

Arizona Sub Vets Perch Base



Midwatch

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Arizona Sub Vets, Perch Base Officers

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February Eternal Patrol Days

USS SHARK 1 (SS17)	11 Feb 1943	58 men lost
USS AMBERJACK (SS219)	16 Feb 1943	74 (All) men lost
USS GRAYBACK (SS208)	27 Feb 1944	80 (All) men lost
USS TROUT (SS202)	29 Feb 1944	81 (All) men lost
USS BARBELL (SS316)	4 Feb 1945	81 (All) men lost

Lest We Forget Those Still On Patrol

February's Meeting will be on the 10th at
American Legion Post #29 in Glendale

From The Wardroom:



First of all I would like to apologize for not being up to par at the meeting on Saturday. I hope that by our February meeting I will be back to normal. We plan to nominate and elect officers at the February meeting. The E-board will be making their recommendation and the membership will be voting on it.

Well, Perch Base is off to a new year. As Commander of the Perch Base I would like to share with you my ideas for the future of the base. While many projects are already in the mill (buying a trailer for the Veterans Day Parade with a sub on it and looking for someone to take over developing a calendar for the year 2002). These projects will be looked over and decided on. We are planning another picnic in April and Christmas Party in December.

These events take a lot of planning and work. I hope that many of you will volunteer and offer your services to help. In the distant future I would like to see Perch Base acquire some land for a combination meeting place and museum for school children. Wouldn't it be nice to share our experiences with the youth of the today.

These are a few of my ideas and I know that our Perch Base will grow this coming year if we all work together. Lets all try to get a new member to join.

Chaplains Corner:

Shipmate **Roger Cousin** and wife **Lee**, have been able to overcome a close to disastrous Holiday period. On the Friday prior to Christmas Lee was told she had a mass in her breast that would have to be checked out. Upon further testing it was determined Lee had breast cancer. The lumpectomy was performed at Thunderbird Hospital here in Phoenix on the morning of January 19th. **Lee** is in good spirits with a very positive outlook. Good thoughts and prayers will work wonders in keeping things on the positive side. A card wouldn't hurt either, addressed to **Lee Cousin**, 13754. W. Via Montoya, Sun City West, AZ 85375-2053.

Shipmate **Ed Brooks** had to make a trip back to Oklahoma. Ed's Mother's sister passed away on Saturday morning of 01/07. The deceased aunt was Ed's favorite and as soon as they knew she wouldn't make it out of the hospital, they started their trip back.

Minuets from January's Meeting:

Base Secretary **Carl Scott** or **Jim Strassels** were not in attendance, so these notes were taken by **Tom Burke**.

What a great way to start the year. The change of command from Base Commander **Roger Cousin** to acting Base Commander **Don Wannamaker** went without a hitch. **Frank Rumbaugh** made a presentation to **Roger** on behalf of Perch Base. The presentation was in the form of a beautiful plaque, commemorating **Roger's** "above and beyond" efforts, in promoting the base on all avenues. BZs to you Roger.

There were 23 members and 3 guests in attendance. New members to Perch Base, **Kirk Smith**, and **Terry Cash** introduced themselves to shipmates. Also in attendance were; **Tom Burke, Mike Keating, Ray Samson, Glenn Herold, Garry Shumann, Bill Grieves, Dave Harnish, Don Wannamaker, Roger Cousin, Larry Krieger, George Woods, Bob May, Frank Rumbaugh, Jim Newman Sr., Warner Doyle Jr., Jim Clewett, Lee Graybeal, Kenny Wayne, Royce Pettit, Davy Jones, and Tom Hellem.**

Our guests were Dorrie DiGeronimo, Robert Bell, and Cliff Forrester. **Kirk Smith**, made a donation to the base of a real, honest to goodness Klaxon with switch. When mounted properly and plugged into the AC receptacle, there will be no doubt in anyone's mind as to where the meeting place is. Thank You **Kirk**, what a great gift!

Dorothea "Dorrie" DiGeronimo, is a Master Sergeant in the United States Air Force, stationed at Luke AFB. Master Sergeant DiGeronimo, gave a hearty "Thank You" to Perch Base in its efforts to give 16 needy families, stationed at Luke a happier Holiday through the "Adopt a Family" program. A summary of all the programs Luke, offers was given, with a promise to set up a tour of the AFB in the near future. Master Sergeant DiGeronimo would not commit to a ride in an F-16 though. Any further news on the tour will be published in a future newsletter.

Shipmate **Billie Grieves** gave a presentation, for the award, "a engraved Acrylic figure", given to the WWII Pigboaters and USSVI Arizona Perch Base segment of the Veterans parade, held on November 11th 2000. It was suggested by **Dave Harnish** that because neither group had a place to display the award and because the color guard was the main reason for winning, that the figure be given to the Navy Recruiting Station in the Federal building in downtown Phoenix, where a large display case can be used. **Billie** will propose this to the WWII Pigboaters group, at their next meeting.

The E-Board meeting had several items on the plate. First up for discussion was the need to have a By Laws Chairman to head up the review and change committee. **Dave Harnish** has kindly taken on this job and will recruit 2 other members to help in the "ins & outs" of the changes and recording prior to voting on by the membership. Second item was the purchase of a 24' trailer, for \$700, to be used for group events. There was much discussion in the building a "Fleet Boat Sail" on this for parades and such. Shipmate **Glenn Herold**, is very instrumental, in providing this trailer and gave his viewpoints on the matter. Further discussion will be needed before placing this matter to the membership.

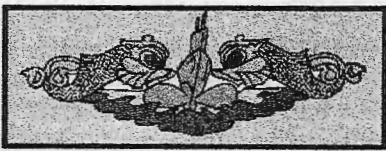
The third and last item, was the whereabouts of the Arizona Perch Base Charter and podium that was handmade by our departed shipmate **Luis Tejera**. It was determined that past Commander **Brian Thomason** still has them in his possession. **Bob May** made a report on the status of the Base Treasury. We have \$5,974.83 as a balance. The party fund stands at \$215.00 The

Calendar fund to date is in the black to the amount of \$470.91. Thanks to all, who have contributed.

Next Meeting and Location:

The March 10th, meeting will be held at the American Legion Post 29, 6822 N. 58th Avenue, Glendale. One block south of Glendale Avenue. Take I-17 to Glendale Avenue - west to 58th Ave., and then south 1 block. The Legion is on the left. Parking is available in the lot behind the post.

