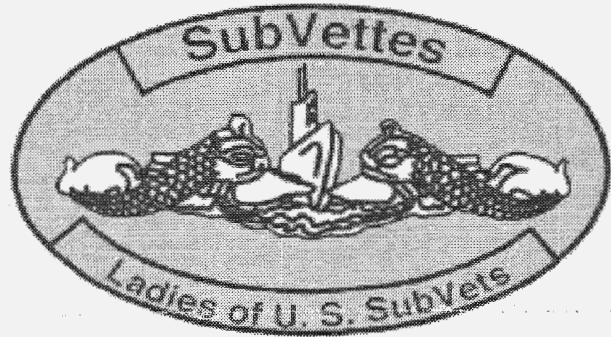
The raffle for the first dolphin statue concluded and Millie Hillman was the winner; after which, the raffle for the second dolphin statue concluded and Jackie Hawkins was the winner.

ADJOURNMENT

All the outstanding business being concluded, a motion was made by Kay Harnish and seconded by Debbie Newell that the meeting of the SubVettes of Perch Base be adjourned. The meeting was adjourned at 1400 hours.

Signed:

Debbie Newell, Secretary



Nautical Nuances or, Did You Know?

Down the hatch

Here's a drinking expression that seems to have its origins in sea freight, where cargoes are lowered into the hatch. First used by seamen, it has only been traced back to the turn of the century.

Duffle

A name given to a Sailor's personal effects. Also spelled duffel, it referred to his principal clothing as well as to the seabag in which he carried and stowed it. The term comes from the Flemish town of Duffel near Antwerp, and denotes a rough woolen cloth made there.

Dungarees

The modern Sailor's work clothes. The term is not modern, however, but dates to the 18th century and comes from the Hindi word dungri, for a type of Indian cotton cloth.

This Old Boat . . .

This one is way too easy, but I want to see just who is reading the paper.



Do you recognize this old boat? Send your answer to the editor

chuckster41@earthlink.net

EDITOR: Well, I ALMOST got a 100% this time! Shipmate Royce Pettit came close (see photo, right) by guessing a "S" class boat -- the S-28. I believe, But Shipmate Ray Samson nailed it right on. The correct answer was the S-35 (SS140)



This time, I gave clues, which were as follows:

- 1. She is of a pre-WW II class.*
- 2. She lasted for about 23 years from commissioning to decommissioning.*
- 3. Some of her history may have made many call her a jinxed boat.*
- 4. She was not sunk in action or during combat times.*
- 5. She did, however, see combat.*

This boat had a fantastic career, but not one anyone would want to emulate. I've included a write up on the boat. See if you think my clues were accurate.

The Story of the S-35

Keel laid by the Union Iron Works, San Francisco, CA
14JUN18;

Launched: 27FEB19

Commissioned: 17AUG22

Decommissioned: 19MAR45 to serve as a SchoolShip
and then sunk by torpedo 4APR46.

(continued, next column)

SHIPMATES COLUMN

EDITOR: Thanks to all my Shipmates who have contributed ideas and articles for this newsletter. Please keep them coming. I try to use all that are submitted, but I can't always accommodate them all. To those who have submitted and not seen their article, I apologize. But don't stop sending. So, shipmates, please continue to provide me with stories and leads. They're very good and you have my thanks.

On the article about GUPPY boats in the February issue of MidWatch, I was especially pleased to receive a letter from Shipmate Ken Becker in Rapid City, SD. Ken wrote:

"From December of 1946 to March of 1948 I had the honor of serving and qualifying on the U-2513, which was one of the Type XXI German U-boats referred to in the article, and from which the new technology was derived."

Thanks for the letter, Ken, and send us some stories about those times. I think it is one of the unsung moments in our history.

("S-35," from previous column)

Engaged in trials as improved engines were developed for her class, USS S-35 (SS-140) was ordered to New London, Conn., in September, for alterations by the prime contractor, the Electric Boat Company. Decommissioned and delivered to that company on 25 October, she was accepted and recommissioned on 7 May 1923.

S-35 operated in Philippine waters, conducting patrols and participating in type, division, and fleet exercises until the spring of 1926.

She maintained a similar schedule of winter operations in the Philippines and summer deployments in Chinese waters through 1931. On 2 May 1932, she moved east, instead of north, and at the end of the month, arrived at Pearl Harbor where she joined the Pacific Fleet and commenced a schedule of exercises, overhauls, and fleet problems which took her into the 1940's. In April 1941, she was transferred to San Diego, and, for the remaining months of peace, she provided services for the West Coast Sound School.

