



January 2007  
Volume 13 - Issue 1



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

<http://perch-base.org>

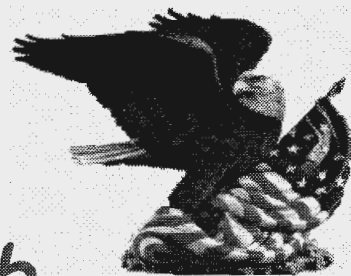
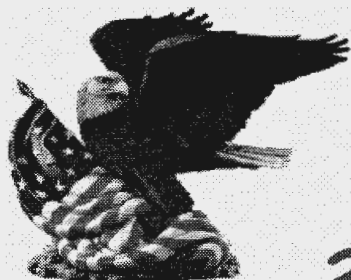
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**Lest We Forget Those Still On Patrol**

**JANUARY ETERNAL PATROLS**

<b>USS Scorpion</b>	<b>SS278</b>	<b>Jan. 5, 1944</b>	<b>76 men</b>
<b>USS Swordfish</b>	<b>SS193</b>	<b>Jan. 12, 1945</b>	<b>85 men</b>
<b>USS Argonaut</b>	<b>SS166</b>	<b>Jan. 10, 1943</b>	<b>105 men</b>
<b>USS S-36</b>	<b>SS141</b>	<b>Jan. 20, 1942</b>	<b>none lost</b>
<b>USS S-26</b>	<b>SS131</b>	<b>Jan. 24, 1942</b>	<b>46 men</b>

The Perch Base USSVI is not able to totally support itself financially on the dues collected from its members. There has, to date, been no successful and ongoing plan since the base was formed to produce any other steady and effective source of income. Therefore, the Base has relied on additional donations from members. These supplemental donors are called the "Booster Club."



## *2007 Booster Club*

David Anderson, Kenneth Anderson, Ted Asbell, Reynaldo Atos, Gary Bartlett, Kenneth Becker, Ronald Beyer, Bradley Butler, John Cash, Charles Chapman, Roger Cousin, George Crider, Jim Denzien, Harry Ellis, Joe Errante, Ray Lee Graybeal, Charles Greene, Billy Grieves, William Grissom, Robert Hanson, Ed Hawkins, Harry Heller, Glenn Herold, Lester Hillman, Gerald Holloway, Stephen Hough, Davy Jones, Mike Keating, Jack Kimball, Ron Kloch, Darrell Lambert, Robert Lancendorfer, Doug LaRock, Burtis Loftin, George Marions, Terry Martin, Bob May, Jack McCarthy, William McNay, Alan Miller, Paul Miller, Roger M. Miller, Roger R. Miller, Joseph Mullins, Jim Nelson, James F. Newman, Joseph Otreba, Nicholas Pappas, Wayne Pettes, Scott Prothero, Larry Rankin, Robie Robinson, Stanley Rud, Frank Rumbaugh, Mel Rycus, Raymond Schaeffer, Emil Schoonejans, Garry Shumann, Rick Simmons, Wayne Kirk Smith, Adrian Stuke, Jim Thomson, William Tippett, Phillip Wagner, Jim Wall, Forrest Watson, Jerry Yowell, John Zaichkin, Ronald Zomok, Al Landeck, David C. Jones, Walter Blomgren, Royce Pettit, James W. Newman, Ed Wolf, Tim Moore



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# Sailing Orders

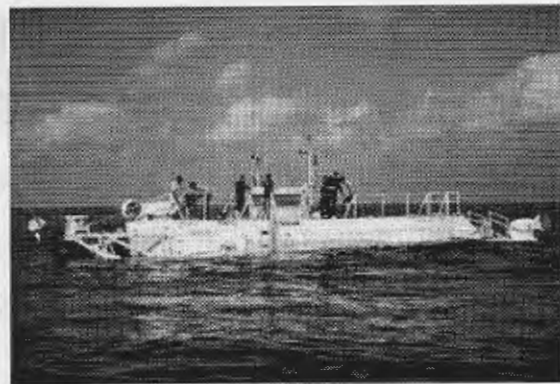


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**Next Regular Meeting  
Jan. 20, 2006,  
American Legion Post #105  
3534 W Calavar Rd.  
Phoenix, AZ**