From West Valley, take Glendale Avenue and follow the rest of the directions. Remember, the Loop 101 is open from I-17 to I-10. It may be easier to take that to Glendale and go East to 58th, Ave. Our building is the one on the west side of the parking lot. Lunch served between 1200 and 1300 at a nominal cost.



Perch Base Booster Club for 2001:

Perch Base gives a hardy BZs, to the following members for their "above and beyond" financial assistance: **Ben Acosta, Jerry N. Allston, Kenneth R. Anderson, Jerry F. Becker, Kenneth E. Becker, Joseph A. Bernard, Harold J. Bidigare, Wayne A. Braastad, Michael J. Breitner, Thomas P. Burke, James F. Clewett, Roger J. Cousin, Stephen F. Day, Warner H Doyle Jr., Jeff Duncan, Ron "Doug" Eddy, Harry Ellis, Ray "Lee" Graybeal, Billy A. Grieves, Warren A. Grossetta, David R. Harnish, William L. Hatcher, J Tom Hellem, Glenn Herold, Lester R. Hillman, Steven F. Hough, Ron Kloch, Larry L. Krieger, Douglas M. La Rock, Robert A. Lancendorfer, Robert E. May, Dennis Mc Comb, Roger M Miller, John H. Michaud, Robert E. Mitchell, Joseph R. Mullins, Jim A. Nelson, James W. Newman Sr., Thomas B. Patterson, Raymond A. Perron, Royce E Pettit, W Scott Prothero, Larry M. Rankin, Frank W. Rumbaugh, Douglas F. Schultz, Tyler C. Smith, Robert G. Sothern, Adrain M. Stuke, Donald Wannameker, George Woods, Kenny Wayne, Donald J Whitehead, & Jerry D. Yowell**

Should you care to make a contribution to this worthy cause, make your checks payable to "USSVI Perch Base for Booster" (for recognition) and send to **Bob May**, Treasurer (see front cover). If anyone was missed, you will be entered on next month.

Perch Base Calendar of Events FOR 2000 (Mark Your Calendars):

We have a date to shoot at for next years Christmas/Hanukkah party; December 8th at Luke AFB. There will also be a picnic, most likely in April or May. Updates will be forthcoming.

Arizona Perch Base Raffle:

Glen Herold has donated a *Boots Reynolds* print for the base to auction. The value of the print is \$100.00. Raffle tickets are \$1.00 a piece and 6 for \$5.00. Will run in the *Midwatch* for Feb., Mar., and April with the drawing to be held at the May meeting. Members can send the money in the form of checks made out to Perch Base to me **Dave Harnish**, (see front cover) via mail or give me cash at the meetings, and I will put their name on the ticket for them. Dave will also take this to the WWII Sub Vet meetings and try to sell tickets there. The print is 17" by 22" and unframed so an individual could get what ever kind of framing that would suit them.

DUES . . . DUES . . . DUES:

The re enlistments for the New Year have passed the 95 mark. Last year we finished the year at 114. Many of the life members in USSVI National have not sent their base dues. For those who have not paid your 2001 dues as yet, they are now overdue. Remember, per. Base by Laws, all names are dropped from the rosters after April 1st. Please send your check of \$20.00 (\$10 Base / \$10 Nat'l's) to Treasurer, **Bob May**, Treasurer (see front cover). Thank You.

Small Stores:

Our Storekeeper, **Dave Harnish**, has a comprehensive array of USSVI Small Stores items, consisting of hats, shirts, sweat shirts, belt buckles, beer mugs, cocktail glasses, coffee mugs, and a slew of other memorabilia. Give him a call, or better yet, come to a meeting and see everything first hand! (Phone number on front cover.)

Newsletter:

Ray Samson is authoring this newsletter. I may be reached at 623-815-9247 or E-mail at rsamson@azwest.net. There are a ka-zillion stories out there that I'm sure would be of interest to all. Send them to me so I can place them in front of the crew. This is your newsletter, be a part of it, won't you?

Lost Boats & Crews for February:

USS SHARK 1 (SS174) Launched May 21, Lost: February 11, 1942. 58 men lost

After having transported Admiral Hart and other officials from Manila to Surabaya on her first patrol, **USS SHARK**, commanded by LCDR L. Shane, Jr., departed on January 5, 1942 for her second war patrol. She sighted a torpedo, fired at her by an enemy submarine, on January 6, and was successful with her evasion. In anticipation of a possible enemy attack at Ambon (Amboina), COMSUBASIATIC told **USS SHARK** to contact Dutch submarines at the harbor entrance of that island. On January 25, **USS SHARK** was advised that heavy air raids on Ambon might indicate an enemy landing force moving toward the island. Two days later **USS SHARK** was ordered to take station as part of a submarine group

reconnoitering a major enemy move south through Molukka passage. On January 29, because another move toward Ambon was indicated, **USS SHARK** was ordered to cover the passage to the east of Lifoematola. The next day this was enlarged to include the area to Bangka Passage. On February 2 **USS SHARK** reported to Surabaya that she had been depth charged 10 miles off Tifore Island and that she had missed on one torpedo attack. Five days later **USS SHARK** reported an empty enemy cargo ship heading northeast. In answer to these messages, Surabaya pointed out that such transmissions contained little information of use in appraising the situation, and that they might very possibly reveal to the enemy a position to avoid. No further messages were received from **USS SHARK**.

She was told on February 8 to proceed to Makassar Strait via the north coast of Celebes, and later was told to report information. Nothing further was heard from **USS SHARK** and on March 7 she was reported as presumed lost. A Japanese report of antisubmarine attacks available now records that at least three of these incidents which might have been on **USS SHARK**. One was east of Menado on northern Celebes on February 11, 1942; the second was north of Kendari on the southeast coast of Celebes on February 17, 1942; the third was east of Kandari on February 21, 1942. Also, in 1944, a Japanese press release claimed that an enemy subchaser rammed a U.S. Submarine in Manipa Strait in February 1942. No mention is made of this attack in official Japanese reports, but their reports were notoriously inaccurate and incomplete, especially during the early part of the war. Since Dutch and English submarines were operating in the area patrolled by **USS SHARK**, it is impossible at this time to determine whether any or all of the above mentioned attacks were survived by submarines operating with our Atlantic Fleet. Loss of **USS SHARK** to an enemy minefield is deemed improbable, since the enemy was on the offensive at this time and would naturally hesitate to lay mines in the path of his advance down the Strait of Makassar. Thus indication point to the probability that **USS SHARK** was lost through enemy depth charge attack; however, the specific attack responsible for the loss cannot be determined. The one on February 11 off Menado is thought most likely since **USS SHARK** had been ordered to northern Celebes.