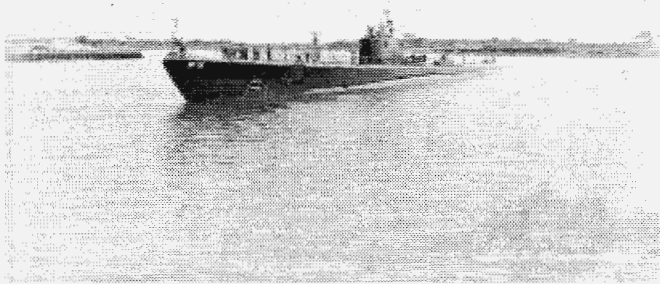
After the attack on Pearl Harbor, S-35 added defensive patrol work to her duties; and, in January 1942, she moved north to Mare Island for limited modernization and overhaul. In late March, she continued northward and, in early

(See "S-35," on Page 11)

Eternal Patrol March 3, 1942

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

U.S.S. Perch (SS-176) 6 men lost (as POW's)



Having been serviced at Port Darwin, Australia, PERCH (LCDR D. A. Hurt) departed on February 3, 1942 for her second patrol, in the Java Sea. At this time the Japanese campaign to secure the Netherlands East Indies was at its height. They had effectively neutralized the Philippines, and their fall was only a matter of time. The Japanese were forcing their way down the Strait of Makassar, and an invasion of Borneo or Java was imminent.

From February 8 to 23 PERCH was sent several reports concerning enemy concentrations near her area, and was directed to patrol or perform reconnaissance in various positions near the islands of the Java Sea. On February 25 she was directed to go through Salajar Strait and patrol along the 100-fathom curve northeast of the Kangean Islands as part of the force then attempting to defend Java.

On February 25 she reported two previous attacks with negative results, and stated that she had received a shell hit in her conning tower, which, damaging the antenna trunk, made transmissions uncertain, but she could receive. On February 27, she sent a contact report on two cruisers and three destroyers. No further reports were received from her and she failed to arrive in Fremantle where she had been ordered by dispatch.

The following account of what happened to PERCH is taken from a statement made by her surviving Commanding Officer, who was repatriated at the end of hostilities, having been held by the enemy. The last station assignment was given PERCH on February 28, 1942, in the Java Sea. A large enemy convoy had been cruising about for several

days, awaiting to land on Java; now the objective had been discovered and submarines were to disregard their areas and attack at the landing point.

Shortly after surfacing on the night of March 1, PERCH sighted two destroyers, and dove. After the destroyers had passed well clear, they came back, one near PERCH. Hurt prepared to attack with torpedoes, but at 800 to 1,000 yards the destroyer turned straight toward him. The Commanding Officer ordered 180 feet. At 90 to 100 feet, the destroyer passed over and dropped a string of depth charges; shortly thereafter PERCH hit bottom at 147 feet.

During the depth charge attacks, which followed, the ship lost power on her port screw, but she managed to pull clear of the bottom and surface when depth charging had ceased. Shortly before dawn two Japanese destroyers again were sighted, and once more PERCH went to the bottom, this time at 200 feet. Efforts to move from the bottom were unsuccessful, and the attackers continued depth charging until after daylight.

At dusk on March 2, PERCH again surfaced after an hour of effort. There was no enemy in sight. Reduction gears were in bad shape, there were serious electrical grounds and broken battery jars, and the engine room hatch leaked badly, so arrangements were made to scuttle if necessary.

On trying to dive before sunrise on March 3, 1942, it was found that due to the severe depth charge attacks she had been through, water poured in from conning tower and engine room hatches, the three-inch circulating water line and leaks in the hull. Nothing the crew did seemed to help the leakage and while further attempts were being made to repair the ship, three enemy destroyers came in sight and opened fire. The submarine's gun was inoperative and torpedoes could not be fired. Enemy depth charges had caused three of PERCH's torpedoes to run in their tubes, and the heat, exhaust gases and mounting nervous tension aggravated already extremely difficult conditions. The decision was made to abandon and scuttle her. The entire crew got into the water safely, and Japanese ships picked all up. LT K. G. Schact, a PERCH survivor, that "loss of air and oil during attacks caused both previous enemy groups to believe their target had been destroyed", makes the significant statement of Japanese antisubmarine capabilities.

