



July 2006
Volume 12 - Issue 7

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



<http://perch-base.org>

ITEM	PAGE NO.
Title Page	1
2006 Booster Club Members	2
List of Base Officers	3
Sailing Orders(upcoming activitie)s	3
Sailing Orders - con't.	4
"From the Wardroom"	5
June Meeting Minutes	5
White Mountain Base - Commander's Corner and Minutes	7
Lost Boat - U.S.S. S-28 (SS-133)	9
Submarines of Today: . . Heavy Weight TorpedoApproved for Production	12
Submarines of Today: . . .U.S.S. Lagarto Found	13
Submarines of Today: Navy Focuses On Hunting Diesel Submarines	14
Mailing Page	16

Lest We Forget Those Still On Patrol

JULY ETERNAL PATROLS

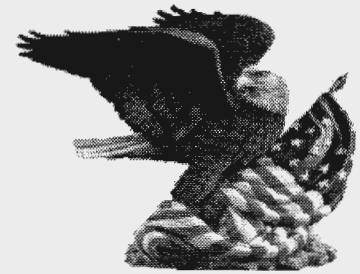
USS S-28	SS133	July 4, 1944	52 men
USS Robalo	SS273	July 26, 1944	81 men

REGULAR MEETING
July 15, 2006
American Legion Post #105
3534 W Calavar Rd.
Phoenix, AZ

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 -- usually given at membership renewal -- for its survival. Listed below are those charitable givers, known as the Booster Club.



2006 Booster Club



A. H. "Bob" Nance	Adrian Stuke	Alan Miller	Billy Grieves
Bradley L. Butler	Bruce "Robie" Robinson	Butch DeShong	Charles Greene
Dave Harnish	David Carpenter	Doug LaRock	Edgar Brooks
Chuck Emmett	Joseph Hawkins	Edward J. Hawkins	Emil Schoonejans
F.J. "Ted" Asbell	Frank Rumbaugh	Gary Bartlett	George L. Crider
George Long	George Petrovitz	Glenn Herold	Harold C. Lister
Harry Heller	Jack R. McCarthy	James Denzien	James L. Wall
James W. Newman	Jerry N. Allston	Jim Nelson	John Cash
John Messersmith	John T. Hellem	John Zaichkin	Joseph Bernard
Kenneth Becker	Kenneth R. Anderson	L. A. "Mike" Keating	Lester Hillman
Mel Rycus	Paul V. Miller	Ray Samson	Raymond Marshall
Raymond Schaeffer	Reynaldo Atos	Richard Bernier	Richard Simmons
Robert A. Lancendorfer	Joe Oreteba	Robert Lents	Robert May
Roger Cousin	Roger M. Miller	Roger R. Miller	Ron Kloch
Ronald Beyer	Royce Pettitt	Stanley Rud	George Debo
Stephen Hough	Terry Martin	W. Scott Prothero	William L. McNay
Wayne K. Smith	Wayne Braastad	Walter Blomgren	Tim Moore
Thomas Moore	Stan Reinhold	Ronald Zomok	Robert Hanson
Ray Lee Graybeal	Milton Magart	Mike Simpson	Larry M. Rankin
Kenny Wayne	Ken Schonauer	Joseph R. Mullins	Jim Thomson
Jerry Yowell	James Edwards	Jack S. Kimball	Harry Ellis
Edward Wolf	Davy Jones	Darrell Lambert	Clair E. Prokupek
Buck Crouch	Joe Errante	Bob Gilmore	George Marions
Burtis Loftin	Layne Rumbaugh	Denny Kerton	Scott Fraser
Gerald Holloway	Nick Pappas	Wayne Pettes	John M. Welsh
Al Landeck			



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Sailing Orders



REGULAR MEETING

July 15, 2006

American Legion Post #105

3534 W Calavar Rd.

Phoenix, AZ

2007 SUBMARINE BIRTHDAY BALL!

We are considering the possibility of having a Submarine Anniversary Birthday Ball in April or May of 2007. We have sent an inquiry out to the other Arizona bases to see if they are interested in participating. The celebration would be over a weekend with the main event being Saturday night. For preliminary planning purposes, we would like to know how many of our members and their friends would be interested in participating in this event. If you think you and your spouse, or significant other, and some of your friends would attend this event we want to know by the end of June. If you are interested in attending a Submarine Birthday Ball in April or May 2007, please R.S.V.P. the number of people in your group who will be attending to either:

Jim Denzien or Tim Moore

602-332-3925 602-574-3286

jdenzien@cox.net seawolfssn575@qwest.net

It is important that you let us know by the end of June. Our next planning committee meeting is in July and if this event is to be successful we need to begin planning immediately. Again, please respond no later than Friday, June 30, 2006. Thank you.

Tim Moore, Commander, Perch Base USSVI



Sailing Orders



(Continued)

*** AUGUST MEETING ***

Beat the Heat in August

In an effort to **Beat the Heat in August**, we will be having our August Perch Base meeting in Prescott. We will have a combined meeting with Gudgeon Base the second Saturday, August 12, 2006, at the Moose Lodge #319. The Moose Lodge is located at 6501 East 6th Street in Prescott Valley, AZ. The meeting will begin at 1100 hours and we will need to have a head count so the Moose Lodge can prepare for our lunches. Plan on about \$4.50 per head for chow. We will try to plan some local activities for after the meeting. If any of you are planning to stay in the Prescott area for the weekend, make your reservations early. It is my understanding the weekend lodging accommodations tend to fill up early during the summer months.