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**March Base Meeting  
Special Guest Speaker!**



**Learn about the Bathyscaphe  
Trieste II (DSV-1). Details in  
next month's Midwatch**

**From the Wardroom**  
**Base Commander's Message**

**Happy New Year!!!**

Dear Shipmates,

The hustle and bustle of the holiday season is now behind us, 2006 has faded into the past and we are now facing the dawning of a New Year. As we look forward, we need to establish goals and objectives for 2007 and prepare to face the challenges with which we will be faced. Our most immediate priority is preparing for the 2007 Perch Base election. We need some shipmates to fill some key positions to keep us moving forward in a positive mode of operation. If you are asked, please consider accepting the challenge of being a candidate for one of the positions being vacated this year.

Our 2006 calendar year was concluded with our annual awards banquet. For those of you who didn't participate, you missed out on a good time. We had a delightful evening filled with good food, good friends and a good time was had by all of the 50 to 60 people who were in attendance. There were a number of awards presented with the highlight of the evening being our presentation for The Sailor of the Year was awarded to our Storekeeper Jim Nelson, a most deserving shipmate. I know you will all join me in congratulating Jim on being selected for this award. Congratulations Jim and thank you for your service to our organization. Keep up the good work! I also want to extend my thanks and sincere appreciation to Dave Harnish for hosting the evening and to Nancy Nelson and the SubVettes for their participation, contributions and assistance in making this another successful annual awards ceremony.

As we move into the New Year, in addition to the upcoming election, some other short term priorities we will be addressing include the upcoming Western Region Conference and plans for a new float. At a recent meeting of some of the officers, we decided to do a feasibility study on building a float similar to what the Tucson base did but ours would be a replica of the USS Phoenix SSN-702. The thought process is that commemorating the Phoenix would be most appropriate in that we live in this area and perhaps the 702 Society will support our project. My guess is that we could get a great deal of support from Phoenix based businesses if we do the right kind of marketing job. We need to continue our efforts to build our membership and have more meaningful meetings. Also we should strive to become a stronger and more influential presence in the community, solicit community support for our charitable endeavors and support community activities where appropriate. Again your ideas and participation are welcome and needed. Let's make 2007 a year to remember... Happy New Year!

Fraternally,

Tim Moore, Commander, Perch Base USSVI

**IMPORTANT ANNOUNCEMENTS!**

**\*\*\* MIDWATCH NEWSLETTER \*\*\***

Article Submission Deadlines

The deadlines for the next three Midwatch newsletters are as follows:

<u>Publication</u>	<u>Deadline</u>
February 2007	Friday, Feb. 2nd
March 2007	Friday, Mar. 2nd
April 2007	Friday, Apr. 6th

Please submit your articles by the deadlines indicated to make sure your articles are included and to assure the timely publication and distribution of the Midwatch. Thank you.

Fraternally,

Tim Moore, Commander, Perch Base USSVI



Shipmate Dick Bernier has just recently been admitted to West Valley Hospital with possible abdominal problems. Just prior to that, he been moved from St. Joe's special care hospital to the La Loma Care Center, where he was making great recovery progress.

While the situation at West Valley isn't clear, he may be able to have visitors. Call the hospital first, though.

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

*(623) 935-3830  
d-hdoyle@worldnet.att.net*

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## November Meeting Minutes

The regular monthly meeting of the Arizona Submarine Veterans, Perch Base was convened at American Legion Post #105, Phoenix, AZ at 1300 hours, 18 November 2006. Tim Moore, Base Commander, called the meeting to order.

The membership was led in a prayer of invocation by Howard Doyle followed by the Pledge of Allegiance and standard ceremonial opening.

According to the sailing list, there were twenty-four members present.