USS AMBERJACK (SS219) Launched March 6, 1942.
Lost: February 16, 1943. 74 men lost

Following her second patrol, **USS AMBERJACK's** period of refit, rest and recuperation was cut to twelve days, due to the urgent necessity for submarines to be in the operating areas.

She started out on 24 January, but was forced to return to port for the repair of minor leaks experienced during a deep dive. Again departing Brisbane on 26 January 1943, **USS AMBERJACK**, under LCDR. J. A. Bole, Jr., started her third war patrol in the Solomon's area. On 29 January she was directed to pass close to Tetipari Island and then proceed to the

northwest and patrol the approaches to Shortland Basin. Orders were radioed on 1 February for her to move north and patrol the western approaches to Buka Passage.

Having complied with these orders, **USS AMBERJACK** made her first miles southeast of Treasury Island on 1 February, and of sinking a two-masted schooner by gunfire twenty miles from Buka the afternoon of 3 February 1943. At this time she was ordered to move south along the Buka-Shortland traffic lane and patrol east of Vella Lavella Island. Making a second radio transmission on 4 February, **USS AMBERJACK** reported having sunk a 5,000-ton freighter laden with explosives in a two-hour night surface attack that date in which five torpedoes were fired. During this engagement Chief Pharmacist's Mate Arthur C. Beeman was killed by machine gun fire, and an officer was slightly wounded in the hand.

On 8 February, **USS AMBERJACK** was ordered to move to the West Side of Ganongga Island and on the 10th, she was directed to keep south of Latitude 7-30 'S, and to cover the traffic routes from Rabaul and Buka to Shortland Basin. On 13 February **USS AMBERJACK** was assigned the entire Rabaul-Buka-Shortland Sea area, and told to hunt for traffic. The last radio transmission received from **USS AMBERJACK** was made on 14 February 1943. She relayed having been forced down the night before by two destroyers and that she had recovered from the water and taken prisoner an enemy aviator on 13 February.

She was ordered north of Latitude 6-30 'S, and told to keep hunting for Rabaul traffic. All further messages to **USS AMBERJACK** remained unanswered, and when, by March 10, she had failed to make her routine report estimating the time of her arrival at base, she was ordered to do so. No reply was received, and she was reported as presumed lost on 22 March 1943. Reports received from the enemy since the end of the war record an attack, which probably sank **USS AMBERJACK**.

On 16 February 1943, the torpedo boat Hiyodori and subchaser Number 18 attacked a U.S. submarine with nine depth charges in 5°05' S-152°37' E. An escorting patrol plane had previously attacked the submarine. A large amount of heavy oil and "parts of the hull" came to the surface. This attack is believed to have sunk **USS AMBERJACK**, however, no final conclusions can be drawn, since **USS GRAMPUS (SS207)** was lost in the same area at about the same time. From the evidence available, it is considered most likely that the attack of 16 February sank **USS AMBERJACK**, but if she did survive this attack, any one of the attacks and sightings thought to have been made on **USS GRAMPUS** might have been made on **USS AMBERJACK**.

This vessel was credited with sinking three ships, for a total of 28,600 tons, and damaging two more ships for 14,000 tons damaged. **USS AMBERJACK's** first patrol was made in the Shortland-Rabaul-Buka area, as her last was. During this first patrol conducted during the last half of September and the first half of October

1942, she sank a freighter, a transport, and a large tanker of 19,600 tons. In addition she damaged a freighter and a transport, and made a valuable reconnaissance of several islands in her area. The second patrol of this vessel was in the area west of Bougainville. Although several attacks were made, no damage was done to the enemy. On the basis of her radio report, **USS AMBERJACK** was credited with having sunk a 5,000-ton freighter on her final patrol. The enlisted men's recreation center at the Submarine Base, Pearl Harbor is named for Chief Pharmacist's Mate Arthur C. Beeman, who was killed in the gun battle of 4 February.

USS GRAYBACK (SS208) Launched January 3, 1941
Lost: February 27, 1944. 80 men lost

The late ADM. "Skip" Lockwood (COMSUBPAC 1943-1946) once described CDR. Johnny Moore as "an aggressive leader who guided his charges into battle at full speed." As commanding officer of the **USS GRAYBACK** during World War II, CDR. Moore used this energetic approach in directing his vessel to sink nine enemy ships totaling 44,000 tons. Overall, the ship is credited with sinking 22 enemy ships totaling 83,900 tons and damaging nine enemy ships totaling 49,300 tons during her ten war patrols. It was during the tenth and final patrol that the great ship met its ultimate fate. At the beginning of the war **USS GRAYBACK** was under the command of CDR. Willard A. Saunders. Prior to Moore assuming command, the ship already had a deadly reputation. In 1942 alone **USS GRAYBACK**, along with four other U.S. Submarines, **USS GUDGEON (SS211)**, **USS TAUTOG (SS199)**, **USS TRITON (SS201)** and **USS SEADRAGON (SS194)** acting independently, combined to sink 81 enemy ships from Pearl Harbor to the East China Sea. It was a lethal group. In 1943 CDR. Moore assumed command of **USS**

GRAYBACK and joined two other subs, **USS SHAD (SS235)** and **USS CERO (SS225)** to form the first rendition of CAPT. Charles "Swede" Momsen's 'wolfpack' of Submarine Squadron Two. Generally, submarine skippers objected to "wolf-packing." They felt operating independently was more efficient and they all lived in dread that someday this method would sooner or later result in the sinking of one friendly submarine by another. Fear of friendly fire notwithstanding, "wolf-packing" was here to stay and Momsen's first group was just as deadly as the 1942 subs operating alone. CDR. Johnny Moore lacked experience in fleet boats, but because of his fine record of service in "R" and "S" boats, senior leaders believed he was headed for greatness. Moore was an athlete at the Naval Academy (boxing and soccer) and was considered one of his class leaders. "Professionally, Johnny was tops and we placed him second to no one in the class," said CDR. Hank Munson, a former Academy classmate of Moore's. CDR. John MacGregor, commanding officer of "wolfpack" partner **USS SHAD**, labeled Moore as a

"go-getter" with a "vivacious personality."

