



The "MidWatch"

August 2009
Volume 15 - Issue 8

The monthly newsletter of Perch Base - USSVI Phoenix, Arizona <http://perch-base.org>

What's "Below Decks"
in the Midwatch

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Lest We Forget Those Still On Patrol

AUGUST ETERNAL PATROLS

USS HARDER I (SS-257)	24 Aug 1944	79 Lost
Japanese Depth Charge Attack off Luzon, P.I.		
USS BULLHEAD (SS-332)	06 Aug 1945	84 Lost
Japanese Air Attack off Bali Coast		
USS FLIER (SS-250)	13 Aug 1944	78 Lost
Japanese Mine in Balabac Strait		
USS COCHINO (SS-345)	26 Aug 1949	1 Lost
Battery Explosion off Norway		
USS BASS I (SS-164)	17 Aug 1942	25 Lost
Flooding off Panama Canal, Boat survived		
USS TUSK (SS-426)	26 Aug 1949	6 Lost
Assisting USS COCHINO off Norway, Boat survived		

Events@Perch-base.org

NEXT MEETING
12 noon, Saturday, Aug. 8, 2009
American Legion Post #105
3534 W. Calavar Rd., Phoenix, AZ 85053

2009 Booster and Float Support Members

Perch Base, USSVI, cannot support its on-going operations and provide funds for the Base's float activities on dues alone. While the Base tries to develop activities to raise additional funds, we salute the members, listed below, who have supported the base with additional contributions. Shipmates, we salute you!

These are the 2009 Contributors. Have you given you support?

Jerry Allston, Reynaldo Altos, Gary Bartlett, Ken Becker, Dick Bernier, Walt Blomgren, Bradley Butler, Michael Dahl, Jim Denzien, Howard Doyle, Joe Errante, John Graves, Dave Harnish, Stephen Hough, Davey Jones, Mike Keating, Darrell Lambert, DeWayne Lober, Burtis Loftin, George Marions, Ray Marshall, David Meese, Angus McPherson, Alan Miller, Tim Moore, James W. Newman, Craig Olson, Ernest Plantz, Stan Reinhold, Robie Robinson, Stanley Rud, Frank Rumbaugh (in memory), Garry Shumann, Rick Simmons, William Tippet, Forrest Watson, Donald Whitehead, Ed Wolf, Jerry Yowell,

WALTS = (WBWALTB@P.COM)

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WALTS@P.COM

Not /

602-332-3925

Jim

623-547-7945

BASE OFFICERS

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(Vacant)

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jimnewmans483@gmail.com

602 799-0034

Where?

Sailing Orders



Next Base meeting will be August 8. There will be no meeting in September (the National Convention) and our October meeting will be the 10th.

When How?

Coming up: Joint Arizona Bases picnic at Picacho Peak park. More details will be a future edition of the "MidWatch."

Flowers?

Relatives? Some -

September 8 - 12, 2009

Don't wait! The next USSVI convention is right around the corner and this time, it practically next door. San Diego Base is hosting -- an easy few hours drive AND gas prices are low!

But the big news about this convention is that it's a joint venture with the ISA-USA (International) Convention. This is the first time (in recent memory) that the International is meeting in the US and the very first time, a joint convention is held.

And -- late breaking -- Our float of the USS Phoenix will be a feature of the final ISA banquet!!

Just think! Smooze with not just US boat sailors, but German, French, Russian and English.

Check the internet link just below to go to the special convention web site.

<http://www.ussvisandiego.org/Convention2009/index.htm>

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Perch Base members!



Foundation Shipmates



These organizations and individuals have contributed to the Perch Base Foundation and deserve special recognition as "Foundations Shipmates." Perch Base members are encouraged to use these organizations as a way of saying, "thanks."

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Shipmates, we have decisions to make . . .



“To perpetuate the memory of our shipmates who gave their lives in the pursuit of duties while serving their country.”

That's the first line of the USSVI Creed. If you don't believe in it, you're in the wrong organization. Now that that is established, how do we, Perch Base USSVI do it?

Does meeting once a month, drink a beer, eat some food, shoot-the-shit and then go home qualify? Sure. But, is that all we should do?

What about the float? Does lugging a scale model of a nuke boat to every event we can get invited to qualify? You bet! But do we want to do that?

Or does your idea lie somewhere in between?

Shipmates, it's time we find out what we are doing right and what we are doing wrong; what we do that stinks and where we're missing the boat. And we need answers from EVERY MEMBER WE CAN!

I have set up a special e-mail account, base-ideas@cox.com or send it via snail mail to me:

Chuck Emmett
7011 West Risner Road
Glendale, AZ 85308

I'll even welcome phone calls at (602) 448-3873.

This makes it official. Perch Base now has the USS Phoenix (SSN-702) monument project.

USS Phoenix Commission • Dr. Martin Zipser, MD, Last Chairman

Save Our Sail!!

1240 E. Myrtle Ave, Phoenix AZ 85020

602 264-4384 • Home

30 June 2009



Dear Friends of the USS Phoenix Commission:

It is with mixed emotions that we send you an update on the status of the USS Phoenix Commission and the 702 Society. In April, as part of a general budget-tightening move, the City of Phoenix ended the active status of a number of its Commissions, including ours. Thus has ended nearly twenty years of continuous activities and efforts on behalf of the citizens of Phoenix. The Commission was first started in 1990 at the request of then Mayor Terry Goddard. In anticipation of our end, the Commission has worked diligently over the past year with other groups and officials to transfer our major ongoing projects and responsibilities to other established organizations who are willing and interested in continuing them. In general, we've been successful in making these transfers, and we feel comfortable that our missions have been either faithfully executed and/or left in good hands.

Our greatest focus over the past ten years has been to "Save the Sail" of the USS Phoenix (SSN 702), and to bring it back to the Valley as the centerpiece of a USS Phoenix/Cold War monument. With the assistance of the City staff and the recent approval of the Phoenix Parks Review Board, we now have permission to place the sail of the USS Phoenix in Steele Indian School Park, directly adjacent to both the VA Medical Center and the Arizona Veteran Home on the east side of the park.