Minutes from the September 2006 regular meeting as published in the Midwatch were approved. There was no October meeting due to participation in the Thunderbird Balloon and Air Classic at Goodyear Airport.

Guests at the meeting included Mike French, Tom Rignale, Jack Moore, Jim Dunn and Stan Reinhold's grandson, Nicholas. Jack is a prospective new member and Jim Dunn is transferring from Farragut Base and will be relieving Glenn Herold as the District 1 Commander

Treasurer Jim Denzien reported the Base's financial status as of the first day of November, 2006. A motion was made and seconded to accept the Treasurer's report as read. The motion carried by unanimous voice vote.

### **Reports of Officers and Committee Chairmen**

**Base Vice Commander** – Stan Reinhold provided input on some of the options available for next year's (2007) Awards Banquet if we held it at the Lufthansa facility.

**Base Chief of the Boat** – Bob Gilmore was not present.

**Base Chaplain** – Howard Doyle had nothing to report.

**Membership Chairman** – Ramon Samson reminded all present that "reenlistment" time is here and notices would be mailed soon.

**Newsletter Editor** – Chuck Emmett was not present.

**Ship's Storekeeper** – Jim Nelson had no report.

**Treasurer** - Jim Denzien reported that he had new business cards available that show base and monthly meeting information.

Western Region Commander Dave Harnish stated that the awards banquet was to be held at the Luke enlisted club on December 9 2006 and that tickets were \$20/head. Dave also introduced Jim Dunn as the incoming District 1 Commander. Jim and his wife Jean have transferred from Farragut Base in Idaho and now reside in Casa Grande.

### **Old Business**

There was no old business

### **New Business**

The date of the Next Long Range Planning Committee meeting will be scheduled for the month of January 2007 and will resume its quarterly format. The exact date for the meeting will be announced.

Base Commander Tim Moore brought up a suggestion that the base meeting date be moved back to the second Saturday of the month. A discussion ensued and no decision or motion was made. At the present time the meetings will continue to be on the third Saturday of the month.

Base Commander Tim Moore also mentioned that all hands should be thinking of our goals and objectives for the year 2007. Some items to be included are participation in Luke Days at Luke AFB and again having an informational booth at the Thunderbird Balloon and Air Classic in Goodyear.

### **Good of the Order**

Shipmate Butch DeShong stated that he was appreciative of our on-line newsletter Midwatch. Many times he is unable to attend meetings and the newsletter keeps him "in the loop".

Vice Commander Stan Reinhold related an anecdote that showed that people's perceptions of veterans was changing for the better and that was good to see.

Storekeeper Jim Nelson related a touching story about a town in Maine that is paying tribute to our returning soldiers.

Other shipmates related many small anecdotal items.

Base Commander Tim Moore indicated that he had sent a "thank-you" letter to April Stremming who has provided the tee shirts for the Veterans Day parade gratis. Thank you!!

Shipmates Ben Acosta and Howard Doyle were given "Bravo Zulu" for their work in conjunction with the Veterans Day parade.

Western Region Director Dave Harnish inducted shipmates Jack McCarthy and Ray Samson into the Holland Club. Inductees Jim Draper and Ray Lee Graybeal were not present. Other Holland Club members present were in attendance.

Nancy Nelson, President of the Subvettes, made a presentation of an "Eternal Patrol Award" to Laurie and Dave Harnish in memory of Kay Harnish.

As a final note to the Good of the Order, incoming District 1 Commander Jim Dunn made a short presentation on his attendance at the 2006 International Submariners Association meeting held in Moscow, Russia. His wife Jean, who also attended the meeting in Moscow, assisted him in his remembrances.

### **50/50 Drawing**

The 50/50 drawing was held and the winner was Butch DeShong. He donated the \$49 winnings to the base treasury.