Personnel of PERCH were held for a few days on a Dutch Hospital Ship and transferred on March 10 1942 to a prison camp at Makkasser, Clebes, Dutch West Indies until found by Brigadier General Barnes on Sept. 13, 1945. Fifty-three of their crewmembers were handed over to the United States at the end of the war. PERCH was credited with sinking a 5,000-ton enemy freighter on her first patrol, conducted west of the Philippines.

(continued from "WARDROOM," page 4)

that would help us in this, please step up.

We are now offering advertising for business-card size space in our newsletters at a fee of \$100.00 for one year, or 12 issues. If you have a business, or have a friend that has a business and would like to get involved, please contact our newsletter editor, Chuck Emmett.

Cut off date for USSVI Scholarship Awards, will be March 15th please contact Dave Harnish committee chairman, if you have a son or daughter, grandson or granddaughter who would like to be involved with the scholarship program. Check the web site for more new on this subject.

I would like to thank shipmate Bob Gilmore for being the American Legion Post # 62 liaison, for our base, thanks Bob.

I would also like to thank our shipmate from the North Country, Jim Clewett for volunteering his property for a get away meeting in Snowflake, AZ. on June 12th 2004. We'll do this instead of our annual meeting in Prescott. He has spots for campers and RV owners, thanks Jim.

Looking forward to seeing you at the March meeting.

Fraternally yours,

Glenn Herold

Base Commander



Nautical Nuances or, Did You Know?

"Bravo Zulu"

This is a naval signal, conveyed by flaghoist or voice radio, meaning "well done"; it has also passed into the spoken and written vocabulary. It can be combined with the "negative" signal, spoken or written NEGAT, to say "NEGAT Bravo Zulu," or "not well done."

There are some "myths and legends" attached to this signal. The one most frequently heard has Admiral Halsey sending it to ships of Task Force 38 during World War II. He could not have done this, since the signal did not exist at that time.

"Bravo Zulu" actually comes from the Allied Naval Signal Book (ACP 175 series), an international naval signal code adopted after the North Atlantic Treaty Organization (NATO) was created in 1949. Until then, each navy had used its own signal code and operational manuals. World War II experience had shown that it was difficult, or even impossible, for ships of different navies to operate together unless they could readily communicate, and ACP 175 was designed to remedy this.

In the U.S. Navy signal code, used before ACP 175, "well done" was signaled as TVG, or "Tare Victor George" in the U.S. phonetic alphabet of that time. ACP 175 was organized in the general manner



Chaplain's Column



There has been no information sent to the Base Chaplain about any member or family in sick-bay. If we have missed anyone, our thoughts and prayers are with them. Please don't let a shipmate in need go un-noticed.

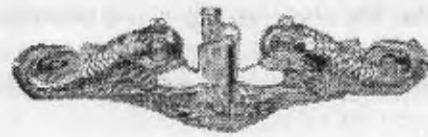
*Do you have know of any shipmate who's sick or the wife or family member of a shipmate?
Contact the Base Chaplain, Howard Doyle:*

(623) 935-3830

d-hdoyle@worldnet.att.net

of other signal books, that is, starting with 1-flag signals, then 2-flag and so on. The 2-flag signals were organized by general subject, starting with AA, AB, AC, ... AZ, BA, BB, BC, ... BZ, and so on. The B- signals were called "Administrative" signals, and dealt with miscellaneous matters of administration and housekeeping. The last signal on the "Administrative" page was BZ, standing for "well done."

At that time BZ was not rendered as "Bravo Zulu," but in each navy's particular phonetic alphabet. In the U.S. Navy, BZ was spoken as "Baker Zebra." In the meanwhile, the International Civil Aviation Organization (ICAO) had adopted English as the international air traffic control language. They developed a phonetic alphabet for international aviation use, designed to be as "pronounceable" as possible by flyers and traffic controllers speaking many different languages. This was the "Alfa, Bravo, Charlie, Delta..." alphabet used today. The Navy adopted this ICAO alphabet in March 1956. It was then that "Baker Zebra" finally became "Bravo Zulu."



**Need a book about submarines?
Have you checked out our base library?
It's easy. Find the book online at:**

**[http://perch-base.org/
perch_base_library.html](http://perch-base.org/perch_base_library.html)**

(continued from "MINUTES," page 5)

election of officers and their installation will occur at the March meeting of Perch Base.