Arizona Perch Base, a 200-member local chapter of the United States Submarine Veterans Inc. organization, has agreed to take on this monument effort - a huge commitment, both in terms of planning and fundraising. They have assumed responsibility for maintaining/managing the 702 Society, including the update of its website, and they have established a special "Save Our Sail" (SOS) Foundation to raise and expend the monies required to bring the submarine parts to Phoenix and to erect the final monument. The USS Phoenix Commission has transferred the balance of the funds donated from you to us over the years (approximately \$7000.00) to the newly established SOS Foundation. These dollars will act as seed monies for the SOS project, the total cost of which is currently estimated to be about \$1.5M. Submarine veteran Jim Denzien is the Perch Base Commander, and he has been on the Phoenix Commission for over a year, working on the details of transitioning this project. Perch Base operates a website which is being revamped to include all the relevant SOS/702 Society info. We fervently hope and urge you to continue your active support of this great/meaningful project! Jim can be reached directly at jdenzien@cox.net and the Perch Base website is <http://perch-base.org>. Coming soon: a link from the PB site to all the *SAVE OUR SAIL* information.

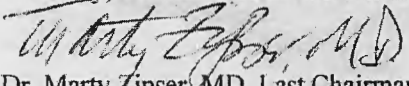
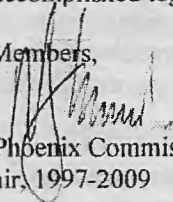
The USS Helena (SSN 725) an attack boat and sister ship of the USS Phoenix, was "adopted" by the Commission in 1997 when the Phoenix was deactivated. The Helena just wrapped up a series of operational cruises, including ones to SE Asia and under the Arctic ice. It is now preparing to go around the horn to the East Coast for a two-year overall/refit in Portsmouth, VA. Our 12-year relationship with this boat is ending. Over the years, our partnership with the Helena has included five underways, six crew visits to the city and our Partnership Schools, the sending of many, many cards and letters, the gifting of hundreds of "USS Helena Athletic Department" tee shirts from us to the boat in support of their PT programs, and the holding of numerous/fun evenings at Aunt Chilada's with the crew and all of us desert submarine supporters.

During its existence, the Commission accumulated various artifacts and records, some donated, and some obtained when the Phoenix was decommissioned. In 1995 our exhibit at Sky Harbor airport was removed and dispersed, with various parts of the exhibit sent here and there. The Phoenix Museum of History houses the large model of the USS Phoenix (CL 46); the Arizona Historical Society in Tempe has many 702 items for its Cold War exhibit; the Naval Reserve Center Phoenix (now called the Naval Operational Support Center Phoenix) currently displays the 702 model on its quarterdeck; some framed posters and plaques are on display in the meeting room at the Carl T Hayden Veterans' Hospital; Former 702 Society president Harry Tolliver has many of the 702's paraphernalia stored in his Laveen barn, including a 400 pound torpedo tube cover (!) The City is assuming custody of the Commission's records and many of its artifacts, and is working with various agencies to determine their eventual placement.

And finally, there are all of you, our **Loyal Group of Friends**. Some among you have been supporting the Commission since its inception nearly twenty years ago. In our longtime mission to extend and promote the goodwill of the City and our community to our city's two namesake warships, we've traveled to the East and West Coasts, to Hawaii, to Seattle and to numerous other places, with many of you traveling along with us in support. We've hosted many crew members, Chiefs of the Boat and skippers on their visits to the City. Some of them, no doubt, have waved "hello" to you while riding in the Fiesta Bowl parade, or while attending a Sun's game, or while chatting with local media persons, or while educating and inspiring hundreds of school children and young adults in our Partnership schools. While engaged in these activities, the visiting crew members have had the chance to be recognized and treated as heroes themselves. On two occasions, we drafted official proclamations and forwarded them to the Mayor for his signature, proclaiming December 7th as USS Phoenix (CL 46) Pearl Harbor Day; further, many former CL 46 crewmen joined us on our submarine underways and shared their stories and experience. Our exhibits have reminded thousands of citizens that the name Phoenix has been carried around the world by two warships, which through their honorable, meritorious service, have assured us all a measure of freedom. We look forward to the day our Sail Monument is dedicated and the education process is continued — maybe by each of you — in talking with your children and grandchildren about the sacrifices and accomplishments of our namesake ships.

The Commission members, past and present, have been very much honored, pleased and gratified to have served on this citizens' volunteer group as representatives of the City. Finally, since no good deed goes unpunished (!), we decided we should, properly, have a Decommissioning Ceremony/Party. We are hard at work developing a comprehensive mailout list for that event, now tentatively scheduled for mid-October 2009. We will send out special invitations to our final event, and we'll look forward to seeing you there. Meantime, thanks for all your efforts, interest, financial support and good cheer over many years. We can all be very proud of what we accomplished together.

Sincerely, On Behalf of all the Commission Members,


Dr. Marty Zipser, MD, Last Chairman, USS Phoenix Commission, 2003-2009

Pete Lumianski, Captain, USN(ret), Vice Chair, 1997-2009

Denny McComb, First Chair
Char Binder, Second Chair
Jim Denzien, member
Tom Clonts, member
Sharon Harrison, member
Larry Rankin, member
Garth Brown, member
Carolyn Tolliver, member
Paul Kovar, member



Howard Goldman, member
Frank Schmuck, member
Walt Peters, member
Ed Polk, member
Roger Cousin, member
Len O'Brien, member
Harry Tolliver, 702 President
City of Phoenix Staff Liaisons:
Steve Turner and Brandie Ishcomer

From the Wardroom Base Commander's Message

Shipmates:

Both events: the Frontier Days Parade in Prescott and the Fabulous Phoenix Fourth at Indian School Park went very well even though they were not as well attended as I would have like. Even I missed both events due to out-of-town guests for that weekend. BRAVO ZULU to all who were there!! Thank you for participating.