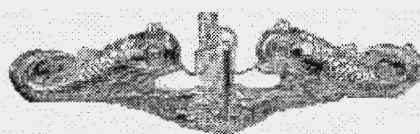
### **Adjournment**

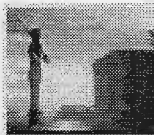
All the outstanding business having been concluded, it was moved and seconded that the meeting be adjourned. The motion carried by voice vote.

The closing prayer was offered by Howard Doyle and the meeting was adjourned.

Jim Denzien

Perch Base Secretary/Treasurer





## Eternal Patrol Jan. 10, 1943

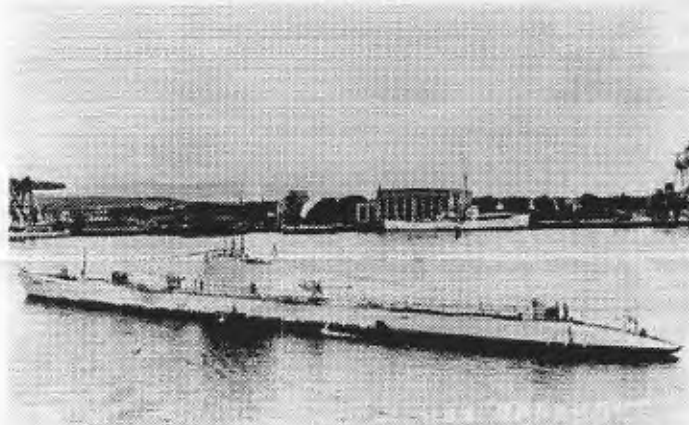

Editors Note: **Less we forget, each month, one boat on eternal patrol will be highlighted in this newsletter. Sailors, rest your oars.**

### 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.



### U.S.S. Argonaut (SS-166) 105 men lost

Laid down: 5/1/25; Launched: 11/10/27;  
Commissioned: 4/2/28; Stricken: 2/26/43

**General characteristics**  
Displacement: 2,170 tons surf., 4,080 tons sub.;  
Length: 381 ft; Beam: 33 ft 10 in; Draft: 15 ft 4 in;  
Speed: 15 knots surf., 8 knots sub.; Test depth: 300 ft;  
Complement: eight officers, 80 men

**Propulsion**  
Two 6-cyl 1,587.5hp (1,184kW) M.A.N. diesels,  
2,400hp (1,790kW) Ridgway electric motors (240-cell Exide  
battery)

**Armament**  
2 x 6 in (152 mm)/53 caliber guns,  
4 x bow 21 inch (53cm) torpedo tubes,  
two stern minelaying tubes;  
sixteen torpedoes, sixty mines

The USS *Argonaut* (SM-1/SF-7/SS-166/APS-1) was laid down as V-4 on 1 May 1925 at Portsmouth Navy Yard. She was launched on 10 November 1927, sponsored by Mrs. Philip Mason Sears, the daughter of Rear Admiral William D. MacDougall, and commissioned on 2 April 1928, Lieutenant Commander W.M. Quigley in command.

V-4 was the first of the second generation of V-boats commissioned in the late 1920s. These submarines were exempt by special agreement from the armament and tonnage limitations of the Washington Treaty. V-4 and her sister ships V-5 (*Narwhal*, hull number SS-167) and V-6 (*Nautilus*, hull number SS-168) were designed with larger and more powerful diesel engines than those which had propelled the earlier series of V-boats, which had proven to be failures. The specially-built engines failed to produce their design power and some developed dangerous crankshaft explosions. V-4 and her sister ships were slow in diving and, when submerged, were unwieldy and slower than designed. They also presented an excellent target to surface ship sonar and had a large turning radius.

V-4 was designed primarily as a minelayer. She was the first and only such experimental ship ever built by the United States. She had four torpedo tubes forward and two mine laying tubes aft. At the time of the construction, V-4 was the largest submarine ever built in the United States. Following commissioning, V-4 served with Submarine Division 12 based at Newport, Rhode Island.

