

The MidWatch

August 2013
Volume 19 - Issue 8

THE MONTHLY NEWSLETTER, Perch Base, USSVI Phoenix, Arizona



Our float (USS Phoenix SSN-702) and Base's canopy on Wesley Bolin Plaza, Phoenix,

Visit our web site at:
www.perch-base.org



USSVI CREED

Our organization's purpose is . . .

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

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

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

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2013 Perch Base Foundation Supporters

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

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

These are the 2013 Foundation Donors



Jerry N. Allston
Kenneth R. Anderson
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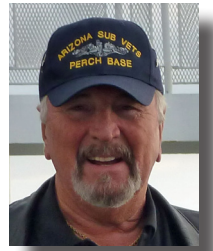


PERCH BASE OFFICERS



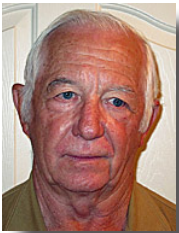
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Less We Forget, Those Submarines That Never Returned, and Remain ... on Eternal Patrol

JULY BOATS



Aug. 17, 1942 USS S-39 (SS-144) no loss of life

After four (4) war patrols, she ran aground off Rossel Island (the Coral Sea.) Repeated efforts to free her failed but the crew was rescued.

Aug. 29, 1943 USS Pompano (SS-181) 77 men lost

Pompano left Midway on 20 August, bound for Hokkaidō and Honshū. She was never heard from again, and when she failed to return, was presumed lost. The enemy made no anti-submarine attacks during this period in Pompano's area, so newly-laid mines in the vicinity, not known to U.S. Navy intelligence until after she sailed, probably sank her.



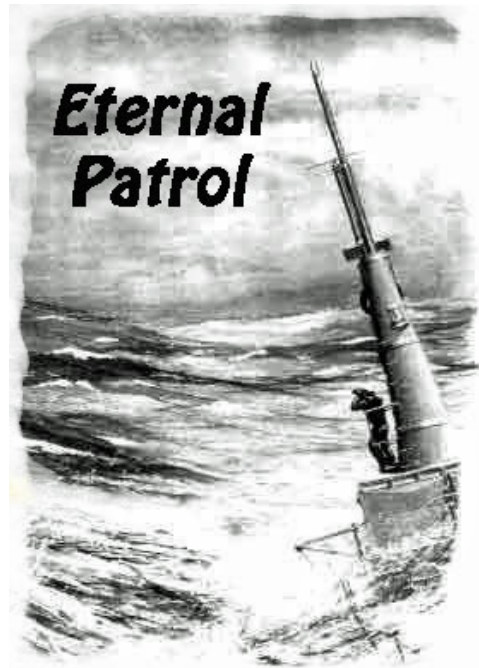
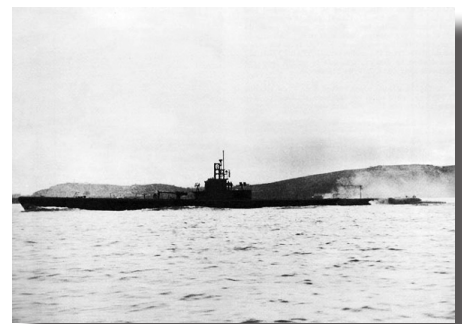
Aug. 13, 1944 USS Flier (SS-250) 78 men lost

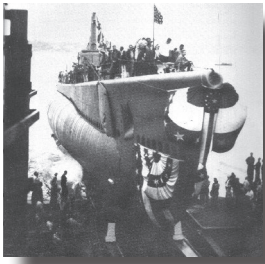
On 12 August, as she transited Balabac Strait on the surface, she struck a naval mine. Traveling at 18 knots (33 km/h), she disintegrated and sank in less than a minute, but several of her crew managed to escape. After a tortuous and painful journey, the few crew members reached Perth. (Note: vessel was found in 2009.)



Aug. 24, 1944 USS Harder (SS-257) 79 men lost

Harder and Hake were patrolling together near Luzon on 24 Aug. in an engagement with two Japanese escorts. To escape a charging escort, Hake started deep and rigged for silent running. At 07:28 she heard 15 rapid depth charges explode in the distance astern. She continued evasive action that morning, then returned to the general area of the attack shortly after noon. She swept the area at periscope depth but found only a ring of marker buoys covering a radius of one-half mile. The Japanese report of the attack concluded that "much oil, wood chips, and cork floated in the vicinity."





Aug. 6, 1945 USS Bullhead (SS-332) 84 men lost

Bullhead was the very last US Navy ship sunk by enemy action during World War II, probably on the same day that the first atomic bomb was dropped on Hiroshima. 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.



VICE ADMIRAL WILKINSON - ETERNAL PATROL



GROTON, Conn. (Associated Press) --

Retired Vice Adm. Eugene P. Wilkinson, the first commanding officer of the U.S. Navy's first nuclear-powered submarine, has died, the Naval Submarine Base in Connecticut said Tuesday. Wilkinson, who was 94, died in Del Mar, Calif., last week. The cause of his death wasn't disclosed.

Wilkinson received his commission in 1940 and reported to the heavy cruiser USS Louisville for his first tour of duty.

He graduated from the Naval Submarine School in Groton in March 1942. During World War II, he participated in eight submarine war patrols.