We are making the final arrangements for having our float at the Convention in San Diego. The float will be on display at the Town and Country Hotel (convention headquarters) for the majority of the time; and will be located on the flight deck of the USS Midway for the ISA closing banquet. Imagine - a nuclear submarine on the flight deck of an aircraft carrier!! Maybe we can get some good PR from that event.

See you at the August meeting on the 8th!

Fraternally,

Jim Denzien, Base Commander

July Meeting Minutes

The regular monthly meeting of the Arizona Submarine Veterans Perch Base was convened at the American Legion Post #105, Phoenix, AZ, 11 July 2009, by Base Commander Jim Denzien.

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

Several new members and guests introduced and addressed the membership.

A motion was made and seconded that the minutes from the June 2009 regular meeting be approved as published in the MidWatch monthly newsletter. The motion was carried by unanimous voice vote.

Dave Harnish reported on the Base's financial status as of 01 July 2009. A motion was made and seconded to accept the Treasurer's report as read. The motion carried by unanimous voice vote.

It was further reported that the base checking account is down to \$202.60 and the membership was asked to support the base treasury by purchasing items from the Ship's Stores to bolster the checking account. For anyone who is interested, the General Ledger is available for the membership to review.

Base Commander's Board of Directors Meeting Report

Items reported included but were not limited to the following:

1. One item of old business is we still have the need for a Chief of the Boat. One member has come forward to at least discuss the possibility of volunteering for that position. It was further discussed that this job may require a second person as an assistant. We need to fill this COB position as soon as possible.
2. Under old business, it was brought up that historically we have participated in a joint meeting with Gudgeon Base in August. Because of our participation in the Prescott Frontier Days 4th of July event this year, it was decided that we will not have another joint meeting in August. Jim Denzien will notify Ed Brooks, Gudgeon Base Commander, via e-mail that we will not be participating in the August Gudgeon Base meeting this year.
3. The BOD has been reviewing the insurance quotes for the base both of which seem to be quite high. It was decided that we will have a meeting with the insurance broker to see if we can modify the policies to be a better fit for our needs and budget.

4. The BOD decided that we will not have a September meeting because we will be at the USSVI National Convention in San Diego. For those members who will be attending the convention, we may have an informal gathering of Perch Base members at this event. In addition to numerous USSVI activities, there are a number of boat reunions and other events, including ISA-USA activities that will consume much of our time so if we decide to have a Perch Base gathering, all convention attendees will be informed.
5. Jim Denzien will be contacting all SOS Foundation Board and Perch Base Foundation Board members to advise them of upcoming meetings. A letter from the City of Phoenix Parks & Recreation Department went out announcing the upcoming "decommissioning" event for the Phoenix Society tentatively scheduled for sometime in October. Jim will have this letter published in the MidWatch and he announced that all Perch Base members are invited. When the details for this event are published, Jim will make sure that all hands are notified.
6. The BOD discussed the desire to have more guest speakers at Perch Base meetings. The thought process is that having interesting guest speakers would create more interest and increased membership participation at our meetings. Billy Grieves has accepted our invitation to address the group about some of his WWII war patrol experiences. If any members have any ideas or recommendations for guest speakers, let Jim Denzien know. Other items discussed at the BOD meeting will be addressed during the Good of the Order.

Reports of Officers and Committee Chairmen

Base Vice-Commander – Howard Doyle reported on our participation with our float in the Prescott Frontier Days 4th of July parade. The event was well attended and we were very well received. The float was then transported back to Phoenix and used as a static display in the Phoenix Fabulous 4th event at Steele Indian School Park.

Base Secretary – Tim Moore was not present.

Base Treasurer – Dave Harnish reported that we are currently over budget on producing and mailing the newsletter. He encouraged all members who receive the newsletter via "snail mail" to change receiving it by e-mail to reduce this unnecessary expense. Ray will provide Chuck a list of recipients (other than Perch Base members) who are receiving hard copies and Chuck will add them to the e-mail list.

Chaplain – Walt Blomgren had nothing to report.

Base Chief of the Boat – TBA

MidWatch Editor – Chuck Emmett had nothing to report.

Base Storekeeper – DeWayne Lober reported that he has caps for \$10.00 which is a very good buy.

Membership Chairman/Webmaster – Ramon Samson reported that DeWayne had sent him pictures of ship's store items to be published on the web site. These pictures have not yet appeared because of some technical problems encountered by Ray. Ray reported that he will be sending letters out to all annual dues paying members that Perch Base and USSVI dues need to be paid by December 31 or members will be dropped from the membership rolls.

Past Commander – Stan Reinhold had nothing to report.

Historian – Jim Newman had nothing to report.

Float Coordinator – Barry Bowers had nothing to report.

Public Relations – Ben Acosta was not present.

Old Business

Jim Denzien reiterated that the USSVI National Convention is coming up 09/08 – 09/12 Sep 2009 at the Town & Country Resort in San Diego, CA. He also mentioned again that the Tautog Base in Casa Grande is sponsoring all Arizona Submarine Base Picnic to be held on 17 Oct 2009 Picacho Peak State Park which is located about half way between Phoenix and Tucson on Interstate 10. More details about this event will be forthcoming.

With regard to float utilization, the next scheduled event will be the USSVI National Convention in San Diego. We will need a volunteer to pull to float over to the convention site for static display. It was decided that we will not take Ships Stores merchandise to sell as this would be a conflict of interest with vendors who are paying vendor convention registration fees to sell their wares to convention attendees. Additionally, we want to be able to spend our time attending boat reunions and convention activities, not selling Perch Base merchandise.

New Business

No new business was addressed.

Good of the Order

Jim Nelson went back into the hospital at Banner Thunderbird 02 July 2009 for follow-up intestinal surgery and he was due to be released today (11 July 2009). He specifically requested that he has no visitors. A card was passed around for members to sign. Any members wishing to send Jim a card should send them to his home at:

9503 W Spanish Moss Lane
Sun City, AZ 85373

Walt Blomgren reported that Frank Bono, the man who did the welding on our float, is on the mend. He has had a bout with cancer and will be undergoing his last two chemo treatments on Monday & Tuesday. He is feeling much better and if everything continues to go well, he will attend our next meeting.