Tim Moore, Commander, Perch Base USSVI

COME TO OUR PANCAKE BREAKFAST!

In an effort to show our appreciation for their hospitality, the Perch Base, USSVI is sponsoring a *Pancake Breakfast* as a fundraiser to bolster the coffer for our American Legion Post. They have welcomed us into their facility and we are deeply grateful. This event will be held on Sunday, August 20, 2006 at Post #105 from 0800 – 1200. Invite your friends, relatives, neighbors and business associates as we want this to be a successful event to support Post #105. All proceeds will go directly into the Post treasury.

Come One... Come All... Come Hungry!

Tim Moore, Commander, Perch Base USSVI

2007 USSVI CONVENTION

ALASKAN CRUISE... ARE YOU GOING???

If you plan on going to the 2007 USSVI Convention and the Alaskan Cruise, **you must have a passport!** No other type of ID will be allowed for departure. Keep in mind; it could take you up to 90 days to get your passport at a cost of around \$100.00. Do not wait until the last minute. Mark on your calendar to apply no later than May 1, 2007 to allow adequate time. You should prepare yourself ahead of time by having a copy of your birth certificate available.



From the Wardroom

Dear Shipmates,

I hope you all had a good Fourth of July Independence Day weekend celebrating our Nation's 230th birthday with your friends and families. I wonder how our founding fathers would feel about their handiwork 230 years later. Would they be pleased with the outcome? Somehow I think they would. While we have our strengths and weaknesses, have experienced success and failure, I think overall we have done a pretty good job of fulfilling the dreams and ideals that those 56 men from the thirteen colonies held for this country in Philadelphia in July 1776.

The Declaration of Independence is a powerful document, especially when you consider the State of the Union at the time it was written. "We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, which among these are Life, Liberty and the pursuit of Happiness..." These are some very basic ideals on which the foundation of our country was formed and why men and women continue to serve our country to this day, many of whom make the ultimate sacrifice in the pursuit of their duties — and the primary reason we get together on a monthly basis — lest we forget.

While there is always room for improvement, I think our forefathers would agree that we have done quite well since those hot summer days in Philadelphia in 1776. We have evolved as the most powerful nation in the world in terms of our economy, military might and status among the other world leaders. You all have played an important roll in the preservation of those founding ideals and can be proud of your contributions. And doesn't it feel good when someone recognizes your contribution with the simple acknowledgement...thanks for serving.

We can be equally proud of our shipmates serving in the submarine service today. I had the good fortune of being invited to go out to sea on an underway aboard the USS Helena SSN-725 on 23 June 2006. It was an awesome experience and I was totally impressed with the crew and as well as the equipment for which they are responsible. A Los Angeles Class fast attack is an impressive technological innovation and we can be thankful and grateful that it is ours. And to think that there is newer even more powerful weaponry in our arsenal is even more impressive. Isn't it great that we have the good fortune and are blessed to be living in the greatest nation in the free world? I'm sure you would agree.

Fraternally,

Tim Moore, Commander, Perch Base USSVI

June Meeting Minutes

The regular monthly meeting of the Arizona Submarine Veterans, Perch Base was convened at American Legion Post #105, Phoenix, AZ at 1245 hours, 17 June 2006. Tim Moore, Base Commander, called the meeting to order. The "Call to Order" was led in a prayer of invocation by Chaplain Howard Doyle followed by the standard ceremonial opening.

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

Minutes from the May 2006 regular meeting were not available.

Treasurer Jim Denzien reported the Base's financial status as of the first day of June, 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 introduced the son of a friend who assisted Stan with the luncheon.

Base Chief of the Boat - Bob Gilmore was not present.

Base Chaplain – Howard Doyle indicated that due to personal commitments, he would be willing to step down if his absence is creating any problems for the base. Dave Harnish volunteered to be the temporary assistant. Shipmate Joe Bernard is not doing well and may require surgery.

Membership Chairman – Ramon Samson reported that Jack Kimball had not received his membership card.

Newsletter Editor – Chuck Emmett had nothing to report.

Ship's Storekeeper – Jim Nelson had nothing to report.

Old Business

Tim Moore indicated that we need to get the "Boat Sponsorship" for the state Veteran's Home. Both Tim Moore and Jim Denzien will take this for action.

There are no obligations for the float for the fourth of July. We need to insure the float is ready for Veteran's Day.

Other Arizona Bases commanders have been queried about their base's interest in a Submarine Birthday Ball in 2007. Responses have been limited to date. The time for response has been extended until the end of October to still allow for adequate time to plan if we are having one. Fifteen Perch Base members indicated they would attend.

We will be having a joint meeting/picnic with Gudgeon Base on August 12th at 1100 at the Moose Lodge in Prescott Valley. Al Landeck indicated that a week prior to the meeting we need to give Gudgeon Base a "head count" of attendees.

We will be having a pancake breakfast in conjunction with Post 105 on Sunday, August 20, 2006 between 0800 and 1200. We will be working with Post representatives.

An announcement was made concerning the Alaskan Cruise next year. All attendees were reminded that passports would be required of all. This information will be posted in the Midwatch.

New Business

National and District elections are coming up. Elections will be by paper ballot due to issues with the National database. Elections can also be done by show of hands. A motion was made and seconded to vote Glenn Herold as District 1 Commander by acclamation. It was passed unanimously.