Following her success as a "wolfpack" member in 1943 **USS GRAYBACK** was tasked to operate independently the following year. The ship left Pearl Harbor on January 28, 1944 to begin her tenth and final patrol. The area of what was to be her final mission was located in the East China Sea east of the coast of Chekiang Province, China. After fueling up at Midway on February 3rd the boat received orders to patrol the area running east and west between Luzon in the Philippine Islands and Formosa until sunset February 20th, and then to proceed to her original area of responsibility. **USS GRAYBACK**'s first report came on February 24th, stating that she had sunk or damaged 44,000 tons of shipping thus far on the patrol. The boat had expended the majority of her torpedoes and had only five aft and one forward remaining. The next day, February 25th, Moore reported to Lockwood at Submarine Headquarters in Pearl Harbor that he had fired four of his six remaining torpedoes and had damaged two more ships. Lockwood ordered Moore to return to Pearl Harbor immediately. The ship was never heard from again.

USS GRAYBACK had been expected to arrive at Midway Island on or about March 7th. Had Moore failed to receive or understand Lockwood's order to come home immediately and remained on station the full time she would have reached Midway on or about March 23rd. On March 10th, in an effort to establish **USS GRAYBACK**'s position, Lockwood requested information from Moore regarding the best "hunting grounds" to locate and destroy enemy shipping. No reply was received and on March 30th the **USS GRAYBACK** was officially declared "Lost at Sea." Japanese records state that on February 26th a carrier plane near Okinawa discovered a submarine on the surface about 300 miles east of **USS GRAYBACK**'s last reported position. According to the Japanese report, the plane landed a "direct hit at the sub, which exploded and sank immediately." Surface craft continued the attack where the sub went down until bubbles and a large oil slick appeared. Had Moore received the message from Lockwood and headed home right away, **USS GRAYBACK** would have been in the approximate position reported in the Japanese attack.

Moore and his crew of 80 officers and men are on eternal patrol and were posthumously awarded the Navy Unit Commendation. Note! On July 20, 1943, at the foot of Coburn Mountain, Paul and Fred Coburn MMOM2, were lying in bed in the boy's room of the family home. Fred told Paul 'this is my last night to sleep here because I am going to marry Miss Doris Cantrell tomorrow.' Fred and Doris were married the following day, July 21, 1943 by Brother Charlie D. Thorn. They were only able to share two weeks together because Fred was home on leave from duty onboard **USS GRAYBACK** and never returned. "Bob Bentley"

USS TROUT (SS202) Launched May 21, 1940, Lost: 29 February 1944 81 men lost

On 2 July 1941, following preliminary operations along the East Coast, **USS TROUT** and sister ship **USS TRITON (SS201)** departed New York bound for the Pacific. After transiting the Panama Canal and stopping at San Diego, the submarines arrived at Pearl Harbor on 4 August 1941. **USS TROUT** conducted training operations with SUBDIV62 until 29 November when she stood out of Pearl Harbor to conduct a simulated war patrol off northern Midway. During the patrol, the submarine ran submerged from 0500 to 1800 each day. On the morning of 7 December, she received word of the Japanese attack on Pearl Harbor. That night, the submarine observed two ships shell Midway. She was about 10 miles distant and proceeded toward the enemy ships at full speed, but they retired before she arrived. Frustrated in being unable to fire a shot, she continued her patrol until 20 December 1941 when she returned to Pearl Harbor.

The veteran patroller of WWII, **USS TROUT** left Pearl Harbor 8 February 1944 enroute to her 11th patrol, topped off with fuel at Midway and left 16 February, never to be heard from again. **USS TROUT**, scheduled to leave her area not later than sunset 27 March 1944, was expected at Midway about 7 April. Overdue, she was reported presumed lost 17 April. From the Japanese since the war the following facts have been gleaned: On 29 February 1944 Sakito Maru was sunk and another ship badly damaged. Since **USS TROUT** was the only U.S. submarine which could have attacked at this time, in this area, but did not report the action, it is assumed she was lost shortly after this attack.

In her first ten patrols, **USS TROUT** sank 23 enemy ships, giving her 87,800 tons sunk, and damaged 6 ships, for 75,000 tons.

USS TROUT's first patrol resulted in no enemy damage, but her second was most unusual: She delivered ammunition from Pearl Harbor to Corregidor in January 1942. To compensate for the weight of ammunition delivered, she brought back as ballast 20 tons of gold, silver and securities to Pearl Harbor; whence it was taken to Washington for safekeeping. **USS TROUT** also sank a medium freighter and a patrol craft. From mid-March to mid-May 1942 **USS TROUT** conducted her third patrol in the Empire, sank a large tanker, three freighters and a gunboat, and damaged a large freighter. Her fourth patrol she was part of the forces defending Midway but made no successful attacks. The area south of Truk was the scene of **USS TROUT's** fifth patrol; here she sank a transport and damaged an aircraft carrier. During her sixth patrol, in the Southern Solomons, **USS TROUT** had but one attack opportunity. She made no hits on a battleship sighted on 13 November 1942. In the South China Sea on her seventh patrol, she sank a freighter, a tanker and two sampans, and damaged two large tankers. In the same general area on her eighth patrol **USS TROUT**

sank two sampans and damaged an auxiliary.

In May and June 1943 **USS TROUT** patrolled the lesser Philippines and sank two tankers, a freighter and two small schooners, also damaging a freighter. **USS TROUT's** tenth patrol was a passage from Fremantle to Pearl, with a patrol of the Davao area enroute. She sank a freighter, a transport, a sampan and for a time was credited with a submarine, the I-182, thought to have been destroyed in Surigao Strait on 9 September. **USS TROUT** was awarded the Presidential Unit Citation for her second, third and fifth patrols. **USS TROUT** received 11 battle stars for World War II service and the Presidential Unit Citation for her second, third, and fifth patrols.

USS BARBEL 1 (SS316) Launched November 14, 1943. Lost: February 4, 1945.

USS BARBEL, under the command of LCDR. C.L. Raguet, departed Fremantle for her fourth war patrol during WWII on 5 January 1945. She proceeded to Exmouth Gulf, conducting training exercises enroute. Having topped off with fuel, she left Exmouth Gulf on 8 January, and proceeded via Lombok Strait, Java Sea and Karimata Strait to patrol an area in the South China Sea. At dark on 16 February she was to leave her area and commence her return to Fremantle.