#### **Trials and a new name in the 1930s**

In January and February 1929, V-4 underwent a series of trials off Provincetown, Massachusetts. On a trial dive during this period, she submerged to a depth of 318 feet. This mark was the greatest depth which an American submarine had reached up to that time. On 26 February 1929, V-4 was assigned to Division 20, Submarine Divisions, Battle Fleet, and

arrived at San Diego, California, her new home port, on 23 March. From there, she participated in battle exercises and made cruises along the west coast.

V-4 was renamed *Argonaut* on 19 February 1931, and redesignated SM-1 (submarine, minelayer) on 1 July of that year. On 30 June 1932, she arrived at Pearl Harbor, where she was assigned to Submarine Division 7. She carried out minelaying operations, patrol duty, and other routine work. In October 1934 and again in May 1939, *Argonaut* took part in joint Army-Navy exercises in the Hawaiian operating area. *Argonaut* became the flagship of Submarine Squadron 4 (Captain Freeland A. Daubin) in mid-1939. The submarine returned to the west



coast in April 1941 to participate in fleet tactical exercises.

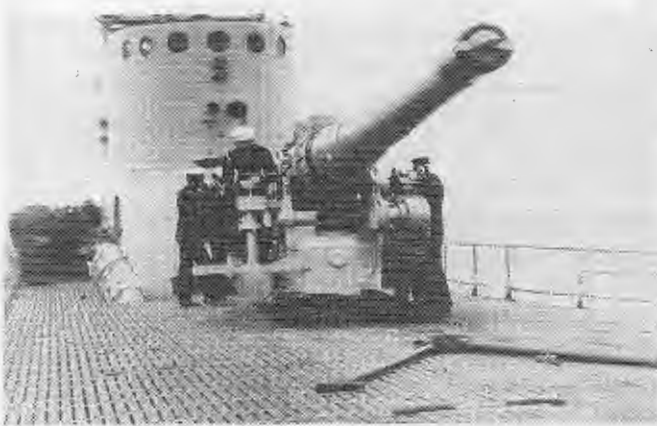
### Patrols in the Pacific

On 28 November 1941, *Argonaut* (commanded by Stephen G. Barchet {Class of 1924}) left Pearl Harbor and was on patrol near Midway Island when the Japanese attacked Pearl Harbor. After sunset on 7 December, *Argonaut* surfaced and heard naval gunfire around Midway. It was assumed the Japanese were landing a large invasion force. *Argonaut* then submerged to make a sonar approach to the "invasion force." While designed to be a mine-layer and not an attack submarine, *Argonaut* made the first war-time approach on enemy naval forces.

The "invasion force" turned out to be two Japanese destroyers whose mission was shore bombardment on Midway. The ships may have detected *Argonaut*, and one passed close by the sub-

marine. They completed the bombardment then retired before *Argonaut* could make a second approach.

One week later, *Argonaut* made contact with three or four Japanese destroyers. Barchet wisely decided not to attack. On 22 January 1942, she returned to Pearl Harbor and, after a brief stop, proceeded to the Mare Island for conversion to a transport submarine.



USS V-4 (later *Argonaut* SS-166, later APS-1) was one of two submarines with large caliber 6"/53 (15.2 cm) deck guns. She had one forward and aft.

*Argonaut* returned to action in the South Pacific in August. Admiral Chester W. Nimitz assigned *Argonaut* and *Nautilus* (SS-168) to transport and land Marine commandos on Makin Island in the Gilbert Islands for the Makin Raid. This move was designed to relieve pressure on American forces that had just landed on Guadalcanal. On 8 August, the two submarines embarked troops of Companies A and B, 2d Raider Battalion, and got underway for Makin. Conditions during the transit were unpleasant, and most of the marines became seasick. The convoy arrived off Makin on 16 August; and, at 0330 the next day, the marines began landing. Their rubber rafts were swamped by the sea and most of the outboard motors drowned. The Japanese — either forewarned or extraordinarily alert because of the activity on Guadalcanal — gave the Americans a warm reception. Snipers were hidden in the trees, and the landing beaches were in front of the



Japanese forces instead of behind them as planned. However, by midnight of 18 August, the Japanese garrison of about 85 men was wiped out; radio stations, fuel, and other supplies and installations were destroyed, and all but 30 of the troops had been recovered.