Good of the Order

A letter was read from Bill Britt, Holland Club Commander inviting all shipmates who will be attending the National Convention in Little Rock to attend the Holland Club Breakfast.

A "Happy Birthday" Perch Base announcement from Pat Householder, National Junior Vice Commander, was read. Eleven years old!

50/50 Drawing

The 50/50 drawing was held and the winner was Jack Kimball. He donated a portion of the winnings back to the base.

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 Chaplain Howard Doyle and the meeting was adjourned.

Jim Denzien, Base Treasurer

SUBVETTES MEETING MINUTES
June

Nothing received at press time

From Beyond the Wardroom
Perch Base SubVettes

Nothing received at press time

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White
Mountain



Base

OUR CREED:

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 Government.



Commander's Corner

Our Golf Tournament was a great success – 112 golfers and 22 hole sponsors. The food was great and everyone had a good time – your Base Commander even was on the team that came in 3rd.

We owe Ken Shade and Buck Biddle a vote of thanks for their many hours of hard work. Without their efforts it would not have turned out as well as it did.

We are giving S.A.F.E. House \$5,000.00, last year we gave \$1,400.00 so we should be very proud of ourselves.

Last but not least Snowflake Golf Course did an outstanding job – we used every golf cart they had. Steve Schneider and crew did great.

As I will be gone for the next few months – I know that you will do us proud at the Fourth of July Parade in Show Low and the Parade in Young on the 15th of July.

Buck Biddle will see that the Float is at both parades. Hope that all hands that can will show up for both parades.

Don't forget elections in September. Have a safe and happy summer and I will be thinking of you in the coolness of the White Mountains as Rhode Island is HOT & MUGGY.

Fraternally yours,

Jim Clewett, Commander

Meeting Minutes

Members present at the June 17th meeting were: Steve Day, Buck Biddle, Dick Jarenski, Frank Nagle, Dee Lefevre, Ken Shade, Armand Deprins, John Allbritton and Doug Eddy.

The meeting was called to order at 11:05 am with a prayer, reading of our creed and tolling of the bell.

The May minutes were read, a motion was made, seconded and passed to accept the minutes.

The Treasurer reported that we have \$1,501.08 in the base treasury.

There were 112 players at the Golf Tournament, the net after expenses was \$7604.83, a motion was made, seconded and passed to give S.A.F.E. House approximately 70% and retain the remainder for next year's set up expenses. The check for S.A.F.E. House will be \$5,000.

A motion was made, seconded and passed to pay \$458.20 from the Base Treasury for the Ship's store inventory.

Todd Hunter's team took 1st place in the Tournament.

Meet at the Show Low Chamber of Commerce at 7 am for the July 4th Parade —0 the float will be there.

The Young Parade will be July 15th, for the parade in Young, form up at 9:30 AM, parade starts at 10:00 AM and should last 1 hour.

A thank you Certificate/letter from White Mountain Base and S.A.F.E. House will be finalized for the Young Meeting (July 15th after the parade).

There was no 50/50 drawing.

The meeting was adjourned with a benediction at 12:35 pm.

Your DD-214 is now online at: <http://vetrecs.archives.gov/>



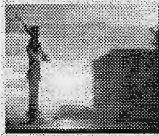
Naval Humor or, Littoral Laughter

QMOW: "Navigator we're on a course for sea mounts."

NAV: "Exec we're heading for shallow water."

EXEC: " Captain, we're running out of water."

CAPT: "What, no water, ...very well, secure the showers."



Eternal Patrol July 4, 1944

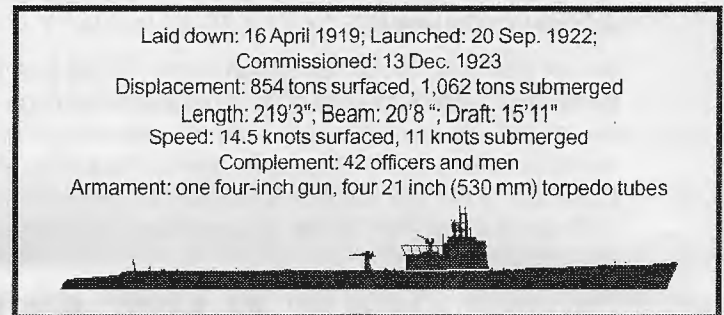
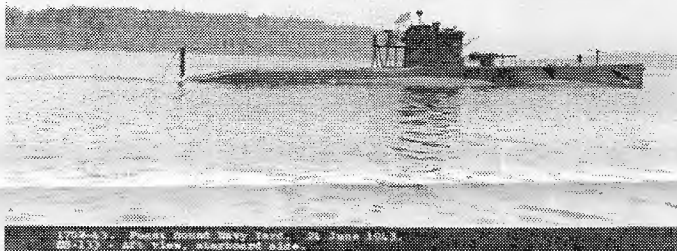
Editors Note: *Less we forget, each month, one boat on eternal patrol will be highlighted in this newsletter. Sailors, rest your oars.*

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.