Wilkinson commanded the Nautilus, which was commissioned in 1954 as the world's first nuclear-powered ship. On Jan. 17,

1955, he ordered all lines cast off and signaled the message, "Underway on nuclear power."

The Submarine Force Library and Museum said on its Facebook page that delivering the message was not a simple matter. Wilkinson said two Navy captains who handled public relations advised him he was about to take part in a historic event and he should send a "historic message."

"Listen," I replied, "we're doing our part getting ourselves, the ship and its systems checked out and ready," the museum quoted Wilkinson as saying. "You gentlemen are public relations experts. Write a historic message, and we'll send it."

"That took care of them for a day and a half," he said. "Then they gave me a message that was one and a quarter typewritten pages long with some elegant-sounding words."

Instead, Wilkinson said, he wrote the briefer message.

Wilkinson was born in Long Beach, Calif., on Aug. 10, 1918. After attending the Naval War College in Newport, R.I., in 1957-58, he served as commander of a submarine division.

In September 1961, he was assigned as the initial commanding officer of the first nuclear-powered surface ship, the guided missile cruiser Long Beach. He was director of the submarine warfare division from 1963 to 1966.

Wilkinson served as executive officer in three submarines: the Menhaden, the Raton and the Cusk, which was the first submarine to fire guided missiles. And he commanded four submarines: the Volador, the Sea Robin, the Wahoo and the Nautilus.

Wilkinson retired from the Navy in 1974 as a vice admiral and later was executive vice president of Data Design Laboratories, a high-tech company. In 1980, he became the first president of the Institute of Nuclear Power Operations.

His wife, Janice Wilkinson, died in 2000. He is survived by four children and four grandchildren.



**SHIPMATES
WITH
AUGUST BIRTHDAYS**

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

**Sailing
Orders**

August 10

Regular Perch Base Meeting

*Our monthly meeting, held at our usual location, "Dillions Arrowhead", 59th Ave. and the Loop 101.
Happy/Friendship Hour = 11 a.m.
Regular Meeting = noon*

To see what our base has been up to, check our web page for photos of our latest event. [\(Prescott Rodeo Days Parade\)](#)



Scan for the Perch Base Web Site



FREE TO GOOD SUB VET HOME:

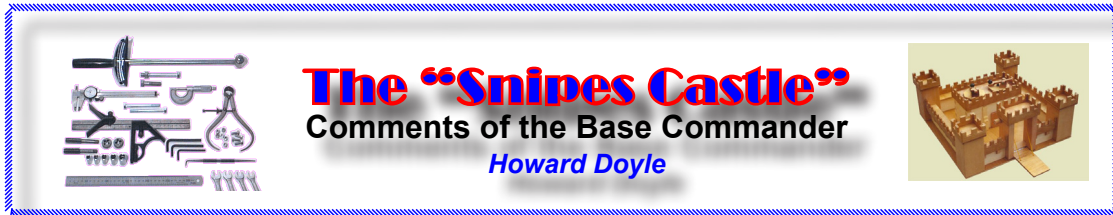
Dell Dimension 3000 Desktop

- Pentium 4 @2.8 GHz
- 2G Ram (upgraded)
- floppy drive, 2 other drives (CD-ROM, DVD).
- Windows XP Home
- Microsoft Office 2003 Professional

Unfortunately, No monitor, mouse or keyboard are included.

Contact Jim Denzien at (602) 332-3925

Reports from the Base Officers



First, the July 6th parade in Prescott was a great success with over 120 entries, this event continues to get bigger and bigger ever year and if you have never visited Prescott for the parade and rodeo I highly recommend it. It is one of Arizona's traditional high points. After the parade, Tom Warner, Gudgeon Base commander hosted a picnic at his home in Prescott Valley for all the parade participants, Perch Base, and Gudgeon Base. There was good food, some sea stories, and even a little rain for the Valley of the Sun residents who had forgotten what rain looked and felt like. My granddaughters [3 of the 4] who rode in the parade with us really enjoyed the whole experience.

The entire situation with Groton Base and their operation of a bar and club in addition to their USSVI activities has caused me and several others on the Board of Directors to question Perch Base activities to ensure that they are legal, moral, and in keeping with the Perch Base and USSVI charters that we operate under. To the best of our knowledge all of our activities DO fall within those guides. May we all pray that the USSVI national board of directors, the Groton Base officers, and the IRS resolve this situation.

Along those lines, I have had a discussion with the USSVI national office in Silverdale, Washington and according to Fred Borgeman all USSVI bases are covered under the IRS code 501(c)19 as a war related veterans organization and monies paid to the bases is tax exempt and long as we maintain our war veteran status. For additional information look on the national web site under the documents section.

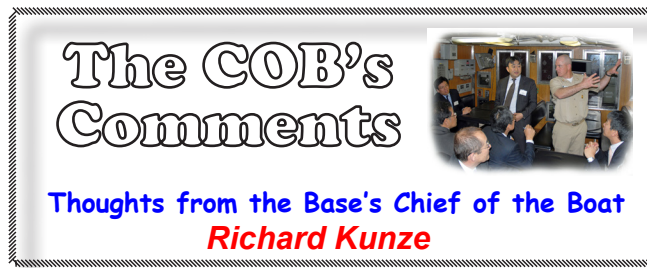
August, September, and most of October seem to be relatively free of extra base activities and then the whirlwind of Veteran's Day activities are upon us. Hopefully it will cool down to at least under 100 degrees.