Jim Denzien reported that our lady's group, the SubVettes, will not be having meetings in August or September. Their next scheduled meeting will be in October.

Jim passed around a photo taken of Senator John McCain at the Prescott Frontier Days Parade. Gudgeon Base gave him a hat with dolphins and his name embroidered on the back. Senator McCain's father was a submariner.

Jim read excerpts from an e-mail that he received from Ed Brooks, Commander of Gudgeon Base, recognizing our participation in the 4th of July Prescott Frontier Days Parade. They were extremely appreciative of our participation and according to the media; there were some 20,000 spectators from all over the state in attendance.

Jim read a letter from a City of Phoenix intern who was the event coordinator for the Fabulous Phoenix 4th of July event thanking us for our participation in that event. She said our float was a big hit and they were very appreciative of our participating. She went on to say that there were 75,000 to 80,000 people in attendance.

Dave Harnish noticed on Dan Moss' application that he and Layne Rumbaugh were getting married and offered his congratulations on their upcoming wedding. Layne was previously married to shipmate Frank Rumbaugh who along with Jim Newman founded Perch Base in 1995. Frank was a very active member in Perch Base and we lost him a couple of years ago when he was called to go on eternal patrol.

50/50 Drawing

The 50/50 drawing was held and the winner received \$50.00.

Adjournment

All the 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.

The benediction was offered by Walt Blomgren.

Tim Moore, Secretary, Perch Base USSVI



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 hours 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."

NEWS-01: Burial at Sea

Submitted by: T. Michael Bircumshaw on 6/7/2009

Shipmates,

I will be glad to assist you (your family) with Burial at Sea from the Port of San Diego.

Having recently gone through the process for one of my Scamp Shipmates I am aware of the procedures and policies for this evolution when it is time for that final voyage.

Write to me at EMCMSSCOB@YAHOO.COM for information and guidance in this matter.

Best,



From the Desk Of the Sea Hag
Perch Base SubVettes

I certainly hope you ladies are enjoying our hiatus! I miss seeing each and every one of you, though I must admit a certain amount of delight in seeing Jim leave for meeting and I'm still in my nightgown!

I am looking for news items for the National SubVettes newsletter. If you can think of something, please e-mail me at mdenzien@cox.net. Obviously, I need all the help I can get.

September and the National Convention is looming large. I'll catch up with some of you there, I'm sure.

Keep cool!

Mary

Shipmate



Shipmate

Want the Base Float for an Event?

Take charge and use the following checklist:

1. Contact Barry Bowers (see contact information, below) and make sure he has it free on the float calendar and places your event on it.
2. Plan on who will staff the event. What coverage is required and who will man it when
3. Plan on who will pick up the float and tow it. (Remember, its now located in eastern Mesa, an almost 50 mile trip from the west side
4. Ensure the vehicle/person towing the float has insurance that will cover this action.
5. Ensure that someone on the crew that will setup the float has been checked out fully on the electronics and other float equipment.

Now that Perch Base has a world-class float, the USS Phoenix (SSN-702), the demands for usage have skyrocketed. So the base has a new position, the FLOAT COORDINATOR. If you know of a chance to show off the float, contact:

Barry Bowers
(623) 237-1121
barry85305@gmail.com

Going to the San Diego Convention? Need Help Getting Around?

MobilitySource has agreed to honor the following prices for those who may need mobility assistance during the convention (6-12 Sep 2009).

Electric Scooter Rentals at the Town & Country:

- The entire week (6-12 Sep 2009) - \$74.00 plus tax for the entire time
- For a 3 day period - \$69.00 plus tax for the entire time.
- Manual Wheelchair for the entire week - \$29.00

ALL RENTALS INCLUDE FREE PICKUP AND DELIVERY!

Make sure when you call (or Email) to let them know that the rental is for the 2009 USSVI Convention!

Tel: (619) 234-9505

Email: info@mobility-source.com

Website: <http://mobility-source.com>

See more information on USSVI 2009 website, under Transportation, at <http://www.ussvisandiego.org/Convention2009/Trans.htm>

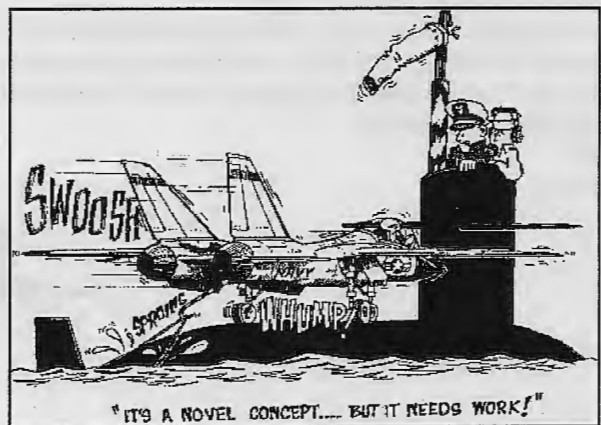
Please click the link below to read more about this event.

[Click here to view the event summary](#)



PERCH BASE AUGUST BIRTHDAYS

Harold	Bidigare	3 Aug.
Tom	Clonts	12 Aug.
Ray Lee	Graybeal	1 Aug.
William K.	Grissom	19 Aug.
Skip	Hicks	16 Aug.
Theodore	Hunt	6 Aug.
Douglas M.	La Rock	19 Aug.
Robert A	Lancendorfer	12 Aug.
George	Long	20 Aug.
Daniel E.	Luellig	21 Aug.
John	Mannetti	26 Aug.
Raymond	Marshall	8 Aug.
Angus H.	McPherson	1 Aug.
Jack E.	Moore	8 Aug.
Donald J	Whitehead	23 Aug.
John G.	Zaichkin	18 Aug.



From USSVI National - Odds and Ends

How to Request Military Service Records or Prove Military Service

Submitted by: Pat Householder on 7/16/2009

Several times recently I've been asked about this, so here it is again.

Most veterans and their next-of-kin can obtain free copies of their DD Form 214 (Report of Separation) and other military and medical records several ways:

Click on the link for this free service...