U.S.S. S-28 (SS-133) 52 men lost



Laid down: 16 April 1919; Launched: 20 Sep. 1922;
Commissioned: 13 Dec. 1923
Displacement: 854 tons surfaced, 1,062 tons submerged
Length: 219'3"; Beam: 20'8"; Draft: 15'11"
Speed: 14.5 knots surfaced, 11 knots submerged
Complement: 42 officers and men
Armament: one four-inch gun, four 21 inch (530 mm) torpedo tubes

Following shakedown exercises off the southern New England Coast, *USS S-28 (SS-133)* moved south in March 1924 to join SubDiv11, in the final exercises of that year's winter maneuvers in the Caribbean. In April, she return to New London with her division and commenced local exercises which occupied the remainder of the year. With the winter of 1925, she moved south again; transited the Panama Canal; and, after the conclusion of Fleet Problem V — conducted in the vicinity of Guadalupe Island — she arrived in the Hawaiian Islands for a month's stay. In June, she moved east, to San Diego, where her division replaced another which had been transferred to the Asiatic Fleet.

Into 1931, the submarine operated primarily off southern California deploying for fleet problems in the Panama Canal area in 1926 and 1929; for summer maneuvers in Hawaiian waters in 1927 and 1930; and for regularly scheduled overhaul periods at Mare Island Navy Yard throughout the period.

She departed the west coast for Hawaii in mid-February 1931 and, on the 23rd, arrived at Pearl Harbor, whence she operated for the next eight and one-half years. In mid-1939, she was transferred back to San Diego, where she was based until after the United States entered WWII.

On 7 December 1941, S-28, then a unit of SubDiv41, was undergoing overhaul at Mare Island. On 22 January 1942, the work was completed, and she returned to San Diego, where she resumed her prewar training activities for the Underwater Sound Training School. She continued that duty into the spring; then was ordered north, to the Aleutians, to augment the defenses of that Alaskan island chain which rimmed the north Pacific.

On 20 May, S-28, with other submarines of her division, departed San Diego. Five days later, they topped off at Port Angeles, then continued on toward the newly established submarine base at Dutch Harbor, Unalaska. On the 29th, however, as preparations were made to minimize a two-pronged Japanese thrust against Midway and the Aleutians, the S-boats were directed to proceed to their stations, bypassing Dutch Harbor.

During a quickly extinguished fire in her port main motor on the morning of 1 June, S-28 suffered minor damage. That evening, she parted company with her sister ships and their escort; and, the next day, she entered her assigned area and commenced patrolling the approaches to Cold Bay on the tip of the Alaskan Peninsula. On the 3rd, the Japanese bombed

Dutch Harbor to open the war in the Aleutians; and, within the week, they had occupied Kiska and Attu. On the 12th, S-28 arrived at Dutch Harbor; refueled; took on provisions; and headed west to resume her War Patrol.

On the 15th, she crossed the 180th meridian; and, on the 17th, after a two-day storm, she sighted Kiska and set a course to intercept enemy shipping between there and Attu. On the 18th, she fired on her first enemy target, a destroyer, and was in turn attacked. Eight hours later, sounds of the destroyer's search faded out to the south. S-28 had survived her first encounter with Japanese anti-submarine warfare tactics.

Poor weather soon returned and storms raged during eighty percent of her remaining time on station. On the 28th, she moored in Dutch Harbor and commenced refit. On 15 July, she got underway and again headed for the Kiska area. On the 18th, she reconnoitered Semisopchnoi, then moved on to Segula. Finding no signs of Japanese activity, she continued westward. On the 20th, she was ordered to take station on an 85-mile circle from Sirius Point prior to sunrise on the 22nd, at which time the enemy's facilities on Kiska were to be bombarded. The bombardment was delayed, and S-28 remained on that more distant station until the 30th when she was ordered back into the Kiska area. On 18 August, having been unable to close any of the targets sighted during the latter part of her patrol, she returned to Dutch Harbor.

On her third War Patrol, 16 September to 10 October, S-28 returned to the Kiska area. She operated to the north of the island until the 25th; then, with the discovery of the enemy's development of Gertrude Cove on Vega Bay, she shifted to the island's southern shore. On the night of 6-7 October, she turned toward Unalaska; and, on the morning of the 10th, as she prepared to fire on an unidentified vessel, a ground in her fire control circuits caused an accidental firing from the #1 tube.

That afternoon, S-28 arrived back in Dutch Harbor, whence she headed for home. She reached San Diego on 23 October; and provided training services for the West Coast Sound School and for the Amphibious Forces Training Group from 26 October to 13 November. Then, during an overhaul, she received a fathometer, a Kleinschmidt distilling unit, and SJ radar. On 9 December, she again sailed north. On the 16th, she reported by radio to TG 8.5; and, on the 21st, she returned to Dutch Harbor.

Six days later, S-28 departed on her 4th War Patrol. On 3 January 1943, she crossed the International Date Line and, on the 5th, she entered her assigned area in the northern Kuriles. Moving down the Paramushiro coast, she patrolled in Onkotan Strait; then headed north again and, on the 20th, passed Shumushu, whence she set a course for the Aleutians.

During her 5th War Patrol, from 6 to 28 February, the WWI-design submarine remained in the western Aleutians, patrolling across the Attu-Buldir-Cirius Point route and along the coast of Attu, particularly off Holtz Bay, Chichagof Harbor, and Sarana Bay. Poor weather and lack of speed, however, impeded her hunting.