Glenn also announced that the Board of Directors had approved the expenditure of funds (\$350) to modify and repair the cover for the parade float. The work will add vents to the cover so it behaves better in transit and repair damage done over the past two years. He also indicated that the float needs another storage facility. Anyone who has an idea for storing the trailer and model should contact Glenn. The Board of Directors has also approved an expenditure of \$250 to purchase equipment to upgrade and modify the sound system used on the float. Ed Brooks will purchase the equipment and assemble it into a unitized system for use in parades.

The members were briefed the members on the 2003 Perch Base Christmas Party. Including the fact that Ramon Samson was honored as Perch Base Sailor of the Year. Other members were also cited for their contribution to the organization by receiving Letters of Commendation.

NEW BUSINESS

Shipmate Bob Gilmore volunteered to act as Liaison between Perch Base and American Legion Post #62, keeping the Base informed and representing us in their governing bodies. Bob indicated that he is the Post's Master at Arms and would accept that appointed position. The Base Commander - Glenn Herold obliged by appointing Bob to that position. In that position, Bob will also become a member of the Perch Base Board of Directors. Bob was then challenged to see if Perch Base members could volunteer to help serve breakfast on the 5th Sunday each month.

Bob informed the members that the Post's efforts to build a new building had been held up due to changes in the permitting process. However, things are back on track and work start sometime around the middle of the month (February).

The plans for the Perch Base annual picnic were announced. The members were asked to decide the location for the picnic. A motion was made and seconded that the picnic be held at the Railroad Park (Maricopa Live Steamers). The motion was approved by voice vote.

A motion was then made that the picnic be held in the month of April in lieu of a monthly meeting. After further discussion, the motion was amended to state that the picnic be held on April 17th following the monthly meeting on April 10th. The motion passed by voice vote.

Another motion was made that the summer meeting be

held in Snowflake, AZ instead of holding it in Prescott. Shipmate Jim Clewett volunteered his property for campers and RV owners. The motion was amended to indicate that the summer meeting would be held in Snowflake, AZ on Saturday, June 12th, 2004. This motion was seconded and passed by voice vote.

GOOD OF THE ORDER

Dave Harnish announced that this year's USSVI District 8 meeting will take place on May 14 and 15 in Denver Colorado with the Banquet Dinner taking place on the 14th. The business meeting will take place on the 15th along with a memorial service at the National Cemetery in Denver and a barbeque at the American Legion Post. The USSVI National Convention will take place in Sarasota, New York on September 15 through 19. Those planning to attend should make reservations at the earliest date.

Ed Brooks drew the winning tickets for the raffle of a small set of hand carved dolphins and the book; "U.S. Submarines". Nick Pappas won the dolphins and Lee Lloyd won the book.

50/50 DRAWING

The 50/50 drawing was held and Dick Weber was the winner.

ADJOURNMENT

All the outstanding business being concluded, it was moved and seconded that the meeting of the Arizona Submarine Veterans - Perch Base be adjourned. The motion carried by voice vote.

Howard Doyle offered the closing prayer and the meeting was adjourned at 1410 hours.

Edgar T. (Ed) Brooks B Base Secretary



Nautical Nuances
or,
Did You Know?

Before the mast

Literally, the position of the crew whose living quarters on board were in the forecastle (the section of a ship forward of the foremast). The term is also used more generally to describe seamen as compared with officers, in phrases such as "he sailed before the mast."

(continued from "S-35," page 7)

April, arrived at the newly established submarine base at Dutch Harbor.

On 12 April, she cleared Dutch Harbor and moved toward the Kurils for her first war patrol. On April 27, the S-boat was en route to her secondary station north of Attu. On arrival on the 27th, a ship's cook was discovered to have mumps and a course was set for Dutch Harbor. Isolation was impossible, and half the crew had not had the disease.

Three days later, S-35 returned to her Unalaska base. The crew received medical attention, the boat was scrubbed down and refitted; and requests for modern equipment, including sonar and radar, were made. Toward the end of May, the submarine was ready for sea; and, on the 28th, she moved west in response to intelligence reports of a Japanese invasion force bound for the western Aleutians.

On the June 11, she was ordered back to Dutch Harbor to replenish; thence, she was routed to the western part of the archipelago for offensive operations near Kiska, which had been taken by the Japanese. She returned to her patrol area late on the 25th, and, on the 29th, returned to Dutch Harbor. The thick fog, which had shielded the Japanese force as it crossed the Bering Sea, had remained over the Aleutians during her patrol, impairing visibility and hindering her offensive efforts.