In August, as in every other month, your Perch Base Board of Directors will meet the Wednesday immediately before the base-meeting Saturday. This BOD meeting will have added significance. Nowhere, in any of our base documents (i.e., Perch Base Constitution and Policies and Procedures) is there any guidance given to Base Officers on how and when Base monies may be used. It's never been a crisis, but with things happening elsewhere (read Groton Base) we need to be mindful. Hopefully, we can begin to establish sensible and prudent rules and guidelines at the August meeting.

As all members should know by now, we are voting on amendments to the Base Constitution at the August meeting. These amendments are primarily to bring us into line with the National one. But amendments are rare and the Base Constitution is very important. As the Base Constitution itself states, if you cannot be at the meeting to vote in person, send an email to any Base officer **prior to the meeting** with your choice. Votes received after the meeting cannot count.

We missed Howard, our Base Commander, while he's been traveling the last two weeks of July. Luckily, it's been very slow and I haven't had a chance to screw things up too badly.



From the Chief of the Boat Aug 2013

The Frontier Days Parade in Prescott on Saturday July 6th sure was nice. The parade route was longer, many more entries and the number of spectators along the route were much larger than previous years. I sure enjoyed the cooler temperature and picnic at John Warner, Gudgeon Base Commander's home. I would like to thank all of our base members, Gudgeon base members and guests that helped with the rigging and un-rigging of the float and George's trailer before and after the parade.

On another subject, if you read the Pledge of Allegiance, there are only three (3) commas and one period. When "under god" was added it was inserted after "one nation" and when spoken should be "one nation under god" not one nation {pause} under god. Just a little tidbit of history I picked up along my cruise.

Richard Kunze
COB@perch-base.org

Flash Traffics

. . . sent during June and July as per publication date

This feature has been in the MidWatch before but is now, hopefully, be a regular feature.

*Unlike other Bases, which wait and include USSVI notices and other breaking news in their newsletter, we inform our Members almost immediately via electronic e-mails called **Flash Traffic**. Each month we will list those that were issued during the month(s) leading up to the Base Meeting. The documents themselves are not publicly archived but they are available. Please contact me, the Base's Communications Officer if you wish a copy.*

Flash Traffic #06-01_2013: Herb Herman Update (*Binnacle List Update*)

Flash Traffic #06-02_2013: USSVI District 1 Election (*our Region*)

Flash Traffic #06-03_2013: Motel Rooms - Prescott (*for the Rodeo Days Parade*)

Flash Traffic #06-04_2013: Reminder: District Elections

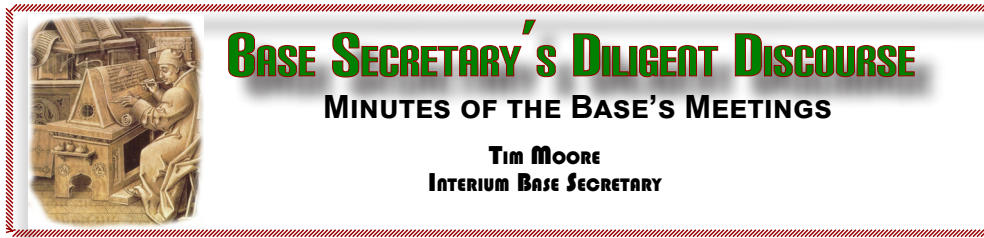
Flash Traffic #06-05_2013: Details on the Prescott Parade

Flash Traffic #07-01_2013: Prescott Parade Attendance

Flash Traffic #07-02_2013: George Long (bogus) Emails

Flash Traffic #07-03_2013: Yarnell Fire Disaster Relief

Flash Traffic #07-04_2013: Changes to the Perch Base Constitution



The regular monthly meeting of the Arizona Submarine Veterans Perch Base was convened at Dillon's Restaurant at Arrowhead, in Glendale, AZ at 1200 hours, 13 July 2013. The meeting was called to order by Howard Doyle, Base Commander.

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

As the first item of business, a motion was made and seconded that the minutes from the June 2013 regular meeting be approved as published in the MidWatch monthly newsletter. The motion was carried by unanimous voice vote.

Bob Warner presented the Treasurer's Report stating the Perch Base financial status for the month ending 30 June 2013. A motion was made and seconded that the Treasurer's Report be approved as stated. The motion was carried by unanimous voice vote.

According to the Sailing List there were 29 members and guests present. The complete sailing list included:

Howard Doyle	Chuck Emmett	Rich Kunze	Jim Denzien
Tim Moore	Rick Simmons	DeWayne Lober	Walt Blomgren
Steve Leon	Milton McNeill	Bob Warner	Don DeMarte
Don Unser	Pete Tardiff	Dan Moss	Royce Pettit
Ted Hunt	Richard Bernier	Herb Coulter	Robb Roberts
Steven Stanger	John Zaichkin	Jim Strassels	Jim Nelson
Bill Malda	Angie Grams	Jeffery Grams	Mark Field
Paul Miller			

Base Commander's Board of Directors Meeting Report

Howard reported on the Prescott Frontier Days 4th of July Parade. This event was somewhat dampened by the Yarnell Hill wild lands fire which took the lives of the 19 Granite Mountain Hotshots on 30 June 2013. Overall the parade was a big success. It was announced that we had a total of 15 people in attendance for this event. This included 12 Gudgeon & Perch Base members as well as 3 guests. Following the parade, Tom Warner, Gudgeon Base Commander, had a picnic at his home for anyone who wished to attend. Howard showed the Granite Mountain Hotshot Memorial sign that he and Chuck made up for display in our float in the parade and mentioned that he had one framed and placed it at the memorial site at Fire Station #7 in Prescott.