On 13 January, **USS BARBEL** was directed to join **USS BLUEGILL (SS242)** and **USS BREAM (SS243)** in covering the western approaches to Balabac Strait. On 27 January she was ordered to form a wolfpack with **USS PERCH II (SS313)** and **USS GABILAN (SS252)**, and cover the western approaches to Balabac and southern entrance to Palawan Passage. On 3 February 1945 **USS BARBEL** sent a message to **USS TUNA II (SS203)**, **USS BLACKFIN (SS322)**, and **USS GABILAN** reporting numerous aircraft contacts daily. **USS BARBEL** had been attacked by aircraft three times with depth charges, and would transmit a message "tomorrow night" giving information. This was the last contact with **USS BARBEL**.

USS TUNA reported on 6 February 1945 that she had been unable to contact **USS BARBEL** for 48 hours, and that she had ordered her to rendezvous at 7°30'N-115°30'E on 7 February. The rendezvous was not accomplished and **USS TUNA** reported her search unsuccessful on 7 February 1945. Japanese records indicate that on 4 February 1945 a plane attacked a submarine in position 7°49'N-116°47'E scoring one hit near the bridge with one of two bombs dropped. It appears almost certain that this attack sank **USS BARBEL**.

USS BARBEL sank 10 ships for 55,200 tons and damaged two ships for 14,000 tons during her three completed patrols. Her first was made in the Nansei Shoto chain. She sank three medium freighters, a large freighter of 19,600 tons, and a large tanker. In the same area on her second patrol, **USS BARBEL** sank a freighter and two escort vessels. She also

damaged another freighter and a tanker. During her third patrol, conducted in the South China Sea, **USS BARBEL** sank two medium freighters. **USS BARBEL** received three battle stars for her World War II service.

Book Review:

Crash Dive Cost \$35.00:

HMS Safari was one of the most successful British submarines of the Second World War, and between March 1942 and September 1943 she sailed some 31,312 nautical miles and spent 139 days submerged, in which time she had fought 58 actions against Axis shipping and had sunk 34 ships. Safari's captain was Commander Ben Bryant, one of the top-scoring Allied submarine aces of the war. As the boat's leading telegraphist, Arthur Dickison had a privileged position in the crew, with access to all signals traffic. The navigation officer was his boss and gave him an insight into why they were doing what they were doing.

Over 18 months of war patrols he kept a personal diary of life aboard Safari (strictly against the rules), recording daily events ranging from the tedium of long sea passages to stalking enemy convoys, crash dives and fighting it out on the surface, making a submerged attack with torpedoes and the fear of sitting it out on the sea bottom while depth charges rained down all around. And all the time there was the underlying fear that they might never see England again. The whole range of the submariner's experience and of human emotion is here in this truly unique account. It is important for several reasons, the most important being that it was written by a rating and not an officer, and it was written at the time of the events described not when the author was safely home in port or in later years.

About the Author - Arthur Dickison joined HMS Safari on her first commission in March 1942 and remained with her for eighteen months of war patrols in the Mediterranean as the boat's leading telegraphist. He left the Royal Navy in 1949 and now lives in retirement in Devon

Events of Past February's:

Feb 17, 1864 - Confederate submarine **H.L. HUNLEY** sinks USS Housatonic

Feb 12, 1945 - **USS BATFISH (SS310)** sinks second Japanese submarine within three days

Feb 12, 1947 - First launching of guided missile (Loon) from a submarine, **USS CUSK**

Feb 10, 1960 - **USS SARGO (SSN583)** surfaces at North Pole

Feb 28, 1980 - Blue crew of **USS FRANCIS SCOTT KEY (SSBN657)** launches 4 Trident I (C-4) missiles in first C-4 Operational Test.

A Gutsy Boat, the Orzel:

"The Polish submarine Orzel escaped from internment and went on to fight the Germans against long odds."
By Wilfred P. Deac

It was close to 3 a.m. when two shadowy figures overpowered the guard atop the conning tower of the moored submarine. In the control room below, a second guard found himself staring into the muzzle of a revolver. Soon both were bound and gagged. An ax-wielding seaman meanwhile severed the electrical cable of the nearest searchlight and the telephone wires. Next came the mooring cables, which already had been surreptitiously sawed half through. Her dual electric motors humming, the submarine moved away from the dock. The high-bowed, nearly 1,500-ton vessel slipped stealthily toward the outer harbor—and ran aground on a mud bank. Lieutenant Commander Jan Grudzinski ordered one set of air tanks flooded and another blown, then requested full motor power. Grudzinski had no sooner called for power to be switched to the twin-shaft Sulzer diesels than sirens screamed, searchlights stabbed through the darkness and gunfire erupted. The dramatic escape of the Polish submarine Orzel (Eagle) came 17 days after Adolf Hitler triggered World War II by invading Poland on September 1, 1939, and barely 20 months after her own launching.

Built by public subscription, Orzel was one of two submersibles ordered from Dutch shipyards by Poland as part of an effort to create a navy strong enough to defend the nation's 90-mile northern coastline. On September 8, Orzel left the Gulf of Danzig for the open Baltic. So far, the submarine's luck had held. Bombs and depth charges had been evaded. Orzel had narrowly escaped a German trap by running through a minefield without hitting anything more dangerous than two mine mooring cables.

Now a blanket of bad luck seemed to enshroud the boat. The captain, Commander Kloczkowski, fell seriously ill; typhus was suspected. Grudzinski, his executive officer, took over. Four days later, on the 12th, the Nazi advance forced the evacuation of Gdynia, on the Gulf of Danzig, and its naval base. Next, mechanical problems befell the submarine. Finally, repair needs and the captain's worsening condition forced Orzel to seek a neutral port. Her prow turned northeastward toward the Gulf of Finland.

The castle-and-tower-dominated medieval skyline of Tallinn, capital of Estonia, hove into view on September 15. Overtly friendly, the Estonians escorted Orzel into the port's naval facilities. Kloczkowski was taken away in an ambulance. Repairs on the submarine began. More influenced by pressure from the then-allied Nazis and Soviets than by international law, the Estonians informed Grudzinski that his command was to be interned. While the Polish officers objected and argued, soldiers boarded the submarine to disarm her. The appearance of the British Embassy's naval attaché boosted morale. Although guards prevented him from boarding Orzel, the official managed to slip his calling card to a Polish sailor. On the reverse

side was written "Good luck, God bless you." Another arrival was more ominous—a truckload of workers sent to extract the torpedoes. Some accounts say 15 or 16 torpedoes already had been disarmed and transferred to the truck when Grudzinski engineered a breakdown of the hoisting machinery. Other reports, probably more accurate, indicate that, with 14 torpedoes removed, six remained in the stern tubes on September 17.