<http://www.archives.gov/veterans/military-service-records/dd-214.html>

Electronic American Submariner Magazine

Submitted by: T. Michael Bircumshaw on 7/11/2009

Shipmates,

Please inform your membership that we now have 565 members who have opted to receive the American Submariner Electronically.

The advantages: It is free, it is always available, it is available two weeks before the magazine goes into the regular "snailmail", it never gets lost, it doesn't care where you are - it is there for you, you can never be put on "Hold" or "Temp Away" as long as you have a current, valid, E-mail address in the USSVI member data base.

All you need to do is call 951-541-0900, or email ASOPTOUT@yahoo.com and let us know that you would prefer to receive the magazine electronically. This is easy.

Best,
Michael

Holland Club Members

Submitted by: T. Michael Bircumshaw on 7/11/2009

Shipmates,

As a result of the Poll held in July the new Holland Club members will no longer be published in the American Submariner, neither will the new Life members.

We will continue to publish lists of "New" members.

All Holland Club Members will be published on the USSVI website at www.ussvi.org.

Go to the website www.ussvi.org

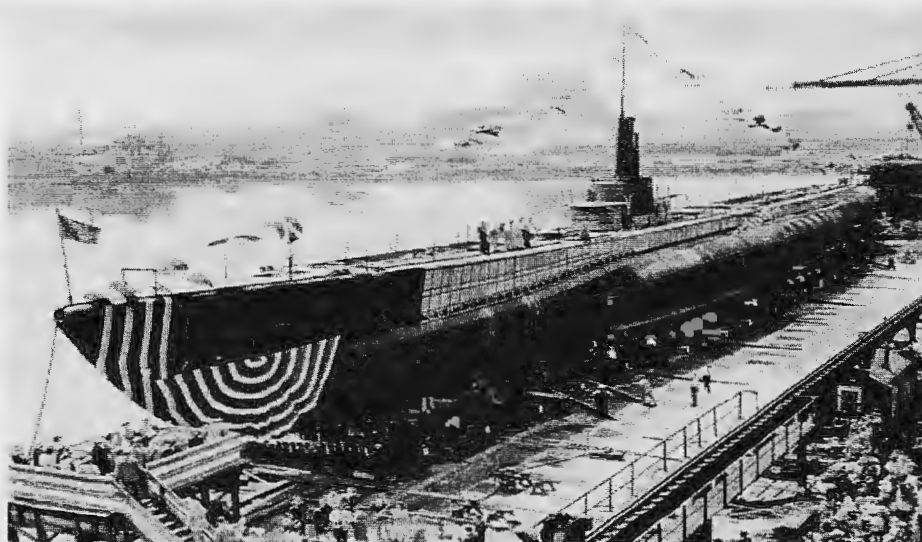
Select the 4th button on the left side "USSVI Members". That will send you to a new page headed "Finding a Member of USSVI". The third button down on the left is "Holland Club." Select it. On the next page the second button is "Custom Search" Select it. Search by any of the blue headings to the left of the page.

Read the list. Good job!

Best,
Michael

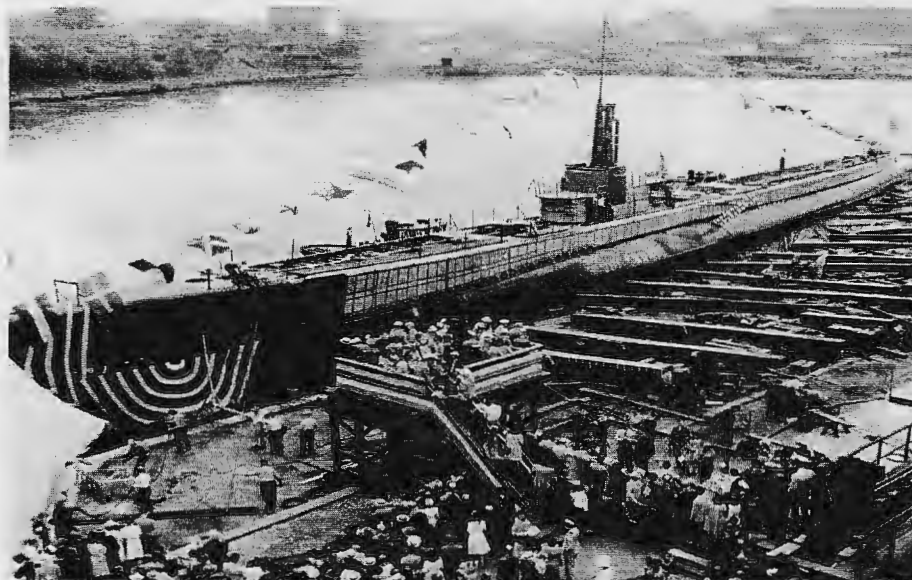


Is the Mystery Solved? Is this the USS Lamprey (SS-372)?



The top photo is the “mystery” ship submitted by our new Perch Base member, Reggie Murphy. Reg served on the Lamprey during WW II but wasn't sure the photos were of his boat.

The bottom photo is a known correct photo (US Navy archives) of the Lamprey just after launching. The two views are just a bit apart but look at the shadings and details on the boat itself. You be the judges. HAS (the editor) SOLVED THE GREAT UNKNOWN BOAT



Our WW II sub vets are leaving us all too quickly. Our vice-Commander, Howard Doyle, met such a vet, Reginald Murphy, and not only got him to our past Base meeting but received a short written wartime account in Reggie's own hand.

DURING WORLD WAR TWO, I ENLISTED IN THE SUBMARINE SERVICE. AFTER BOOT CAMP TRAINING IN CHICAGO, I STARTED MY SUB SERVICE IN NEW LONDON CONNECTICUT, UNDER CHIEF PETTY OFFICER SPRITZ (HE WASN'T ESPECIALLY LIKED) HE WAS CALLED SPRITZ'S NAVY. I GUESS THEY FIGURED IF YOU COULD ENDURE HIM, YOU ~~COULD ENDURE HIM~~, YOU COULD STAND BEING UNDER WATER SURFACE ~~FOR~~ FOR LONG EXTENDED PERIODS IN A SUB. MOST OF NEW LONDON TRAINING WAS ON A SINGLE HULL, WORLD WAR ONE SUBMARINE. FROM NEW LONDON I WAS SHIPPED TO SIDNEY AUSTRALIA, FROM SIDNEY WE SHIPPED TO PERTH BY TRAIN, AT THAT TIME TRAIN TRACK RAILS CHANGED IN WIDTH FROM ONE PROVINCE TO ANOTHER, WHEN THAT HAPPENED WE GOT OFF OUR TRAIN TO GET ON ANOTHER TRAIN.