On 14 July, S-35 got underway again and, through the end of the month, patrolled the Japanese supply lanes to Kiska. After that, she returned to Dutch Harbor, and then to San Diego, where for six weeks she underwent overhaul and provided services to the Sound School. On 20 October, she returned to Unalaska; and, on the 26th, she cleared the harbor for her 4th war patrol. From then until her return on 22 November, she battled heavy seas, storms, and problems arising from her inadequate and outmoded equipment as she hunted the Paramushiro-Attu-Kiska convoy routes. On the 25th, she returned to Dutch Harbor.

Cold weather added icing to the climatic hazards of the northern Pacific; but, on 11 December, S-35 headed out of Dutch Harbor again. On the 15th, she commenced operations to intercept enemy traffic to Attu and Kiska; but, on the 17th, a case of acute appendicitis forced her to Adak where she was to transfer the sick man for treatment. On the 18th, she approached the rendezvous point but was sighted by enemy planes. On the morning of the 19th, she completed the transfer; then resumed patrol east of Kiska. On the afternoon of the 21st, she ran into a storm while surfaced off Amchitka; and, by early evening, waves were smashing over the bridge and cascading into the Control Room and the Conning Tower hatch was ordered shut. Almost simultaneously, another huge wave crashed over the bridge, flinging the captain into the hatch. Injured, he retired to his quarters, only to be roused a short time later, by cries of fire in

the Control Room.

Electric arcs and blue flames spewed out of the main power cables coming from the Forward Battery. Smoke filled the room; and water, which had caused the fire by soaking cables and causing a short, rose in the Control Room bilges.

The fire was extinguished in the Control Room but immediately broke out in the Forward Battery. Fire extinguishers had no effect. The forward two compartments were abandoned and the battery was secured. Fire again broke out in the Control Room; and, as in the Forward Battery, extinguishers were of little help. Smoke filled the Control Room. The engines were stopped. The room was abandoned and sealed.

Short circuits spread. Electrical equipment was disabled. A hole was burned in the top of the No. 2 main ballast tank and lines from two air banks were severed.

At about 1855 unsuccessful attempts to reenter the Control Room, using escape lungs, were made. Shortly thereafter, two volunteers, using oxygen charged lungs, entered the room; flooded the magazines; partially blew the No. 3 main ballast tank to gain more freeboard; and shut the auxiliary induction to seal the Forward Battery.

The fight to save the submarine continued. The engines were started again; a fire extinguisher watch was set over the section of cable still arcing; and a bucket brigade was organized to assist in keeping down the water level. By 2000, all extinguishers had been emptied. But, S-35, under manual control, was moving east.

The morning of the 21st brought new fires. Twice, at 0700 and at 1100, eruptions forced the crew to the bridge. But the same flares apparently contributed to the fire's burning itself out. After the second, the Forward Battery was sufficiently discharged and the cables sufficiently ruptured to prevent further fire in the Control Room. Smoke from the Forward Battery compartment, however, continued to be a problem until she entered Kuluk Bay and the battery was disconnected. Arriving at noon on the 24th, the boat was ventilated; medical help was obtained; four men were hospitalized; and mattresses, bedding, and clothing were dried.

On the 29th, S-35 made her way, under escort, into Dutch Harbor. Usable equipment was removed for installation in other S-boats, and, on 14 January 1943 she began the long trip to the Puget Sound Navy Yard for repairs. Arriving at Bremerton on the 29th, repairs took her into the spring. From 20 to 31 May, she conducted post repair trials; and, on 3 June, she moved north again.

Material defects continued to cause problems. Her starboard engine soon went out of commission; and, as repair work was started, a freighter and a destroyer were sighted ap-

(Continued on next page)

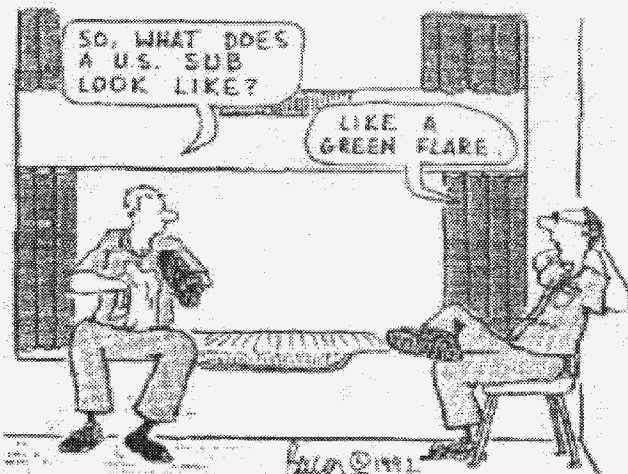
("S-35" from previous page)

proaching on a course, which would bring them over her position. A half hour later, the two enemy ships passed overhead, one to port, the other to starboard. Repair work was then resumed.