### Final Battle

*Argonaut* arrived back in Pearl Harbor on 26 August. Her hull classification symbol was changed to APS-1 (transport submarine) on 22 September. (*Argonaut* was never formally designated SS-166, but that hull number was skipped in her honor.) Her base of operations was transferred to Brisbane, Australia, later in the year. In December, she departed Brisbane under Lieutenant Commander John R. Pierce (Class of 1928) to patrol the hazardous area between New Britain and Bougainville, south of St. George's Channel. On 10 January 1943, *Argonaut* spotted a convoy of five freighters and their escorts, Japanese destroyers *Maikaze*, *Isokaze*, and *Hamakaze*, returning to Rabaul from Lae. An Army aircraft, which was out of bombs, was by chance flying overhead and witnessed *Argonaut's* attack. A crewman on board the plane saw one destroyer hit by a torpedo, and the destroyers promptly counterattack. *Argonaut's* bow suddenly broke the water at an unusual angle. It was apparent that a depth charge had severely damaged the submarine. The destroyers continued circling *Argonaut* and pumping shells into her. She slipped below the waves and was never heard from again. One hundred and five officers and men went down with the submarine. Her name was stricken from the Naval Vessel Register on 26 February 1943.

Japanese reports made available since the end of the war record a depth charge attack followed by artillery fire, at which time the "destroyed top of the sub floated."

On the basis of the report given by the Army flier who witnessed the attack in which *Argonaut* perished, she was credited with damage to Japanese destroyer on her last patrol. (Postwar, the JANAC accounting gave her none.)

*Argonaut* won two battle stars for her World War II service



## USS Minneapolis-St. Paul (SSN-708)

USS Minneapolis-St. Paul (SSN-708) was leaving Plymouth, England Dec 29, 2006 when four sailors went over the side in rough weather. All were pulled from the water and taken to a local hospital, where two were pronounced dead.

Fellow crewmembers and British authorities were able to rescue the other two sailors, who were treated for minor injuries and have been discharged from the hospital. Senior Chief Thomas Higgins (COB) and PO2 Michael Holtz were the ones killed in this tragic accident.

The submarine had just completed a week-long port visit to Plymouth. The cause of the accident remains under investigation. USS Minneapolis-St Paul is homeported in Norfolk, VA.

**Condolences to the crew and next of kin of the killed sailors of USS Minneapolis-St. Paul may be sent to:**

**CDR Edward Ruff  
USS Minneapolis-St Paul (SSN 708)  
FPO AE 09578-2388**





# Submarines . . . of Today

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## Two Sailors Drown on Maneuvering Watch Reports from Two British News

### Sources Give Details

Two sailors deployed on the Norfolk-based USS Minneapolis-St. Paul, a Los Angeles-class nuclear-powered submarine, died Friday when they were swept overboard while underway off the southern coast of England.

Four sailors were involved in the incident, Navy officials said. The other two sailors were treated for minor injuries at a nearby hospital and later released.

The names of all of the sailors were withheld until their families could be notified.

While the accident is still under investigation, a Navy spokesman in Norfolk said it happened during inclement weather.

The submarine, which has continued out to sea, had just left Devonport in Plymouth, England, where it had been for a week.

Because of the rough weather and additional security needed for U.S. ships overseas, local police boats were accompanying the submarine out of the harbor, the Associated Press reported.

The four sailors were working on the deck of the submarine as it is transited out, the Navy said.

Sailors routinely work on the topside of a submarine while it exits a port to perform security, among other duties. They're required to wear safety equipment, including life vests and a harness that's attached to the deck.

The four sailors were attached to the vessel but were knocked into the water by surging waves, according to the Associated Press.

Police boats picked up all four, a police spokesman told the Associated Press.