ONE TIME WHEN THAT HAPPENED WE HAD OUR LUNCH OUTSIDE. AFTER EATING MY CHOW I GOT IN LINE TO DUMP MY FOOD IN A LARGE CONTAINER, ALL OF A SUDDEN, OUT OF THE BUSH CAME A GROUP OF ABERNATHY INDIANS WITH DOGS.

WHEN I STARTED THROWING SOME OF MY UNEATEN CHOW TO A DOG, A WOMAN KICKED THE DOG AWAY AND PICKED UP THE MEAT FOR HERSELF.

AFTER OUR TRAIN TRIP, WE ARRIVED PERTH, TO MY SUB (USS LAMPREY) TO CONTINUE MY SUB (OVER)

TRAINING:

PART OF MY EARLY DAYS ON MY
SUB, MY JOB WAS TO GREASE ANY
MOVING PARTS OF MACHINERY IN
THE ENGINE ROOM.

FROM THEN ON MY NICKNAME BECAME
GREASE GUN MURPHY.

FROM PEARTH WE WENT NORTH TO
THE PHILLAPINES.

SHORTY AFTER THAT THE WAR
ENDED AND WE CAME BACK TO
THE GOOD OLD USA ON OUR ~~SUB~~.
LANPREY 54B.

FIREMAN 1ST CLASS

REGINALD MURPHY



**“To perpetuate the memory of our
shipmates . . .**



Eternal Patrol August 6, 1945

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




**USS Bullhead (SS-332)
August 6, 1945
84 men**

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 Bullhead (SS-332), a Balao-class submarine, was the very last US Navy ship sunk by enemy action during World War Two, probably on the same day that the first atomic bomb was dropped on Hiroshima. She was the only ship of the United States Navy to be named for the bullhead (any large-headed fish, especially the catfish, miller's thumb, and sculpin). Her keel was laid down by the Electric Boat



The Balao Class was an evolutionary improvement over the earlier *Gato* class, the boats had slight internal differences. The most significant improvement was the use of higher yield steel in the pressure hull, which increased their test depth to 400 feet. There were 132 submarines ordered in this class (10 cancelled toward the end of World War II.)

Displacement: 1,526 tons surf., 2,424 tons sub.
 Length: 311ft 9 in, Beam: 27 ft 3in, Draft: 15 ft 3in
 Test depth: 400ft., Speed: 20 knots surf., 9 knots sub.
 Armament: 10 x 21 in torpedo tubes (6 forward, 4 aft, 24 torpedoes)
 1 x 5/25 cal AA gun, 1 x 40mm AA Canon, 1 x 3/50 cal and 2 x .30 cal machineguns
 Crew: 80 - 85 officers and men
 Powerplant: •4 x 1350 hp 16cyl GM 278A diesels
 (except SS228-239 and SS275-284 10cyl Fairbanks-Morse 38D-1/8),
 •2 x 1370 hp GE electric motors
 (except SS228-235 Elliott Motor or SS257-264 Allis-Chalmers)
 (two 126-cell Exide main storage batteries
 (except SS.261, 275-278, & 280 Gould))
 Range: •11,800 nm at 10 knots surf, 100nm at 3 knots sub.
 Submerged Endurance: 48 hours

Company of Groton, Connecticut. She was launched on 16 July 1944 sponsored by Mrs. Howard R. Doyle, and commissioned 4 December 1944 with Commander W. T. Griffith in command.

The war operations of Bullhead extended from 21 March to August 1945 during which time she completed two war patrols. Her area of operations included the Java Sea and South China Sea and the Gulf of Siam.

First patrol

During the greater portion of her first war patrol Bullhead performed lifeguard services and on two occasions bombarded Pratas Island, China, damaging enemy radio installations. She also rescued three airmen from a downed B-29 Superfortress following an air strike on the China coast.

Second patrol

On her second patrol, in May and June 1945 in the Gulf of Siam and the South China Sea, Bullhead sank two small freighters, a schooner and a sub chaser totaling 1800 tons and damaged two more sub chasers and another small freighter, all in gun actions. ^[5]



U.S.S. BULLHEAD - S.S. 332

Third patrol and sinking

On 31 July 1945 Bullhead left Fremantle to commence her third war patrol. Her orders were to patrol in a wolf pack with Capitaine (SS-336) and Puffer (SS-268) in the Java Sea until 5 September and then head for Subic Bay in the Philippines.



Bullhead reported on 6 August that she had passed through Lombok Strait. That was the last word received from Bullhead. On 12 August, Capitaine, planning to arrive on 13 August, ordered Bullhead to take position the follow-

ing day in a scouting line with Capitaine and Puffer. Receiving no reply, Capitaine reported on 15 August, "Have been unable to contact Bullhead by any means since arriving in area."

Since the British submarines HMS Taciturn and Thorough, were in the same general area as Bullhead, and Cod (SS-224) and Chub (SS-329) passed through in transit at various times, it is difficult to determine precisely which of the many Japanese anti-submarine attacks was the one that sank Bullhead. However, one occurred on 6 August 1945, when a Japanese Army plane attacked with depth charges. It claimed two direct hits, and for ten minutes thereafter, there was a great amount of gushing oil and air bubbles rising in the water. Since the position given is very near the Bali coast, it is presumed that the proximity of mountain peaks shortened Bullhead's radar range and prevented her receiving a warning of the plane's approach.