On 6 August, S-35 began her 7th war patrol. Standing out of Dutch Harbor, she made for Attu, topped off in Massacre Bay; then proceeded to her patrol area. On the 19th, cracks developed in the port engine crankshaft and couplings; and she turned back for Dutch Harbor. Overhaul followed her return; and on 26 November, she was again ready to hunt in the Kurils. She shifted north; reconnoitered the Kamchatka coast; then, headed home. En route, engineering defects again became critical, and almost 20 hours were spent in repairs. On the 25th, she arrived at Attu; and, on the 30th, she entered Dutch Harbor to complete her last war patrol.

Fleet submarines now replaced the World War I-designed types. The Aleutian S-boats, as with those operating in other areas, were reassigned to training duty or designated for inactivation. S-35 was assigned to Pearl Harbor where she arrived in mid-February 1944 and immediately commenced training operations. In the spring, she was ordered to the Marshalls. Through the summer, she provided training services out of Majuro and Eniwetok, and then returned to Pearl Harbor. In January 1945, she proceeded to San Diego for inspection and repairs, and, in February, she returned to Oahu for use as a damage control school ship. Decommissioned on 19 March 1945, she served as a school ship and then as a target ship. Her hulk was sunk by torpedo fire on 4 April 1946.

S-35 was awarded one battle star for her service during World War II.



Anti-submarine warfare training for surface warriors.

("ETERNAL" from page 2)

It will be noted that in the Hymnal (1940) of the Protestant Episcopal Church, the second and third verses of the hymn are different from those second and third verses published elsewhere. These substitutions give recognition to changing aspects of our culture, particularly the advent of additional modes of transportation — the automobile and the airplane. The Episcopal second and third verses are:

O Christ, the Lord of hill and plain
O'er which our traffic runs amain,
by mountain pass or valley low,
Wherever Lord thy brethren go;
Protect them by Thy guardian hand
From every peril on the land.

O Spirit, Whom the Father send
To spread abroad the Firmament;
O wind of heaven, by Thy Might,
Save all who dare the eagle's flight;
And keep them by Thy watchful care
From every peril in the air.

The Presbyterian Church, USA, likewise has added a new verse which recognizes the advent of the field of aviation. The best information available indicates that this new verse to "Eternal Father, Strong to Save" appeared in 1943 in a little booklet then entitled, "A book of Worship and Devotion for the Armed Forces," published by the Board of Christian Education of the Presbyterian Church, USA. All indications are that this new verse can be traced back to a completely separate hymn, "Lord, Guard and Guide the Men Who Fly," written by Mary C.D. Hamilton in 1915, during the First World War. From this hymn, the first verse and the last two lines to the fourth verse were taken to form this new verse to "Eternal Father, Strong to Save." This new verse, as appearing in the little Presbyterian booklet, is as follows:

Lord, guard and guide the men who fly,
Through the great spaces of the sky;
Be with them traversing the air,
In darkening storms or sunshine fair.
O God, protect the men who fly,
Through lonely ways beneath the sky.

Apparently, during or shortly after World War II, someone in the Navy familiar with the words above adapted this verse for choral rendition. The adaptation changed a word or two here and there and substituted two new fifth and six lines. What some might call the "Naval Aviation version" is as follows:

Lord, guard and guide the men who fly
Through the great spaces in the sky,
Be with them always in the air,
In dark'ning storms or sunlight fair.
O, Hear us when we lift our prayer,
For those in peril in the air.

This version, together with the original first verse, is the verse sung by the men and women of the Navy, particularly those in Naval Aviation.

The tune of "Melita," to which Rev. Dykes adapted the words of "Eternal Father, Strong to Save" in 1861, is, of course, a very moving and inspiring melody. Research indicates that the above additions and alterations to Rev. Whiting's original ode are not the only changes that have been or will be made to the hymn. From time to time, individuals have been and will be inspired to write verses other than those which are indicated in this brief background.