On her return to Dutch Harbor, S-28 was ordered south; and, on 4 March, she got underway for Esquimalt, B.C., where, from 15 March to 15 April, she conducted sound tests and anti-submarine warfare exercises with Canadian Navy and Air Force units. She then continued on to the Puget Sound Navy Yard for overhaul and superstructure modification work. On 27 June, she started back to Alaska; and, on 13 July, she departed Dutch Harbor to return to the northern Kuriles for her 6th War Patrol.

Again she patrolled off Paramushiro and in the straits to the north and south of that island. Again she was hindered by the weather, obsolete design, and by mechanical failure. On 14 August, she headed east; and, on the 16th, she moored in Massacre Bay, Attu, and commenced refit.

The late arrival of needed spares from Dutch Harbor delayed her readiness for sea; but, on 8 September, S-28 departed the western Aleutians to return to the northern Kuriles. On the 13th, she entered her patrol area. On the 15th, severe smoking and sparking from her port main motor necessitated fourteen hours of repair work. On the 16th, she transited Mushiru Kaikyo; and, on the afternoon of the 19th, she closed an unescorted freighter off the island of Araitō. Her torpedoes missed their mark. The "freighter" turned and within minutes had delivered the first of two depth charges of a ten-minute attack. The Japanese ship searched the area for an hour, then departed.

S-28 reloaded and continued her patrol. At 1916, she contacted a second unescorted enemy vessel. At 1943, she fired a spread of four torpedoes. At 1944, two of the four exploded. The target took on a 30 degree list and began to do down by



the bow. At 1946, the 1368-ton converted gunboat sank, bow first, her stern vertical in the air. Five loud underwater explosions followed her disappearance. S-28 went deep and rigged for a depth charging which did not materialize.

Into October, S-28 hunted just north of Araitō and off the coast of Kamchatka. On 5 October, she moved through Océkōtan Strait and continued her patrol on the Pacific side of the Kuriles. On the 10th, however, a serious personnel injury occurred, and an appendicitis case developed. The submarine turned toward Attu one day ahead of schedule.

On 13 October, she moored at Attu. The next day, she departed for Dutch Harbor, whence, in November, she headed south to Hawaii. She arrived at Pearl Harbor at mid-month and, after overhaul, commenced training duty. For the next seven months, she remained in Hawaiian waters, providing training services.

On 3 July 1944, S-28, in accordance with orders from ComDesPac, got underway from the Submarine Base, Pearl Harbor, to conduct a week's normal operations. During

the day on 3 July, S-28 acted as a target for antisubmarine warfare vessels until about 1700 local time. At that time she made two practice torpedo approaches on *USCG RELIANCE*. On 4 July, S-28 again carried out sonar exercises as on the previous day, and at 1730 again undertook a practice approach on *RELIANCE*.

At 1730 S-28 dived about 4 miles distant from *RELIANCE*. At about 1805 *RELIANCE* made sound contact with S-28 at a range of 1700 yards. The range decreased to about 1500 yards and then steadily increased, as the bearing drifted aft. Although sound contact was temporarily lost by *RELIANCE* at 3000 yards, she picked up the submarine again at 3200 yards. At 1820, with range 4700 yards, *RELIANCE* permanently lost sound on S-28. At no time during


the approach or the ensuing sound search were distress signals from S-28 seen or heard, nor was any sound heard which indicated an explosion in S-28.

When, by 1830, S-28 had not surfaced or sent any signals, *RELIANCE* retraced her course and tried to establish communication with her. Although previous tests had shown that no difficulty would be experienced in exchanging messages by sound gear at ranges up to 2000 yards, *RELIANCE* was unable to contact S-28. The Coast Guard vessel called in other vessels from Pearl Harbor at 2000, and a thorough search of the area was instituted, lasting until the afternoon of 6 July 1944. A slick, which was unmistakably made by diesel oil, was the only sign of S-28.

The Court of Inquiry which investigated the sinking determined that S-28 sank shortly after 1820 on 4 July, 1944, in 1400 fathoms of water. Because of the depth of the water, salvage operations were impossible. The Court recorded its opinion that S-28 lost depth control "from either a material casualty or an operating error of personnel, or both, and that depth control was never regained. The exact cause of the loss of S-28 cannot be determined." The Court found, further, that, "the material condition of S-28 was as good or better than that of other boats of her class performing similar duty," and that, "the officers and crew on board S-28 at the time of her loss were competent to operate the boat submerged in the performance of her assigned duties." It was stated that the loss of S-28 was not caused by negligence or inefficiency of any person or person.

S-28 was awarded one battle star for her services in WWII.





Submarines . . . of Today

U.S. Navy and Royal Australian Navy Heavyweight Torpedo Approved for Full Rate Production

By Team Submarine Public Affairs, NAVSEA Newswire, 30 Jun 06

WASHINGTON - The Program Executive Office for Submarines approved the MK 48 Mod 7 Advanced Capability Common Broadband Advanced Sonar System (ADCAP CBASS) heavyweight torpedo for Full Rate Production on Jun 22.

The torpedo is a product of a joint engineering, development, manufacturing, and support project between the United States and Australia, and will be the primary weapon aboard both navies' submarines.

Optimized for operations in shallow waters, the MK 48 Mod 7 ADCAP CBASS is the world's premier submarine-launched torpedo. It is an exceedingly potent weapon against both surface ships and submarines. The sonar enhancements that make the torpedo an effective shallow water weapon also allow it to defeat all types of countermeasures in all environments.

"Through extensive tests in U.S. and Australian waters, we have proven the Mod 7 to be a highly effective weapon in acoustically harsh shallow water," said Rear Adm. William Hilarides, Program Executive Officer for Submarines.