All four were airlifted ashore by helicopter and taken to a hospital in Plymouth, where two sailors were pronounced dead.

The British coast guard dispatched a search and rescue helicopter and a lifeboat to the scene, but police had already plucked the sailors from the water.

Sean Brooks, a British coast guard officer, told the Associated Press that rescuers initially saw only two sailors tied to the vessel's hull.

"Because of the violent weather, they were frequently plunged below the waves," he said. "It then transpired that there were already two other guys in the water."

The two men were given CPR as they were carried ashore, but it was not enough to save them.

The Devon and Cornwall police are investigating the deaths along with the military.

The Minneapolis-St. Paul has been operating in the Navy's 6th Fleet area - in and around southern Europe and the Mediterranean Sea - since the fall. It deployed from Norfolk on Oct. 3.

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British police said Tuesday that safety lines played a role in the death of two U.S. sailors swept off the deck of the USS Minneapolis-St. Paul by fierce seas in Plymouth Harbor on Friday.

"It would look to be a contributing factor," Devon and Cornwall Constabulary Sgt. Detective Richard Bailey said of the safety lines. "It's an aspect of the inquiry."

Bailey said the two sailors who survived the accident were either not attached to the vessel with safety lines or had lines that allowed them to drift from the nuclear-powered submarine.

The two sailors, who died, identified Sunday as Senior Chief Petty Officer Thomas E. Higgins, 45, of Paducah, Ky., and Petty Officer 2nd Class Michael J. Holtz, 30, of Lakewood, Ohio, were tethered more closely to the sub, according to Bailey.

Navy spokesman Lt. Chris Servello said the Navy was declining to release details until its investigation was completed.

Servello said Commander Sub Group 8 would convene an administrative investigation conducted by a serving submarine captain.

Bailey confirmed the accident occurred while a British pilot who maneuvered the vessel through Plymouth Harbor was being transferred from the Los Angeles-class submarine to a smaller British Ministry of Defence ship to return to the Devonport Naval Base.

The submarine was at the edge of Plymouth Harbor where a mile-long break wall meets the open sea shortly before 1 p.m. on Friday when rough seas forced the four from the deck of the ship. Wind gusts were clocked near 50 mph and waves rose to 20 feet as the sub departed Plymouth Harbor following its brief tour in England. Bailey stressed that the weather was rough, but not what Plymouth Harbor officials considered extreme.

The four victims were plucked from the water by British personnel from escort vessels and by sailors aboard the sub. They were taken to Plymouth's Derriford Hospital, where Higgins and Holtz were declared dead.

Ian Arrow, coroner for Southwest Devon and Plymouth, said the bodies of Higgins and Holtz remain at Derriford Hospital. His office is waiting for a report from the U.S. Navy before it is permitted to conduct an autopsy to determine the cause of death.

"Under the Visiting Forces Act, I am awaiting further clarification from the U.S. Navy and a report from them before we order any type of autopsy," Arrow said.

Arrow said the U.S. Embassy in London was contacted Friday to assist in the repatriation of the victims. U.S. State Department officials could not be reached for comment on Tuesday.

The two survivors, whom the Navy declined to identify due to the Privacy Act, spent Friday and Saturday night at HMS Drake Royal Naval Base before being transferred to RAF St. Mawgan, home to a U.S. Navy outpost, according to Bailey.

He said the two were interviewed over the weekend.

Bailey said his agency is investigating the incident to determine if criminal charges would be filed in connection with the deaths, but preliminary findings indicate the deaths were a tragic accident and not the result of a criminal act.

Bailey described Friday's deaths as "a fairly unique incident" and that his office had conducted two investigations of incidents on ships in Plymouth Harbor in the past year, but none included the deaths of foreign troops.

The constabulary, the British Ministry of Defence and the U.S. Navy are conducting separate probes. The Norfolk, Va.-based submarine was sailing under the command of the Navy's 6th Fleet during its weeklong tour of Devonport, which regularly hosts foreign vessels as part of NATO military events.