Tense with anticipation, the sailors made preparations for their breakout. Midnight, the time selected, came, but so did an Estonian officer on an unexpected visit. Any suspicions he may have harbored were allayed. Nearly three hours later, Grudzinski gave the nod to overpower the two onboard guards, and Orzel fled. She lay on the seabed throughout the 18th, and that evening Grudzinski decided it was safe to set a southwesterly course for the Swedish island of Gotland. There the overpowered guards could be released before the boat went on toward the Polish coast. Orzel returned to a war that had worsened for Poland.

The Soviet Union had followed Germany's invasion with one of its own. Grudzinski, relying on improvised navigational aids, pursued a lonely mission in the northern sea even after Poland's last major army units collapsed on October 3. Influenced by a radio report that the Polish submarine Wilk had been welcomed by the British, and determined to avoid internment, the crewmen all agreed to go on fighting Germany at Britain's side.

Once back in fighting trim, Orzel was assigned to the Royal Navy's 2nd Submarine Flotilla in time to contest Germany's invasion of Norway. On April 3, 1940, the first ships of Weserübung ("Weser Exercise," the invasion of Denmark and Norway) left their German ports. Weserübung called for unescorted merchant ships disguised as normal shipping to sail ahead of the faster warships so as to be in position when the invasion of Norwegian harbors came early on the 9th. One of those merchantmen was the tall-funneled, black-hulled Rio de Janeiro, originally a liner carrying passengers traveling between Europe and Latin America.

On the morning of April 8, the paths of Orzel and Rio de Janeiro converged in the Skagerrak just off Norway's southern town of Lillesand. Grudzinski ordered the submarine, which had been cruising at periscope depth, to the surface to challenge the merchant ship. Instead of heaving to as the Polish captain instructed, the German transport increased speed and turned shoreward in a futile attempt to reach neutral water. Grudzinski was watching the suspiciously slow approach of a boat lowered by the now-stopped ship when he learned that the merchantman was sending out messages. But when a demand flashed from Orzel to abandon ship, no visible reaction came from Rio de Janeiro. Five minutes after noon, Grudzinski ordered a torpedo fired. It missed. With the second, Orzel became the first Polish warship to make a successful torpedo attack in the war. The transport's decks came alive with Wehrmacht soldiers as steam and smoke rose to form a shroud above the vessel. The submarine submerged

to circle the listing Rio de Janeiro. When the steamer showed no sign of sinking, Grudzinski let loose a third torpedo. It exploded against the transport's side, broke her back and sent her to the bottom.

German high command fears that Weserübung had been compromised were needless. News of the incident had to be bucked up Norway's bureaucratic ladder to officials in the capital of Oslo before it was taken seriously, too late to do much more than trigger a last-minute limited alert. When Hitler's forces invaded the Low Countries and France on May 10, 1940, all Allied undersea craft in Norwegian waters, except Orzel, one French and two British boats, were shifted southward in case the Germans decided to support their latest ground offensive with naval units. Sometime during the first week of June, the Polish submarine simply disappeared.

Although the cause never was determined, it is believed that Commander Grudzinski and his five officers and 49 crewmen fell victim to a mine in the Skagerrak. Orzel and her crew were among the first during the conflict to show—in a most graphic way and against overwhelming odds—that while the Nazis could conquer a country, they could not conquer the spirit and determination of its people.

No Sh**er Section:

Over the past several years, I have been fortunate to have been associated with a great bunch of people who call themselves "The Torsk Bandits" We get together twice a year and do maintenance work on the **USS TORSK (SS423)**; a museum boat at Inner Harbor Baltimore. The following was relayed to me by one of the Bandits, Roger "Ramjet" Burleigh. We shall call this Chapter 1 & 2: In view of the recent Submarine Birthday, I'll relate a short Submarine Birthday Ball story.

The Submarine Birthday Ball that I wanted to go to the least and that I had the most fun at was in 1965 (I think) in the Med. The **USS COBBLER (SS344)** was heading for Palma when we received orders to return to Naples for the Submarine Ball. To put it mildly, the crew was not pleased. We were headed for what was reported to be the best liberty port in the Med and now we were going back to "Naples", (need I say more??). So, during the return trip, we thought up ways, that would make whoever was responsible, regret ever insisting the **COBBLER** return for the Ball.

The first idea to surface was the employment of the local "girls" as escorts, which we figured would eventually result in a totally unacceptable atmosphere. The wardroom got word of this and decided that we wouldn't get paid when we pulled in (thus making the employment of anybody a remote possibility.) With no money to assist in our endeavors, we determined to act to the best of our ability, every bit the part of diesel boat sailors. Luckily, the **COBBLER** was endowed with Diesel Boat Sailors par excellence. "Mad Dog Kohler", "Bite-'em on the ass Tate", "Strange", "Spy", "Little Big Mouth Mike", "Springer",

"Hawk", and others my clouded memory fails to bring to the surface. The entire evening's events would refill the MBT's of a SSBN, so I'll only tell a tiny bit.

Some shore based officer stood at the podium early on in the evening and informed us that there would be shore duty personnel and their wives attending the ball. We were to act accordingly, which he elaborated to mean there was to be "no fanny patting and no kissing!!" (Somehow we knew he meant between the troops and not with the attending wives.) Now you know that was a mistake for him to explicitly point out what we were not supposed to do, 'cause we knew immediately exactly what we were going to do. The evening progressed and shore duty personnel arrived in their clean blues with wives dressed fit to kill and the live band played music and everyone danced. It was an evening to remember. Then some one took the podium and proposed a toast. (This proved to be a mistake, because all the boat sailors lined up around the spacious hall and in front of the stage.) The toast was made and glasses raised and the first boat sailor caught an ice cube in his teeth and immediately passed it to the man on his right in a big cold kiss!! The second man passed it to the third and so forth with everyone yelling, "Pass it on before it melts! Pass it on before it melts!" This was accompanied with much hugging and I fear, fanny patting! (Some of which may have gone a bit too far...) So there stood our shoreside hosts, mouths agape, watching over a hundred (there were two boats in) sub sailors engaged in every* sort of decadent perversion they could invent! (Something they were only too good at!) This warmed the party considerably (as far as the sub sailors were concerned) and the evening activities began in earnest after that. So kiddies, if you all behave and the Slithery Dee doesn't come and get me, we'll tell another chapter of the Submarine Ball of 1965.