Through our partnership with the Royal Australian Navy (RAN)," Hilarides continued, "we have incorporated the RAN's operational experience with our own, making the ADCAP CBASS a substantially better weapon than its closest competitors."

The MK 48 Mod 7, utilizing Commercial-Off-The-Shelf technologies in an open-architecture computing environment, is able to remain at technology's cutting edge through regular hardware and software upgrades. Both U.S. and Australian industries and academic institutions are taking an active role in developing and executing these improvements.

The sharing of research and development on torpedo guidance and control systems between U.S. and Australian partners is creating opportunities for increased value to industry and academia.

As a spiral development program, the MK 48 Mod 7 ADCAP/CBASS will be continuously improved to meet jointly determined goals, and will continue to foster collaboration between U.S. and Australian industry and academia partners. The program will also provide fertile ground for potential development of weapons and dual use technologies.

RAN's Director-General of Submarines, Commodore Boyd Robinson, stated that, "Technology transfer and future spiral development ensure that the weapon will grow to meet emerging threats."

The weapon is planned to achieve initial operational capability for the Navy in September 2006, and RAN fleet introduction in 2007.

General characteristics (Mk-48 and Mk-48 ADCAP)

Primary Function: Heavyweight torpedo for submarines

Contractor:

Original Mk-48: Gould

Mk-48 ADCAP: Hughes Aircraft, now Raytheon

Power Plant: Swash-plate piston engine ⁽¹⁾; pump jet

Length: 19 ft (5.79 m)

Weight: 3,434 lb (1,558 kg) (Mk-48); 3,695 lb (1,676 kg) (Mk-48 ADCAP)

Diameter: 21 in (533 mm)

Range: Greater than 5 mi (8 km)

Depth: Greater than 1,200 ft (370 m)

Speed: Greater than 28 kn (32 mi/h, 52 km/h)

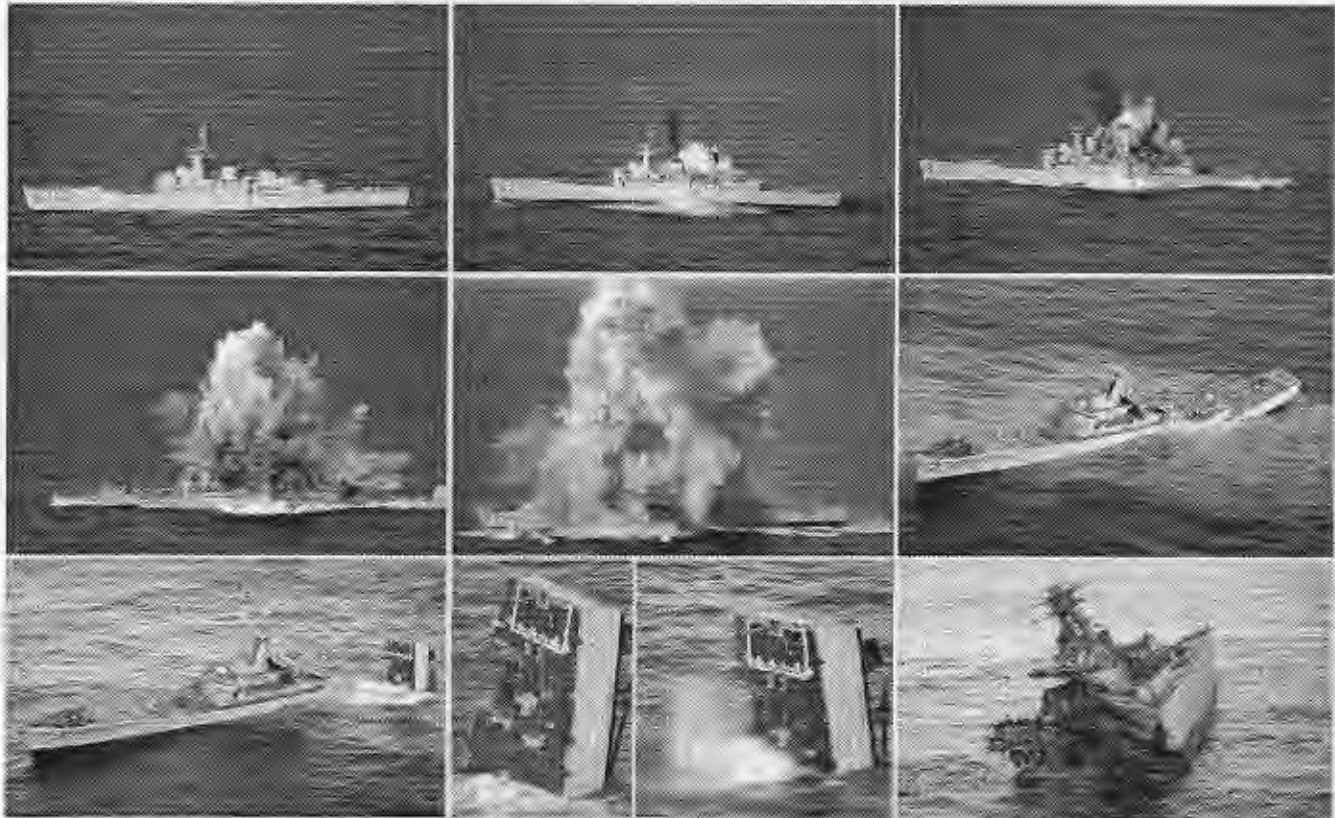
Guidance System: Wire guided and passive/active acoustic homing