# *Around the*



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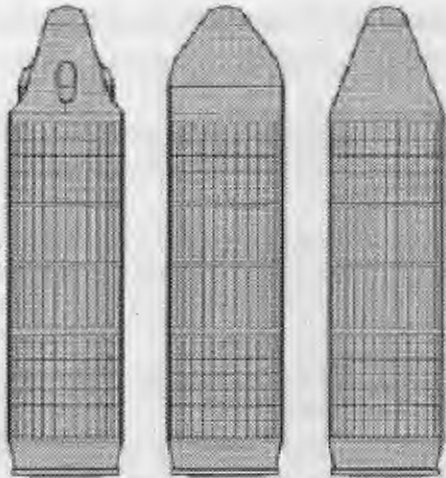
## **Russians Face SSBN Disaster**

*StrategyPage.com, Reuters, December 29, 2006*

December 29, 2006: For the third time in four months, a test launch of the new Russian submarine based Bulava missile, was a failure. This time, it was the third stage (containing the warhead). The missile is meant to equip the new Borei class SSBN (nuclear powered ballistic missile submarine). The Borei class boats would replace the aging Cold War era SSBNs, which are being retired because of safety and reliability issues and the high expense of running them. Nuclear submarines are one area of military spending that did not get cut back sharply after the Soviet Union collapsed in 1991.

A year ago, the Bulava has just completed two successful launches within three months. The 45 ton Bulava ICBM is a slightly modified version of the new land based Topol-M ICBM. The Bulava is a little shorter, to fit into the missile tube, and

thus has a shorter range of some 8,000 kilometers. Bulava uses solid fuel. Currently, each Bulava carries a single 500 kiloton nuclear weapon, plus decoys and the ability to maneuver. The warhead is also shielded to provide protection from the electronic pulse of nearby nuclear explosions. Take away all of these



Bulava-M, Bulava-30 und Bulava-47

Length:	170 meters
Diameter:	13.5 meters
Draft:	10 meters
Displacement:	Surfaced: 14,720 tones
	Submerged: 24,000 tones
Propulsion:	1×Ë-650Å nuclear reactor
	1×AEU steam turbine
	1×shaft and propeller
Complement:	130 officers and men
Armament:	12×Bulava (Yury Dolgoruky only)
SLBMs:	16× Bulava (
	(other ships of class) SLBMs
	6×SS-N-15
	533mm torpedo tubes

goodies, and the Bulava could be equipped with up to ten smaller (150 kiloton) warheads. But the big thing is still trying to defeat American anti-missile systems.



Bulava was supposed to enter service in 2006, aboard the Dmitry Donskoi, a SSBN modified to accommodate the larger Bulava. Three new Borei subs are being built, to carry twelve Bulavas each. Russia currently has a dozen SSBNs in service, carrying a total of 192 older missiles. Russia had to abandon several other SLBM designs because, well, they didn't work. Finally, they simply adapted a successful land based missile to



naval work, and that produced the Bulava. The Bulava is officially known as the R-30, and NATO has assigned it the designation SS-N-30.

Russian officials said it often takes as many as 14 test launches before a SLBM is ready for service, so Bulava has another six or so chances to get it right. Meanwhile, it looks like the earliest the Bulava can enter service is 2008.

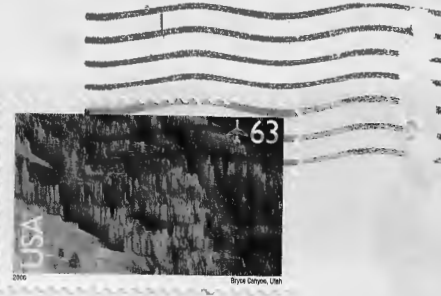




**Return To:**

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

<http://perch-base.org>



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**NEXT REGULAR MEETING**  
Jan. 20, 2007  
American Legion Post #105  
3534 W Calavar Rd.  
Phoenix, AZ