The election results for the USSVI District 1 Commander are in and Jim Denzien was elected as Western District 1 Commander. There were 61 votes cast with no write-ins. Perch Base had 25 electronic ballots and 11 paper ballots cast for a total of 23.5% return. Tautog Base had 5, Gudgeon Base had 10 and Tucson Base had 5 ballots cast. Howard mentioned that Western District 3 had no votes cast and doesn't know how the USSVI will handle this issue.

We have been notified that both the Anthem and Black Canyon City Veteran's Day Parades will be on Saturday, 9 November 2013 and we will be attending both of these events. Details for the City of Phoenix Veteran's Day Parade and the Gilbert static display events are still pending. Walt will be following up with the necessary contacts to get the details for those events.

In that the 9th of November is our meeting date; we will be attending the Anthem and Black Canyon City parades in lieu of a meeting. All hands will be notified in the MidWatch and via Flash Traffic of this announcement.

We received a letter announcing that on December 7th, Pearl Harbor Day, there is going to be a dedication for the gun barrels from the USS Arizona and USS Missouri that are being installed at Wesley Bolin Plaza. The board voted in

favor of participating in this ceremony. We will be laying wreaths for both the SubVets of WWII and Perch Base. If the event coordinators for this ceremony want us to bring the float, we will do that as well. There is a fundraising project to place engraved bricks around the gun barrels. We will provide bricks for both Perch Base and the SubVets of WWII.

Officers and Committee Chairmen Reports

Vice-Commander/Communications Officer – Chuck Emmett announced the website base officer e-mail address issues have been resolved. The problem was we were on an older type server and we have been moved to a new faster server which has resolved the problems and has reduced our two year fee by about 50%. Chuck also mentioned that he had to re-load the entire 6GB web page so if anyone notices any problems or errors, please let him know right away.

Chuck stated that as Vice-Commander he and Howard communicate daily and if anyone has any issues that need to be brought up and you can't get in touch of Howard, give Chuck a call.

The Base Constitution had to be amended regarding membership issues to be in alignment with the USSVI National Constitution. The proper protocol is to publish constitutional changes in the MidWatch at least two months prior to an election which has been done. These changes have been published in the last two editions. At the next base meeting (Saturday, 10 Aug 2013) we will have a vote on the Constitution. You may also vote by e-mail through any base officer or by regular mail. Votes must be in prior to the next meeting.

With regards to the donation issue for the 19 fallen firefighters and the residents of Yarnell, you should make your donations out to the Perch Base Subvets Foundation in that it is a 501(c)3 foundation and your contributions are tax deductible. Make sure that you designate that this donation for this effort by writing "Relief Fund" in the memo field.

Interim Secretary – Tim Moore did not report.

Treasurer – Bob Warner did not report.

Membership Chair - Rick reported that the changes to the Policies & Procedures Manual are mostly related to Associate Member status. For the USSVI to have a 501(c)3 designation as a war veteran organization, 90% of the members have to have been war veterans. That is why the USSVI is asking for the years of service because there are specific time periods of time that the government considers as war time status. Associate Members could dilute that 90% pool. However there are a number of Associate Members who are war time veterans but were not designated Qualified in Submarines. We also are required to get national approval for all Associate Members nominated.

Chaplain – Steve Leon did not report.

Events Coordinator – Walt Blomgren announced we received an invitation from Congress, AZ to participate in their "Strike it Rich in Congress" event on Saturday, October 5, 2013. The board approved we accept the Old Congress Days invitation. Congress is about 10 miles northwest of Wickenburg. Additionally if anyone is contacted requesting our participation with our float in a parade or for a static display, let Walt know. For planning purposes, we would like to have six to eight weeks advance notice.

Chief of the Boat – Rich Kunze did not report.

Base Storekeeper – DeWayne Lober did not report.

Past Commander – Jim Denzien thanked the membership for their support in voting him in as the Western District 1 Commander. Jim will be sworn in at the USSVI convention in Rochester. Jim also mentioned the controversial issue between Groton Base and the USSVI. For anyone interested in information about this issue, there is detailed information posted on the national website.

Historian – Jim Newman was not present.

ASSM (Arizona Silent Service Memorial) – Dan Moss announced that the ASSM designer Renee Palmer-Jones is with us today and will update us on the design project during The Good of the Order.

Old Business

Howard announced the Board of Directors approved Revision 9 of the Policies & Procedures Manual and it is posted on the website. There were some membership requirement changes made so that we are in compliance with national requirements. If you can't access the website speak to Chuck and you can get a paper copy.

New Business

Howard made an appeal to our members who run businesses or have friends who run a business to purchase business card ads to be run in the MidWatch. We used to do this as a fundraiser and need to start promoting it again.

We would like the membership to talk to their friends, relatives and business associates and solicit for ads in the MidWatch. For businesses it is a tax deductible business expense like any other advertising expense. Chuck added that we used to run these ads for \$100.00 for 12 issues of the MidWatch which is a very good deal. Our circulation is currently about 175.