Chapter II. I believe we left the troops engaged in an oral orgy with all we had for emergency cooling at the time (ice cubes), which certainly didn't cool things down any. Now I'm not going to pretend the following events will unfold in proper order. First, my memory isn't what it used to be and second I used to drink back then and alcohol had adverse effects on nearly all of my functions. (Especially my inhibitions.) But today's chapter will deal with some of the events that took place on the stage.

I've already related a couple speeches that were delivered from the podium, one of which started this debauchery. The stage was also the domain of the "Live Band" playing live music! The band (and I really must admit that I don't recall what they were playing) must have been providing a rather boring ensemble of tunes, for I do remember a gathering din that drowned out much of their efforts. So they played louder and louder. There were several types of horns being played, (no, I'm not a musician either and I can't identify one horn from another, but they are loud, and I do remember the tuba!) Dinner had been served, several courses, with a delightful full bodied local red wine. It possessed a

"heady nose" and rolled on the tongue like a tractor tire. The waiters were dressed in crisp white uniforms and held their trays aloft with aplomb and dexterity. The table where I sat (I hadn't been drinking yet, and thus was still able to remain upright) was near the kitchen door (ever my fate) and out popped a waiter with a tray filled with bottles of this interesting vintage. He approached our table (to unload his tray as quickly as possible) and set a bottle in front of each of us. Being fairly quick of thought (back in those days) it occurred to me that there were several waiters and all would be as eager to unload.

The small bottles were corked and I motioned to the table, picked my bottle up and hid it under my jumper. An enormous light went on over our table, and everyone else did the same. The very next waiter emerging from the kitchen spotted the table devoid of bottles and immediately lowered his tray and unloaded. We were able to repeat this until each person had three bottles of choice "Naples Valley" wine. The "stage" was set! Dinner included baskets of bread and tureens of "Swedish-meat-balls". (The meat balls were as bad or worse than any served anywhere and had been left pretty much alone.) The troops were involved in high gayety (you could say that back then) especially our table, which was several bottles ahead of everyone else! The band had increased its decibel output to combat the swelling sounds of such infamous renditions as "There ain't no Submariners down in hell" and the like when their output simply overpowered our efforts! One lad, doubtless a tenor with a fine voice, took extreme exception to what he undoubtedly considered poor music and poorer taste, scooped up several meat balls from the nearest bowl and expertly fired them at the tuba player. To be more precise, he threw them at the tuba—the big end of the tuba—and in they went! Sitting here, some 35 years later, I'm at a loss of words to describe the barrage of "Swedish-meat-balls" that followed.

Suffice it to say the tuba was soon silenced and so were any other horns in the line of fire. A great quiet fell over the hall. Musicians stared out in disbelief; we threw more meatballs and sang louder songs. Someone fired up a tape player with music and the band packed up and left. If the shore duty pukers had had any sense at all, they would have brought their coiffeured wives their wraps and gone home themselves. They did not. In our next installment, we will see how grave a mistake that was, barring intervention by the Slithery Dee. Who remembers the Slithery Dee song?

In Case Your Blood Pressure is Low:

Submitted by Jim W. Newman & Glenn Herold

As you know, the Clinton's had to establish residence in New York, for Hillary to run for the Senate. So they bought that big house. There was no place for the Secret Service, which has statutory responsibility to protect the First Family. So, a special "safe area" was built on the Clinton's property, and the Clintons

are charging them rent! Perfectly legal..... hmmm. It just happens that their rent is about the same amount as the Clintons' mortgage payment! In short, we taxpayers pay for the Secret Service addition, their services to the Clintons, and the Clinton's mortgage! Dang deal, eh? when will the American people say "enough is enough".

On the Lighter Side:

A dietitian was once addressing a large audience in Chicago. "The material we put into our stomachs is enough to have killed most of us sitting here, years ago. "Red meat is awful. Soft drinks erode your stomach lining. Chinese food is loaded with MSG. Vegetables can be disastrous, and none of us realizes the long-term harm caused by the germs in our drinking water. But there is one thing that is the most dangerous of all and we all have, or will, eat it. Can anyone here tell me what food it is that causes the most grief and suffering for years after eating it? A 75-year-old man in the front row stood up and said, "Wedding cake".

A Thought to Ponder:

Don't worry if you have problems! Which is easy to say until you are in the midst of a really big one, I know. But the only people I am aware of who don't have troubles are gathered in little neighborhoods. Most communities have at least one. We call them cemeteries. If you're breathing, you have difficulties. It's the way of life. And believe it or not, most of your problems may actually be good for you! Let me explain. Maybe you have seen the Great Barrier Reef, stretching some 1,800 miles from New Guinea to Australia. Tour guides regularly take visitors to view the reef. On one tour, the guide was asked an interesting question. "I notice that the lagoon side of the reef looks pale and lifeless, while the ocean side is vibrant and colorful," a traveler observed. "Why is this?" The guide gave an interesting answer: "The coral around the lagoon side is in still water, with no challenge for its survival. It dies early. The coral on the ocean side is constantly being tested by wind, waves, storms — surges of power. It has to fight for survival every day of its life. As it is challenged and tested it changes and adapts. It grows healthy. It grows strong. And it reproduces." Then he added this telling note: "That's the way it is with every living organism."

That's how it is with people. Challenged and tested, we come alive! Like coral pounded by the sea, we grow. Physical demands can cause us to grow stronger. Mental and emotional stress can produce tough-mindedness and resiliency. Spiritual testing can produce strength of character and faithfulness. So, you have problems — no problem! Just tell yourself, "There I grow again!"

From a **USS BLENNY** Sailor,

Frank Toon

For Your Information:

The following submitted by Roger Cousin.

VA Vocational Rehabilitation: If an injury or illness from military service causes you problems in getting or keeping a job or in living independently you can avail yourself of the VA's Vocational Rehabilitation and Employment Program. A VA combined service connected disability rating of 10 percent or more makes you eligible to apply for vocational rehabilitation and scheduling for a comprehensive evaluation. As a first step during this evaluation interview, a counselor will work with you to answer three questions. For you to receive rehabilitation services and assistance under this program, the answers to all three following questions must be "yes". Do you meet the basic entitlement requirements? If you meet these requirements, is it reasonable to expect you to be able to reach an employment or independent living goal? Are you within the time limit for receiving this benefit? (This is generally 12 years from the date VA notified you that you had at least a 10% service-connected disability.)

If found eligible and a determination that an employment or independent living goal is reasonably feasible a plan of services and assistance to assist you to reach that goal will be developed. Counseling will be available throughout your program to help you with problems that may arise. Evaluation and counseling meetings will be scheduled at times convenient for you. The VA will pay travel expenses to and from these meetings. Not all vocational rehabilitation programs involve training for employment. You may only need employment services to help you get a suitable job. If it is decided that you need training to reach your vocational goal the number of months to do this will be decided.