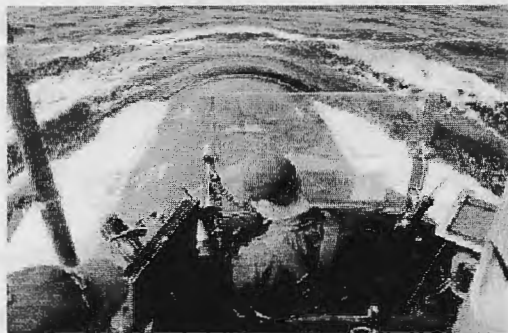
Commendations

Bullhead received two battle stars for her World War II service.



Submarines of Today

Submarines Aboard the USS Seawolf



Lt. (jg) Wes Stange talks with the control room while observing from the bridge of the USS Seawolf as the boat surfaces in the Pacific Ocean in February.

A Primer - Some Duties aboard the USS Seawolf

By Erik Slavin, Stars and Stripes (Mideast Edition), July 11, 2009

A sign that reads "silence is victory" hangs on a shower door as a reminder that anything loud could give away the submarine's position to a well-trained enemy ear. When two evenly matched submarines are stalking each other, the outcome could hinge on which crew's sonar technicians are first to hear the turn of a screw, or maybe even a slamming shower door.

"We are the first to 'see' the enemy," said Petty Officer 1st Class John Rooney of Houston. "Then it's up to tactical positioning and operator skill."

The Seawolf uses passive sonar displays that look like "The Ma-

trix" and the original Nintendo enrolled in an abstract art class together.

Lines of varying width appear on each sonar technician's screen. Brighter lines signify louder sounds. Sonar technicians isolate those lines, identify their coordinates and listen in.

Most of the Seawolf's sonar technicians didn't have their job in mind when they went to submarine school. But each said they've grown to like what they see as both science and art.

"It's very challenging, learning how sound propagates in the ocean," Rooney said. "Knowing the types of sounds and what to listen for takes skill."

Nuclear Technicians

The concept is simple: the nuclear reactor turns water into steam; the heat energy then powers the turbines for propulsion and for generating electricity.

The details of how it all works are more complex, to the point where experienced "nukes," as the technicians are

known, are one of the Navy's highest retention priorities.

"Operating this huge naval reactor core while you're moving – you're never standing still, there's always something happening – it keeps you on your toes," said Petty Officer 2nd Class Tim Donovan of Hamilton, N.J.

Donovan is leaving the Navy soon and likely headed for a high-paying job in the civilian nuclear industry.

To keep others from following his lead, the Navy was offering sailors in nuclear technician jobs up to \$90,000 to re-enlist before it met its retention goal earlier this year. While that figure is higher than most Navy re-enlistment bonuses, it's a fraction of what it costs to train a nuke.

Nuclear technicians say the job is stressful at times, but they try to repress any thoughts of the immense power they're controlling.

"We're in a metal tube and there's an operating reactor with very, very high-pressure liquid and steam," said Petty Officer 1st Class Seth Powers, 29, of Lancaster, Pa. "If it wasn't controlled the way it is and the procedures weren't in place, and we didn't train the way we do, it could be very dangerous. It's always going to be inherently dangerous, but we don't fear it."

Torpedomen

Most things in a torpedoman's life aboard the USS Seawolf revolve around his weapons.

His bed lies beside the Tomahawk missiles; his chin-up bar is suspended above the Mark 48 torpedoes.

He hangs out and listens to an iPod next to the titanium-alloy launch tubes.

The torpedo room is a little more spacious than most other parts of the otherwise jam-packed boat. It has to be; the fast-attack Seawolf has eight torpedo tubes, twice as many as the larger, nuclear-missile-carrying Trident submarines.

The Seawolf class was designed at the height of the Cold War with the intent to create a submarine that could take out an entire Soviet battle group of surface and undersea weaponry.

"We've got 40 torpedoes right now and we're not even full," said Petty Officer 3rd Class Levi Barr of Gallup, N.M.

The 19-foot torpedoes weigh thousands of pounds. Seawolf torpedomen use a touch-screen display to handle the massive weapons, though mechanical skill is also needed to keep the torpedoes moving from rack to tube.

The boat's Tomahawk cruise missiles can be launched out of the same torpedo tubes, as could mines if they were loaded on the boat.

"This is probably the most advanced torpedo room in the world," said Petty Officer 1st Class Andrew Lisle, 23, of Salem, Ore. "I don't know of any boat that can shoot so many, so quickly and so quietly."

Herrington wrote yesterday that "the trip takes about nine hours including three sets of locks and a six-hour drive through a large lake that has about different 12 turns. The locks are challenging for any ship and especially for submarines. We don't have bow thrusters on submarines so fitting a 7,600-ton submarine into a 110-foot-wide canal is to say the least interesting.

"My line handlers topside have to haul in these very heavy cables to secure the boat to the lock and do so as the ship is drifting within feet of the canal walls. If they don't get the lines over quickly, the ship could stand into trouble."

He said the 370-foot nuclear-powered submarine "passed numerous large merchants at close range, a school full of little girls played their musical instruments and waved as we drove by, and we received a big cheer from the visitors at the Miraflores Visitor Station at one of the locks."

He said this was the submarine's third trip through the Panama Canal.

Three crew members also were awarded their "Dolphin," or submarine warfare pin, today during the canal transit.

The Navy does not publicize the arrivals and departures of its warships. But state officials have said the submarine, which was commissioned on May 5, 2007, and is the first Virginia-class submarine to be home-ported in Pearl Harbor, will play a big part in the 50th anniversary of Hawaii statehood once it arrives before the end of the month.





Those Who Serve Beneath the Swells

by Bob 'Dex' Armstrong

In every generation, the navies of the world always seem to find the necessary number of that 'special breed of man' needed to man their undersea ships... Those truly magnificent fools with the requisite pride and spirit of adventure needed to voluntarily crawl into an iron cylinder full of similar mental defectives and take the contraptions to sea.

I can't speak for the rest of the Navy. The only 'rest of the Navy' I ever met, were perpetual shore duty shore patrols. Looking back I can't remember one positive interaction I had with any sonuvabitch sporting an SP armband. The last thing they were interested in, in the old days, was

spreading goodwill.