Howard announced that George Long had his computer e-mail hacked. Someone has been sending out e-mails, making them appear to come from George soliciting \$1500.00 for a "soft loan" (whatever that is) from Perch Base. This is indeed a SCAM and everyone should be on the alert for this e-mail. The USSVI has been notified of this situation. Chuck also suggested that should you receive one of these types of solicitations, don't ever reply or you might get your e-mail hacked.

Good of the Order

Howard read of a brief bio outlining her credentials and resume and introduced Renee Palmer-Jones, the ASSM (Arizona Silent Service Memorial) designer. Renee gave us an enlightening presentation of the ASSM design project. In addition to our design project, Renee also designed the Anthem Veteran's Memorial located east of I-17 on Anthem Way. It is about a half mile to the first traffic light, turn right at the Safeway, and it is located on the left side in the Anthem Park. This memorial has been named a State of Arizona Historical site and has won two national engineering and design awards. Renee invited and encouraged the membership to visit this memorial. Don DeMarte introduced our ASSM project to Renee and she agreed to participate.

The design is nearly complete. The design committee also includes Jim Martin who is a Civil Engineer and Steve Rush who is a Draftsman. When the design is complete, Steve will provide scale models which we can use for fund raising events. The basic design includes a "foot print" pad which is 30' long x 15' wide. There will be a granite podium which is 14' long x 6' wide x 7' high with sloping sides and cradled at the top.

Sitting atop the podium will be a fast attack submarine fabricated in steel appearing to do an emergency blow. The top of the submarine will be 11' high. The final design will be copyrighted to protect the integrity of the ASSM project. It is important to note that all three members on this committee are donating their time free gratis for this project.

Renee mentioned that other people will be drawn in to complete this project; artists and fabricators in granite and steel. Kudos and a big Bravo Zulu need to go out to Renee and the rest of this design committee for the wonderful work they are providing. We should have a final design in the fall.

The memorial is proposed to be installed at Wesley Bolin Plaza and requires state senate approval. Senator Al Melvin of Tucson has agreed to sponsor a bill in the 2014 legislature to sponsor a Submarine Memorial in Wesley Bolin Memorial Plaza. Fundraising will be the responsibility of the ASSM committee.

Steve Leon announced the Binnacle List which includes Bernie Fromm and Herb Herman. Howard added Stan Reinhold and George Crider to the list. Milton McNeill is much improved and is with us in the meeting today. DeWayne Lober announced he is off the Binnacle List. We must continue to keep our infirmed shipmates in our thoughts and prayers.

50/50 Drawing

The 50/50 drawing was held and there was \$92.00 in the pot. Bob Warner was the winner and he donated his winner's share of \$41.00 back to Perch Base. Thank you, shipmate.

Adjournment

The benediction was offered by Base Chaplain Steve Leon.

All outstanding business having been concluded, it was moved and seconded that the meeting be adjourned. The motion carried by unanimous voice vote and the meeting adjourned at 1324 hours.

Tim Moore
Interim Secretary
Perch Base USSVI



Eternal Patrol *August 24, 1944*

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

The Final Patrol

Lord, this departed shipmate with dolphins on his chest
Is part of an outfit known as the best.
Make him welcome and take him by the hand.
You'll find without a doubt he was the best in all the land.
So, heavenly Father add his name to the roll
Of our departed shipmates still on patrol
Let them know that we who survive
Will always keep their memories alive.

USS Harder (SS-257) August 24, 1944 79 men lost

GATO-CLASS DIESEL-ELECTRIC SUBMARINE

Class & type: Gato-class diesel-electric submarine

Displacement: 1,549 t (surf); 2,463 t (sub)

Length: 311'9"; **Beam:** 27'3"; **Draft:** 17'

Propulsion: 4 × Hooven-Owens-Rentschler
(H.O.R.) diesel engines driving electrical generators
2 × 126-cell Sargo batteries

4 × high-speed Allis-Chalmers electric motors
with reduction gears; two propellers
5,400 shp (surf), 2,740 shp (sub)

Speed: 21 knots (surf) 9 knots (sub)

Range: 11,000 nautical miles (surf) at 10 kn

Endurance: 48 hours at 2 knots (sub), 75 days on patrol

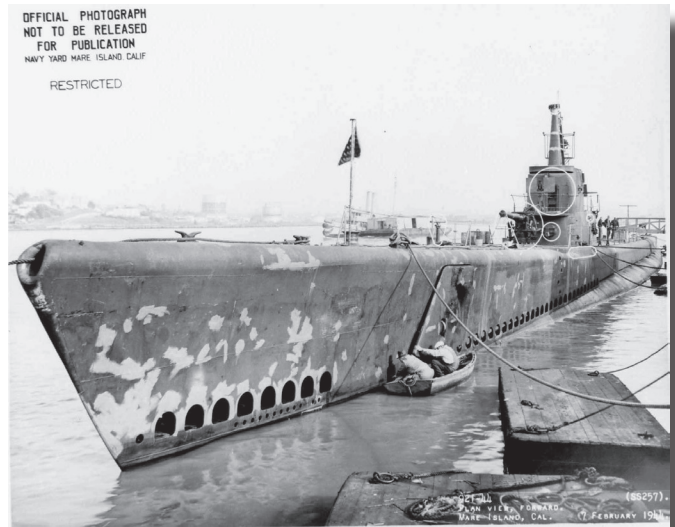
Test depth: 300'

Complement: 6 officers, 54 enlisted

Armament: 10 × 21" torpedo tubes (six forward, four aft)
24 torpedoes

1 × 3"/50 caliber deck gun

Bofors 40 mm and Oerlikon 20 mm cannon



From Wikipedia, the free encyclopedia

USS Harder (SS-257), a Gato-class submarine, was the first ship of the United States Navy to be named for the harder, a fish of the mullet family found off South Africa. One of the most famous submarines of World War II, she received the Presidential Unit Citation. Her skipper, the resolute and resourceful Commander (Cmdr) Samuel D. Dealey (1906–1944), “a submariner’s submariner”, was posthumously awarded the Medal of Honor.