Warhead: 650 lb (295 kg) high explosive

Date Deployed: 1972 (Mk-48), 1988 (Mk-48 ADCAP)

⁽¹⁾The **swashplate engine** is a type of reciprocating engine that replaces the common crankshaft with a circulate plate. Pistons press down on a circular plate in a circular sequence, forcing it to rotate around its center. This motion can be simulated by placing a CD on a ball bearing at its centre and pressing down at progressive places around its circumference. The plate, also known as a **wobble plate**, is typically geared to produce rotary motion. An alternate design replaces the plate with a sine-shaped cam, and is thus known as a **cam engine**.

(See photos of the Mark 48 in action, next page)



Navy Confirms Sunken Vessel In Thailand Is U.S. WWII Sub

By Gregg K. Kakesako Honolulu Star-Bulletin, June 17, 2006

Navy divers have confirmed the location of a World War II submarine believed to have been sunk by a Japanese minelayer 61 years ago in the Gulf of Thailand.

Lt. Cmdr. Jeff Davis, spokesman of the Pacific Fleet Submarine Force at Pearl Harbor, said USS Lagarto was first discovered in May 2005 by a commercial diver. It was one of 52 submarines lost during the Pacific war.

Last month, Navy divers participating in an annual naval exercise confirmed the discovery first made by British wreck diver Jamie McLeod.

McLeod used records from "fishermen in the area where they lost a lot of nets," Davis said. "He assumed that something on the bottom was catching the nets.

"On his first dive he found the Lagarto sitting upright."

The 1,526-ton Balao-class diesel sub is in 275 feet of water.

McLeod has taken family members of the Lagarto to the area where he found the wreckage.

Davis said no attempt will be made to raise the 311-foot sub where 86 members of its crew are entombed.

"The Navy considers the ocean an appropriate final resting place for sailors killed in the line of duty," Davis said.

Photographs and video of the wreck will be sent to the Naval Historical Center in Washington for further analysis.

"Without a doubt it's a U.S. submarine, a Balao-class," said 7th Fleet Diving Officer Cmdr. Tony San Jose.

San Jose and his fellow divers reported identifying twin 5-inch gun mounts both forward and aft, a feature believed to be unique to Lagarto. They also reported finding serial numbers and the word "Manitowoc" engraved on the submarine's propeller. The Lagarto was one of 28 submarines built in Manitowoc, Wis.

San Jose said that the diving operations were challenging because of short bottom times, strong currents and limited visibility. Due to the depths involved, the dives had to be conducted with mixed gas.

Commissioned in Oct. 14, 1944, Lagarto arrived at Pearl Harbor on Christmas Day 1944.

On April 12, 1945, it left Subic Bay to patrol the Gulf of Siam, which is now called the Gulf of Thailand. On May 3, Lagarto met with USS Baya, which was tracking a tanker. Nothing was heard from Lagarto's crew after that.

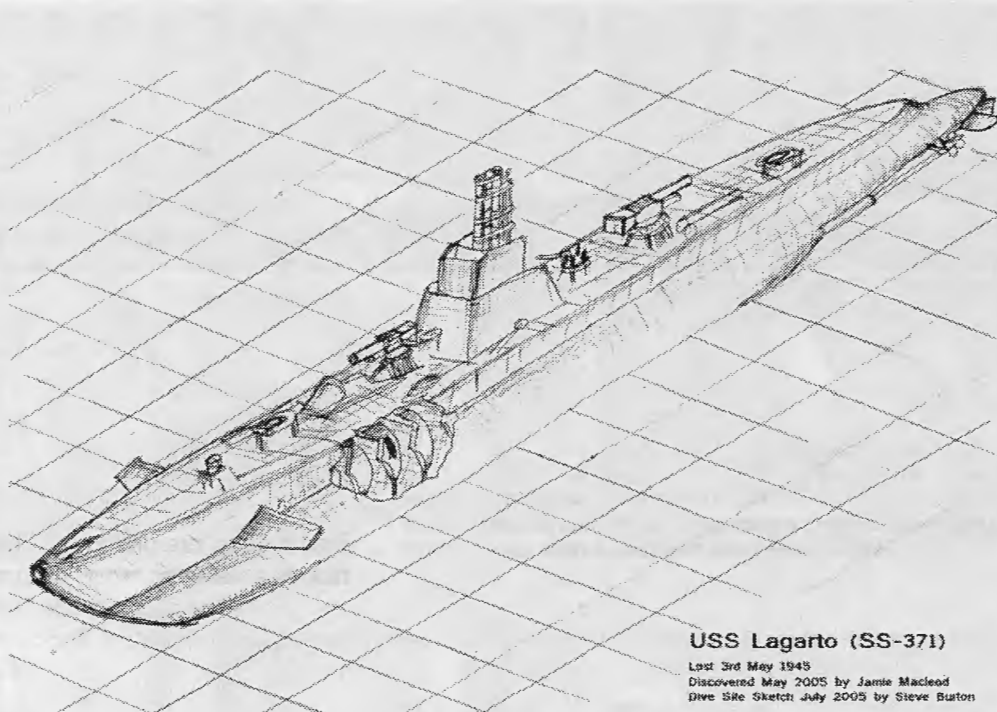
Last year, Rear Adm. Jeffrey Cassias, Pacific Submarine Force commander, met with Lagarto family members in Wisconsin at a memorial service held in Manitowoc.