Here are some current alternates:

Eternal Father, grant, we pray
To all Marines, both night and day,
The courage, honor, strength, and skill
Their land to serve, thy law fulfill;
Be thou the shield forevermore
From every peril to the Corps.
—J.E. Seim, 1966

Lord, stand beside the men who build
And give them courage, strength, and skill.
O grant them peace of heart and mind,
And comfort loved ones left behind.
Lord, hear our prayer for all Seabees,
~~Where'er they be on land or sea.~~
—R.J. Dietrich, 1960

Lord God, our power evermore,
Who arm doth reach the ocean floor,
Dive with our men beneath the sea;
Traverse the depths protectively.
O hear us when we pray, and keep
them safe from peril in the deep.
—David B. Miller, 1965

O God, protect the women who,
in service, faith in thee renew;
O guide devoted hands of skill
And bless their work within thy will;
Inspire their lives that they may be
Examples fair on land and sea.
— Lines 1-4, Merle E. Strickland, 1972,
and adapted by James D. Shannon, 1973.
Lines 5-6, Beatrice M. Truitt, 1948

Creator, Father, who dost show
Thy splendor in the ice and snow,
Bless those who toil in summer light
And through the cold Antarctic night,
As they thy frozen wonders learn;
Bless those who wait for their return.
— L.E. Vogel, 1965

Eternal Father, King of birth,
Who didst create the heaven and earth,
And bid the planets and the sun
Their own appointed orbits run;
O hear us when we seek they grace
For those who soar through outer space.
— J.E. Volonte, 1961

God, who dost still the restless foam,
Protect the ones we love at home.
Provide that they should always be
By thine own grace both safe and free.
O Father, hear us when we pray
For those we love so far away.
— Hugh Taylor, date unknown

We dedicate this ship to thee.
In faith we send her on her way;
In faith to thee we humbly pray:
O hear from heaven our sailor's cry
And watch and guard her from on high!
— Author and date unknown

And when at length her course is run,
Her work for home and country done,
Of all the souls that in her sailed
Let not one life in thee have failed;
But hear from heaven our sailor's cry,
And grant eternal life on high!
— Author and date unknown

Text extracted from a publication of the Bureau of Naval Personnel

This hymn is often used at funerals for personnel who served in or were associated with the Navy. Eternal Father was the favorite hymn of President Franklin D. Roosevelt and was sung at his funeral at Hyde Park, New York in April 1945. Roosevelt had served as Secretary of the Navy. This hymn was also played as President John F. Kennedy's body was carried up the steps of the capitol to lie in state.

3 November 97



Nautical Nuances or, Did You Know?

Moyday
The distress call for voice radio, for vessels and people in serious trouble at sea. The term was made official by an international telecommunications conference in 1948, and is an anglicizing of the French "m'aidez," (help me).

Greetings from Rocky Mountain Base!

Enclosed is the registration form for the District 8 W W II State Meeting. We are honored to be hosting the annual USSV ID-8 Meeting. Also, the W W II Submarine Veterans have decided to combine their annual State Meeting with the Grayling Memorial Service. We are pleased to have both groups as our guests.

When you arrive Thursday evening for the Welcome Aboard Dinner, you will receive a packet containing your Thursday dinner and Saturday luncheon tickets, name badges, local tourist information and directions to the Memorial Service and Heritage Square. Inform address for Thursday's dinner (no shorts please).

For you RV'ers, go to www.lakewood.org, select Regional Parks, Bear Creek Lake Park which has a great campground and is only 20 minutes from the activities. Reservations are highly recommended.

We will also be selling raffle tickets for a beautiful 20" Submarine hand carved by our own Dan Moss, past D-8 Commander. Your choice, Fleet or Nuc.