My entire short-lived naval service career was spent with like-minded jaybirds who actually liked going to sea in what closely resembled a sinkable septic tank.

I actually thought that to be a sailor, one had to go to sea. Sailing had to involve stuff like seagulls, saltwater and large metal objects that were painted gray, displaced tons of water and bounced around a lot in heavy weather.

How guys who interpreted photographs in a windowless building in Omaha, Nebraska called themselves sailors was way beyond the level of comprehension of a seventeen-year-old who cut his teeth on books about Pacific submarine action.

Lads who turned up at New London back in the 1950s weren't the kind of young men whose sense of naval adventure could be satisfied inventorying jocks and socks in some damn quonset hut in East Rat's Ass, Minnesota, or typing liberty cards at some shore station where they hot-patched weather balloons.

Submariners had no desire to belong to any organization that issued clothing designed to blend in with poison ivy plants... required you to dig holes and own a personal shovel... or any desire to eat unidentifiable food out of little green cans in the rain.

We liked hydraulic oil-laced coffee, crawling up on a pre-warmed flash pad and freely exchanging insults with men as equally ugly as ourselves. We enjoyed knowing that in any unscheduled altercation, our entire crew would show up to extract our drunken fanny and chastise those we had stirred up.

Back in the old days, (before any of you modern day techno undersea swashbucklers get a twist in your bloomers, I only know about the old days. I never rode anything that was intended to go below 412 feet or stay down for several months at a time.) So, as I started to say...

Back in the old days, the old leather-faced, hardboiled Chiefs used to say,

"Gahdam sailors belong on ships and ships belong at sea."

There was some kind of selection process that they put you through at New London that eliminated the fainthearted, the not totally committed, guys lacking desire to engage in intimate cohabitation with members of the opposite gender, communists, bedwetters, whiners, and anyone who entertained the slightest desire to be stationed in Omaha, Nebraska.

The system, God bless it, sorted out the true believers and packed the rest off to the surface fleet, Omaha and God knows where else.

And they put us on boats. A lot of us went to old, late in life, boats with combat histories. They were old World War II boats with racks, that once bunked our heroes... the men we wanted to be accepted by and to be exactly like.

We qualified and in so doing we joined the continuous chain that is and will always be the U.S. Submarine Force.

I don't know what the dreams and aspirations consist of for the young men of today. Ours was a far simpler time.

We grew up chasing fireflies, shooting marbles, spinning tops, teaching each other yo-yo tricks, shooting each other with BB guns, playing two hands below the waist tag football, neighborhood kick the can and pick-up-game after school hardball. Nobody cried, tattle-taled or went home to pee.

Back then, you didn't have to have made all 'A's in diathermic razz-a-ma-tazz physics or have a working understanding of the components in the formulation of the universe, to ride submarines.

You had to have an understanding of honor, loyalty, faithfully performed duty, obedience to command, respect for leadership, and total and absolute faith in your ship and shipmates.

Added to these qualities, a true boat sailor had to have a wide-screen sense of adventure and the same brand of curiosity that has lived in the hearts of those in every generation who ventured beyond known limits.

And you had love dancing with the devil. Somewhere, real major-league devil dancing got shot out the garbage gun.

But some things never change. It's still pitch black dark below 150 feet, a boat is always no farther than 9 miles from land (straight down) and the skipper's word is law.

And so far, every generation has worn the same insignia and nobody ever forgets the hull number of their qual boat or the name of their first COB.

There are many common denominators among the worldwide community of undersea sailors.

When the Kursk went down, I was struck and frankly dumbfounded by the genuine outpouring of sympathy for the families and loved ones of the lost boat sailors. To me, they had always been our enemy. Up to then, I had given no thought to the similarities found in our manner of service and the commonality of the danger of operating deep within a hostile environment surrounded by potential death on all sides.

Likewise, I never cease to be surprised by the way that submariners embrace their adversarial counterparts. There appears to be a universal acceptance with implied forgiveness of all German U-boat crewmen.

You never hear the term 'Nazi' U-boatmen. The term 'German' has become substituted for the term 'Nazi'.

America has a short national memory and everybody gets out of the penalty box in one generation.

I sat in a theater rooting for the former 'bad guys' in the film *DAS BOOT*. What we were seeing on the screen, was a boat full of sons of Hitler sneaking around and sinking our citizens. But the fact that we, having lived a similar life inside a recognizably similar pressure hull, elicited a sympathy and irrational forgiveness. In short, we related to both the characters and their circumstances.

I guess that in the final analysis, all submariners are brothers when you look into the depth of their souls.

That is good. In times of war, nobody who transits the surface of the world's oceans loves submarines.

Submarines and submariners are viewed as implements and practitioners of the black arts... backstabbing, bush-whacking sonuvabitches. We slip up from hiding below the waves and blow ships to pieces in a totally unfair, un-sportsmanlike fashion. Any way you cut it, that's the way we made our living.

We black sheep... we predatory sharks... we saltwater sneaky Petes stick together.

We are a very small group when you consider the total world population and the percentage that never had any desire to crawl into a steel tank and sink out of sight.

Submariners, when all is said and done, are special unique people who are the only ones who truly understand each other and ever will.

The old warhorses that fought submarine wars are leaving us. These submersible sea dogs passed down the lethal reputation we carried and the awesome respect our boats were given.

I for one have been both honored and extremely proud to have been a part of this fine body of extraordinary adventurers and patriots.

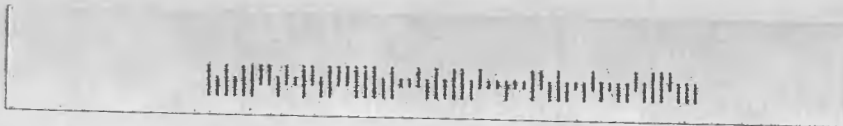


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NEXT MEETING

12 noon, Saturday, August 8, 2009
American Legion Post #105
3534 W. Calavar Rd., Phoenix, 85053
(1/2 block northwest, 35th Ave. & Thunderbird)