First War Patrol

Following shakedown off the East Coast, Harder sailed for Pearl Harbor, and after a short stay there, she departed on her first war patrol 7 June 1943. Cruising off the coast of Japan, the submarine worked her way inside a picket line and sighted her first target 22 June. She made a radar approach on the surface and fired four torpedoes at the two-ship convoy, hitting the seaplane transport Sagara Maru (7189 BRT) (which was beached to prevent sinking, but later destroyed). She returned to Midway 7 July.

Second War Patrol

Harder began her second war patrol 24 August 1943 from Pearl Harbor, and after touching at Midway Island, she again headed for the Japanese coast. While patrolling off Honshū on 9 September, she attacked and sank Koyo Maru and later that night ran by an escort ship at a range of 1,200 yards (1,100 m) without being detected. Two days later the submarine encountered a convoy. After running ahead to improve her firing position, she sank cargo ship Yoko Maru with a spread of three torpedoes. Continuing her patrol, Harder sighted two more ships 13 September, but she was forced down by enemy planes while firing torpedoes. Escorts kept the submarine down with a severe depth charge attack which lasted for over two days and almost exhausted her batteries. After evading the Japanese ships, Harder detected her next target 19 September; a torpedo sent Kachisan Maru to the bottom



almost immediately. Though running in bad weather, Harder continued to find good targets. On 23 September she sank the 4,500 ton freighter Kowa Maru and the 5,800 ton tanker Daishin Maru, off Nagoya Bay. Her torpedoes expended, Harder turned eastward 28 September. After shooting up two armed trawlers 29 September, she touched Midway 4 October and arrived Pearl Harbor four days later.

Third War Patrol

For her third war patrol Harder teamed with Snook (SS-279) and Pargo (SS-264) to form a deadly and coordinated attack group (a “wolfpack”). Departing 30 October 1943 for the Mariana Islands, Harder encountered a target 12 November. Promptly dispatching this one, she surfaced and sighted a trawler-escort damaged by the explosion of one of her own depth charges. Submerging again until sunset, the submarine sank the damaged ship with gunfire, then turned toward Saipan in search of new targets. Sighting three marus on 19 November, she radioed her companions and closed for attack. After passing close by an escorting destroyer, Harder fired six torpedoes at two ships, sinking Udo Maru. As depth charges began to fall, she pressed the attack; two more torpedoes finished Hokko Maru. Harder climbed to periscope depth after nightfall to finish off the third maru. Shortly before midnight, she fired several more shots at 6,000-ton Nikkō Maru, but the Japanese ship stubbornly refused to sink. A brave, but doomed, enemy crew kept the cargo ship afloat until Harder had expended all torpedoes, many of which ran erratically. Rough weather the next day finally sank the damaged target. Harder returned to Pearl Harbor on 30 November, then sailed to the Mare Island Naval Shipyard for overhaul.

Fourth War Patrol

Returning to action in the Pacific, Harder reached Pearl Harbor on 27 February 1944 and departed on her fourth war patrol 16 March in company with Seahorse (SS-304).



She headed for the western Caroline Islands where she was assigned duty as lifeguard ship for downed aviators. During American air strikes against Woleai on 1 April, Harder received word of an injured pilot awaiting rescue from the beach of a small enemy-held island west of Woleai. Protected by air cover, she nosed against a reef, maintained her position with both propellers, and sent a boat ashore through breaking surf. Despite Japanese snipers, boiling shoals, and the precarious position of the submarine, the daring rescue succeeded, and the intrepid submarine returned to the open sea.

On 13 April an enemy plane sighted Harder north of the western Carolines and reported her position to the patrolling Japanese destroyer Ikazuchi. As the enemy ship closed to within 900 yards (820 m) Harder fired a spread of torpedoes that sank the attacker within five minutes. Dealey's terse report became famous—"Expended four torpedoes and one Jap

destroyer." Four days later Harder spotted a merchant ship escorted by destroyers. Firing four torpedoes, she sank the 7,000 ton Matsue Maru and damaged one of the escorts. Then, adding to the enemy's misery, she returned to Woleai where she surfaced on the morning of 20 April to deliver a shore bombardment under cover of a rain squall. She terminated this highly varied and successful patrol at Fremantle, Australia 3 May.

Fifth War Patrol

Even greater successes lay ahead. Having sunk one destroyer, Harder joined the all-out hunt against Japanese destroyers, once considered the most dangerous of foes. Assigned the area around the Japanese fleet anchorage at Tawi-Tawi, Harder departed Fremantle on 26 May 1944 with Redfin (SS-272) and headed for the Celebes Sea.