You may train in a vocational school, a special rehabilitation facility, an apprenticeship program, other on-job training position, a college, or a university. While you train, VA will provide treatment for any medical or dental care, employment assistance to get and keep a job, and other services you need. VA may pay for tuition, books, equipment, tools, or other supplies you need to succeed in your program. While training and for two months after you complete training, and you are looking for employment, you will receive a subsistence allowance to help you meet living expenses. The allowance you receive depends on your type of training, rate of attendance, and number of dependents. You will receive this allowance in addition to any VA compensation or military retired pay you presently receive.

If a vocational goal is not currently feasible for you, VA may provide services and assistance to improve your capacity for independent living. This program is designed for veteran's unable to work to improve their quality of life and assist in their ability to function or communicate with minimal to no assistance. An example would be providing computer equipment and training to allow access to the web and e-mail reducing your need to rely on others. To apply, submit a completed form VA 28-1900, Application for Vocational Rehabilitation for Service-Disabled Veterans, to the nearest VA office. Local representatives of veterans service organizations and the American Red Cross also have information and forms available.

(Source: VA Pamphlets 28-00-1 JUN 00 & 22-90-3 FEB 00). Lt. James "EMO" Tichacek USN (Ret) Director,

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A Fine Ol Lady (SS423) gets some Modern Help:

Most days, Navy CDR. Keith P. Bowman is on secret missions deep in the Atlantic, making sure that the **USS MARYLAND's (SSBN738)** billions of dollars worth of nuclear ballistic missiles are hidden. This week (Jan 10th 2001) he's at the Baltimore Inner Harbor with 10 of his men, helping to restore the World War II submarine **USS TORSK (SS423)**, as one of the crew's volunteer projects. "We owe an awful lot of legacy to the submarines in World War II," Bowman said yesterday. "Much of the prosperity enjoyed today is possible because of the stability enforced by the armed forces." Gil Bohannon, chairman of the **TORSK** Volunteer Association, says he's as appreciative of the effort by Bowman and his crew. "It's an incredible honor they're here," Bohannon said. The 11 volunteers from the Maryland are working primarily on the **TORSK's** radar system, doors and plumbing system. Other civilian and military volunteers work on the boat every Saturday and Sunday, fixing lights and completing tasks similar to what the crew members from the Maryland are doing this week. But not as efficiently. "It's stuff regular handymen could do, but they do it faster," Bohannon said. "They've already done more than we do in a month. They can pinpoint a problem and go at it." By March, Bohannon said, he hopes the boat will be ready for educational overnights for groups such as the Boy Scouts and Girl Scouts. The crew of the Maryland stays at sea for 80 days, then comes ashore for 110 days, while another crew takes the submarine out. During their time on land, they train and many do volunteer work.

Despite its name, the home port for the **USS MARYLAND** is Kings Bay, Ga. The vessel has no connection to the state of Maryland other than its name. Sixteen other submarines are named for states. But the name is enough to bring crew members to this state four times a year for volunteer projects such as repairing homeless shelters in Frederick and laying stone paths at Rocky Gap State Park in Cumberland. The **TORSK** (the word means "cod" in Norwegian), is the Maryland's first military-related volunteer project and the repair project is the crew members' first trip to Baltimore.

The submarine, which is open for weekend tours, has been docked at the harbor since 1972 and is operated by the Baltimore Maritime Museum. The boat's narrow passageways are crammed with what were state-of-the-art gadgets in 1944, when the boat was commissioned. Among the high-tech items: air conditioning and a torpedo data computer. Eighty crewmen lived on the 311-foot vessel, taking tours of duty lasting up to 90 days. Today, the quarters seem cluttered with wires and the electrical system looks archaic and dangerous, Bowman said. "By my modern standards, I look at this stuff and it gives me the willies," Bowman said as he pointed to electrical panels with fuses behind them. By contrast, Bowman commands a \$3 billion nuclear-powered vessel that stretches 560 feet - a little longer than the Washington Monument is high. Inside the Maryland is a nuclear arsenal that would

have been unimaginable to the crew of the **TORSK**.

"He's got literally most of the world under his fingertip," Bohannon said. Bowman is a bit more humble about his job. "I hope you have faith in me and guys like me who have been chosen to operate these submarines," he said. The **TORSK** became a National Historic Landmark in 1988. With 11,884 dives to its credit, the submarine was the last warship to sink an enemy vessel in World War II. It also served with NATO during the Lebanon crisis of 1960 and enforced the blockade during the Cuban missile crisis in 1962. It is easily recognized at the Inner Harbor as the vessel with the teeth painted on the bow, which is a sore point for the volunteers' association and all submariners. "The teeth were painted after it got to Baltimore," Bohannon said. "It's a sticky situation. It draws tourists; it's not historically accurate." But the **TORSK** still brings history to life. And for some of the crew of the Maryland, being on the **TORSK** is stepping back in time. Petty Officer Jason Allnutt, 23, a missile technician from Frederick who coordinates the crew's volunteer efforts, said he toured the **TORSK** as a kid, and thought it was "a big toy." Now that he's crawled into missiles - and slept next to them - for 3 1/2 years while serving aboard the Maryland, he takes the Navy's submarine fleet more seriously. Especially the weaponry. "When you're inside the missile, laying down on your back, and you have warhead above you that can make a small country into a parking lot, it's exhilarating, and humbling too." Allnutt said.

Note!!! Although I haven't been back to the **USS TORSK** for the last 2 work weekends, I have been privileged to work with the "Torsk Bandits" for several years. They put us up on the USS Tanny, that has all the needs, and feed us on top of that. If you plan ahead you can get flights to BWI for about \$200.00 round trip. I urge you to get involved with a Memorial Boat, and don't know of any, that don't welcome the wives too. If you need a list of Memorial Boats around the country, let me know (address on cover) and I'll be sending one your way.

R. Samson

A Prayer To Those Still "In Harms Way":

Lord God, our power ever more, Whose arm doth reach the ocean floor,

Divine with our men beneath the sea; traverse the depths protectively.

O hear us when we pray, and keep them safe from peril in the deep.

Lord, guard and guide the men who man the submarines that guard our land.

Be with them always night and day, in quiet depths or roaring spray.

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 and day."

(Excerpt from "Eternal Father" — the Navy Hymn)

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