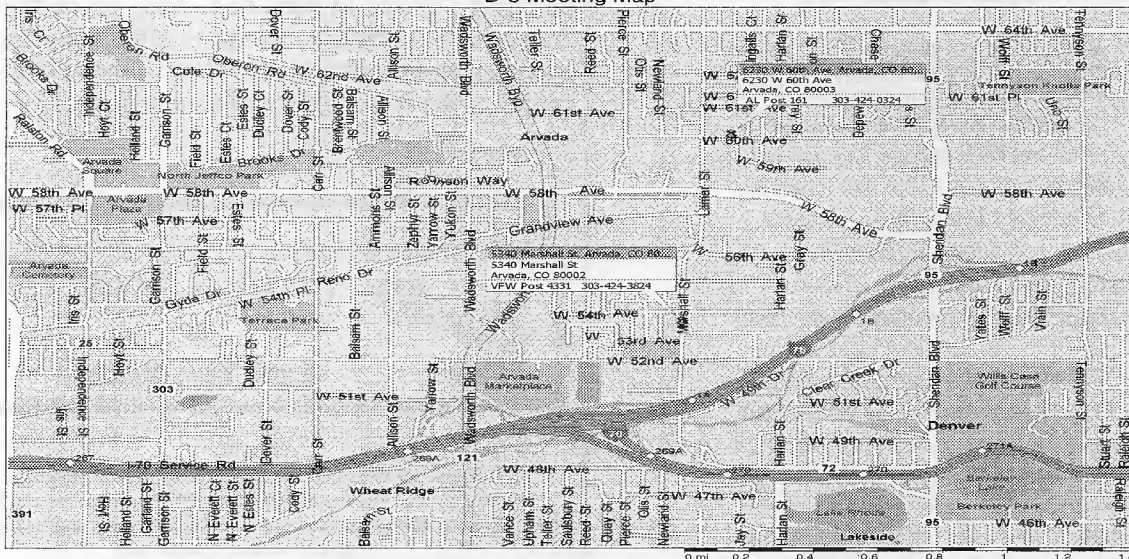
For info on the wonderful Heritage Square, go to www.heritagesquare.info/

We are looking forward to seeing you in May. We know you will enjoy your stay in "Colorful Colorado".

Green Board

Dave Linker, Commander
303-987-9358
xssn@msn.com

D-8 Meeting Map



Copyright © 1985-2003 Microsoft Corp. and/or its suppliers. All rights reserved. <http://www.microsoft.com/maps>
© Copyright 2005 by Geographic Data Technology, Inc. All rights reserved. © 2002 Navigation Technologies. All rights reserved. This data includes information taken with permission from Canadian authorities © 1991-2002 Government of Canada (Statistics Canada and/or Geomatics Canada), all rights reserved.

UNITED STATES SUBMARINE VETERANS, INC. DISTRICT 8
AND
US SUBMARINE VETERANS WORLDWIDE COLORADO STATE
MEETINGS



MAY 13-16, 2004

SUBVET'S NAME: _____ GUEST/SPOUSE NAME _____

ADDRESS: _____ CITY: _____ STATE _____ ZIP _____

PHONE: _____ E-MAIL: _____

Will you have personal transportation while in Denver? Yes _____ No _____

	Number	Total
Registration Fee (Non-Refundable) \$5.00/person		
Thurs. May 13 - Welcome Aboard Dinner VFW Post 4331 1800 Cash Bar Social 1900 Dinner Choice: Prime Rib _____ Chicken Cordon Bleu _____ \$20.00/person		
Fri. May 14 - Meetings American Legion Post 161 Food available at bar (cash) 1100 - 1300 USSVID District 8 1300 - 1400 USSVW WICO State (Optional) 1500 Heritage Square Shopping and Entertainment Village 1800 AL Post 161 Dinner Menu (cash), Entertainment		
Sat. May 15 - USS Grayling SS 209 Memorial Service 1100 - 1200 Sloan Lake Park 1300 Picnic Lunch - cash bar American Legion Post 161 Fried chicken/potatoes/gravy, cole slaw, etc. Lunch - \$10.00/person Raffle Drawing		
Sun. May 16 - Farewell breakfast (Optional) American Legion Post 161 0900 American Legion breakfast menu (cash)		

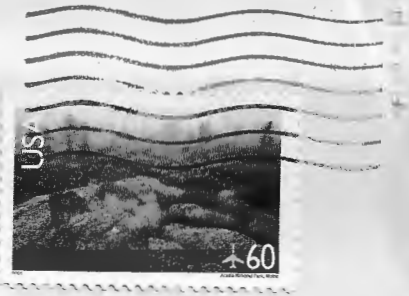
TOTAL
PAID _____

Make checks payable to: United State Submarine Veterans, Inc.
 Mail check and registration by April 15, 2004
 Mail to Dave Linker, 2641 S. Hoyt Court,
 Lakewood, CO 80227
 Tel. 303-987-9358 E-mail: xssn@msn.com

Return To:

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

<http://perch-base.org>



85006X1128 C014



Next regular meeting - Mar. 13, 2004
John J. Morris America Legion Post #62
10995 N. 99th Ave.
Peoria, AZ 85345