On 6 June Harder entered the heavily patrolled Sibutu Passage between Tawi-Tawi and North Borneo and encountered a convoy of three tankers and two destroyers. She gave chase on the surface but was illuminated by the moon. As one of the destroyers turned to attack, Harder submerged, turned her stern to the charging destroyer, and fired three torpedoes at range of 1,100 yards (1,000 m). Two struck Minazuki and exploded; the destroyer sank within five minutes. After attacking the second escort without success, Harder was held down by a depth charge attack while the convoy escaped.

Early next morning an enemy plane spotted Harder. The submarine soon sighted another destroyer searching the area for her. As before, Harder took the initiative as the enemy closed the range. The sub fired three torpedoes at short range, and two of them struck amidships, one detonating the ship's magazine with a tremendous explosion.

Hayanami sank a minute later. Following the inevitable depth charge attack, Harder transited the Sibutu Passage after dark and steamed to the northeast coast of Borneo. There on the night of 8 June she picked up six British coastwatchers, and early next day she headed once more for Sibutu Passage.

That evening Harder sighted two enemy destroyers patrolling the narrowest part of the passage, just a miles from Tawi-Tawi. After submerging, she made an undetected approach and at 1,000 yards (900 m) fired four torpedoes at the overlapping targets. The second and third torpedoes blasted Tanikaze; she sank almost immediately, her boilers erupting with a terrific explosion. The fourth shot hit the second ship, which exploded with a blinding flash. Within minutes Harder surfaced to survey the results, but both ships had disappeared. Soon afterward, she underwent the inevitable depth charge attack by enemy planes, then she set course for a point south of Tawi-Tawi to reconnoiter.

On the afternoon of 10 June Harder sighted a large Japanese task force, including three battleships and four cruisers with screening destroyers. An overhead plane spotted the submarine at periscope depth and a screening escort promptly steamed at 35 knots (65 km/h) toward her position. Once again, Harder became the aggressive adversary. As the range closed to 1,500 yards (1,400 m), she fired three torpedoes on a "down the throat" shot, then went deep to escape the onrushing destroyer and certain depth charge attack. Within a minute two torpedoes blasted the ship with violent force just as Harder passed her some 80 feet (24 m) below. The deafening explosions shook the submarine far worse than the depth charges and aerial bombs which the infuriated enemy dropped during the next two hours. When she surfaced, Harder saw only a lighted buoy marking the spot where the unidentified destroyer either sank or was heavily damaged.

Harder reconnoitered Tawi-Tawi anchorage 11 June and sighted additional enemy cruisers and destroyers. At 16:00 she headed for the open sea and that night transmitted her observations which were of vital importance to Admiral Raymond A. Spruance's fleet prior to the decisive Battle of the Philippine Sea. Harder steamed to Darwin on 21 June for additional torpedoes, and, after patrolling the Flores Sea south of the Celebes Islands (with Admiral Ralph Christie aboard), she ended the patrol at Darwin on 3 July.

The important results of Harder's fifth war patrol have caused some to call it the most brilliant of the war. Not only did Harder further deplete the critical supply of destroyers by sinking four of them and heavily damaging or destroying another one in four days, but her frequent attacks and a rash of enemy contact reports on this fleeting marauder so frightened Admiral Soemu Toyoda that he believed Tawi-Tawi surrounded by submarines. As a result, Admiral Jisaburo Ozawa's Mobile Fleet departed Tawi-Tawi a day ahead of schedule. The premature departure upset the Japanese battle plans, and forced Ozawa to delay his carrier force in the Philippine Sea, thus contributing to the stunning defeat suffered by the Japanese in the ensuing battle.

Sixth War Patrol

Harder, accompanied by Hake (SS-256) and Haddo (SS-255), departed Fremantle on 5 August 1944 for her sixth and final war patrol. Assigned to the South China Sea off Luzon, the wolf pack headed northward. On 21 August Harder and Haddo joined Ray (SS-271), Guitarro (SS-363), and Raton (SS-270) in a coordinated attack against a convoy off Palawan Bay, Mindoro. The Japanese lost four passenger-cargo marus, possibly one by Harder.

Battle of Dasol Bay

Early the next day, Harder and Haddo attacked and destroyed three coastal defense vessels off Bataan, Harder sinking frigates Matsuwa and Hiburi; then, joined by Hake that night, they headed for Caiman Point, Luzon. At dawn 23 August Haddo attacked and fatally damaged Asakaze off Cape Bolinao. Enemy trawlers towed the stricken destroyer to Dasol Bay, and Haddo, her torpedoes expended, informed Harder and Hake the following night of the attack and left the wolf-pack for replenishment at Biak.

Harder and Hake remained off Dasol Bay, searching for new targets. Before dawn 24 August they identified what they thought was a Japanese minesweeper and the three-stack Siamese destroyer Phra Ruang. It was later found out to be Kaibokan CD-22 and PB-102 (ex-USS Stewart (DD-224)). As Hake closed to attack, the destroyer turned away toward Dasol Bay. Hake broke off her approach, turned northward, and sighted Harder's periscope about 600–700 yards (550–640 m) dead ahead. Swinging southward, Hake then sighted the CD-22 about 2,000 yards (1,800 m) off her port quarter swinging toward them. To escape the charging escort, Hake started deep and rigged for silent running. At 07:28 she heard 15 rapid depth charges explode in the distance astern. She continued evasive action that morning, then returned to the general area of the attack shortly after noon. She swept the area at periscope depth but found only a ring of marker buoys covering a radius of one-half mile.

The vigorous depth charge attack had ended the career of Harder with all hands. The Japanese report of the attack

concluded that "much oil, wood chips, and cork floated in the vicinity."

Dubbed "Hit 'Em Again, Harder," she had wreaked havoc among Japanese shipping. Her record of aggressive daring exploits became almost legendary. All six of her patrols were designated successful.

Harder received six battle stars and the Presidential Unit Citation for World War II service. In accordance with Navy custom, the citation was presented to the second Harder upon commissioning.

Harder's loss brought an end to the U.S. submarine force's happy time, and the demoralization of the submarine force boosted Japanese morale, confident that as a result of these, more U.S. submarines will be lost while Japanese shipbuilding would easily catch up with shipping losses, and thus returning the tide of the war in favour of the Japanese.

Despite the losses however, towards the end of the war U.S. submarines were actively penetrating through the Inland Sea, and the Japanese shipping losses continued, albeit at a slower rate.

Excerpt from USS Harder's log

SUBJECT : U.S.S. HARDER (SS257) - report of Fifth War Patrol.

9 June (cont.)

2102

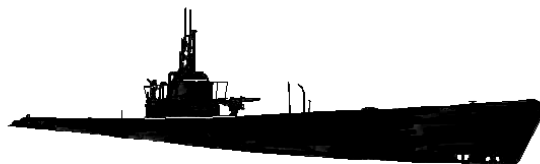
Sighted another destroyer. -- They were in line of bearing and patrolling the narrows on north-south, zig zag courses. Sounded "battle stations", submerged to radar depth and commenced the attack. The nearest destroyer, now at a range of 8000 yards (7300 m), was chosen as the first target and his angle on the bow was about 20 degrees port. At 4000 yards (3700 m), he headed directly for us but his actions were interpreted as a routine zig. Increased submergence to periscope depth. At 3000 yards (2700 m), both destroyers zigged 30 degrees to their right (with the first presenting a 30 degree port track) and the picture became "just what the doctor ordered" for the Harder. At a range of 1000 yards (900 m) on the nearest target, both destroyers were overlapping, with a 100 degree port track showing. Gyros were near zero and torpedoes set for running at 6 feet (1.8 m).

2124

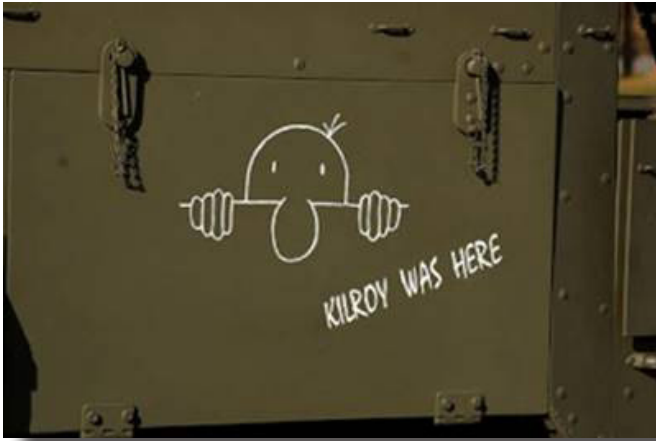
Commenced firing the bow tubes. No. 1 appeared to pass just ahead of the first destroyer, No. 2 struck it near the bow, No. 3 hit just under the destroyer's bridge, and No. 4 passed astern of the near target. The sub was now swung hard right to avoid hitting the first destroyer and fire was withheld on remaining tubes until a new setup could be put into the T.D.C. for an attack on the second destroyer. About thirty seconds after turning, the second destroyer came into view just astern of what was left of the first one, then burning furiously. Just then No. 4 torpedo which had passed astern of the first target was heard and observed to hit the second target. - (No more torpedoes were needed for either.)

Meanwhile, a heavy explosion, believed to be caused by an exploding boiler on the first destroyer, went off and the sub then about 400 yards (400 m) away was heeled over by the concussion. At almost the same time a blinding explosion took place on the second destroyer (probably his ammunition going off) and it took a quick nose dive. When last observed, by the Commanding Officer and Executive Officer, the tail of the second destroyer was straight in the air and the first destroyer had disappeared. "Sound" now reported, "No more screws."

The above listed pandemonium may not be in exact chronological order but is as accurate as the happenings over that eventful few minutes can be remembered.



Kilroy Was Here



He is engraved in stone in the National War Memorial in Washington, DC- back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history.

Anyone born in 1913 to about 1950 is familiar with Kilroy. No one knew why he was so well known- but everybody got into it, I even remember seeing him around public places in the late 60s...

So who the heck was Kilroy?

In 1946 the American Transit Association, through its radio program, "Speak to America ", sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped

forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

'Kilroy' was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark.

Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his check mark on each job he inspected, but added 'KILROY WAS HERE' in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message.

Once he did that, the riveters stopped trying to wipe away his marks. Ordinarily the rivets and chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced.

His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific.

Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo. To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arc de Triomphe, and even scrawled in the dust on the moon.

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo!

In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its' first occupant was Stalin, who emerged and asked his aide

(in Russian), "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax, Massachusetts.

And the tradition continues...

Return To:
U. S. Submarine Veterans, Perch Base
7011 West Risner Road
Glendale, AZ 85308

NEXT BASE MEETING
August 10



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