Cassias told the family members that Japanese records indicated the minelayer Hatsutaka reporting sinking a submarine near the Gulf of Siam. Twelve days later the Hatsutaka was sunk by USS Hawkbill.

Cassias said, "In all, 52 submarines were destroyed during World War II, which is about the number of attack submarines we have in our Navy today. More importantly, 3,500 submariners lost their lives aboard these ships."

The divers who searched for Lagarto were from the Pearl Harbor-based Mobile Diving and Salvage Unit One. The rescue and salvage ship USS Salvor and USS Patriot mine countermeasures ship also participated in the mission.

The Pacific Fleet Submarine Force sent the divers to Thailand for previously scheduled international maritime exercises and asked them to stay on an extra week for the Lagarto search mission.



USS Lagarto (SS-371)
Lost 3rd May 1945
Discovered May 2005 by Jamie Macleod
Dive Site Sketch: July 2005 by Steve Burton

Navy Focuses On Hunting Diesel Submarines

More Attention Being Directed To Anti-sub Warfare

New London Day, 2 Jul 06

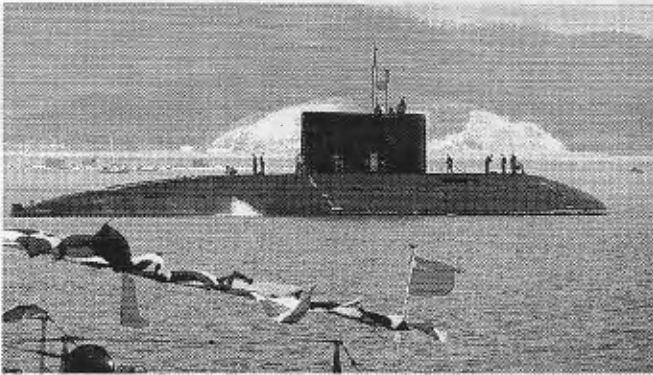
Washington - The U.S. Navy is stepping up its program for detecting new diesel-powered submarines that are extremely quiet, hard to find and increasingly relied upon by China, Iran and North Korea.

The Navy used its just-completed five-day Pacific Ocean exercise to test submarine-detection equipment and is expected to emphasize submarine hunting in another Pacific exercise with seven other nations later this month.

The Navy "has renewed its focus on anti-submarine warfare in view of the proliferation and increased capability of submarines in Asia and the Pacific," Adm. William Fallon, commander of all U.S. forces in the Pacific region, reported to Congress earlier this year.

The U.S. relies on sophisticated electronic sensors on its submarines, surface ships or buoys dropped by patrol planes to listen for the noises a submerged submarine makes. Based on that noise, the Navy can often determine the sub's type and country of origin.

Adm. Gary Roughead, chief of the Navy's Pacific Fleet, estimated that there are about 140 diesel submarines operating in the Pacific, including subs from China, Russia, North Korea and Japan.



PROJECT 636 KILO CLASS DIESEL-ELECTRIC SUBMARINE

A PLA Navy Kilo class submarine leaving its homeport. In their early years of service the Kilo class submarines are reported to have experienced technical problems due to insufficient crew training and material problems including the troublesome batteries and generators, but this seems to have been solved as the PLA Navy becomes more efficient in operating these submarines.

“We, as a Navy, are good at anti-submarine warfare,” Roughead said. “We can always get better, and that’s what we’re doing because we have to be able to dominate that growing submarine capability.”

New diesel submarines entering China’s fleet are a particular worry for U.S. war planners because they are extremely quiet when running on battery power, like the hybrid automobiles that are renowned for their quiet locomotion when using batteries.

By contrast, nuclear submarines “have a complex engineering plant with a lot of moving parts that are going to make more noise than when a submarine is running on batteries,” said Navy Capt. Scott Gureck, a spokesman for the Pacific Fleet.

Diesel subs “are ultra quiet,” he added. “If all you are running is an electric motor to turn a propeller shaft, you are not generating a lot of noise.”

Nuclear-powered submarines use an atomic reactor to heat water that creates steam. The steam drives a turbine, which is geared to a propeller shaft. The propeller pushes the sub through the water.

The advantage of a nuclear vessel is that it can travel great distances without the need to refuel and can stay submerged for months at a time.

Diesel-electric submarines, on the other hand, can’t travel as far, need to be re-supplied with diesel fuel and must surface — or cruise just below the surface with a snorkel extended above water — in order to obtain air to run the engine.

The subs use the diesel engine to power the propeller and also to recharge large batteries. Once the batteries are charged, the diesel engine can be shut off and the boat then relies on its quiet electric motors.

The Navy’s concern is that an adversary might use a diesel submarine to attack shipping at a strategic choke point such as the Strait of Malacca, the link between the Indian and Pacific Oceans, or the Taiwan Strait, which separates Taiwan from mainland China.

“If a potential adversary wanted to ensure that a choke point was cut off, they could lie in wait in shallow water and you wouldn’t know they were there,” Gureck said.

American officials have named Iran and North Korea as growing diesel-submarine threats but are more diplomatic when it comes to China, a major trading partner. While the U.S. doesn’t label China as an adversary, the Pentagon since 2001 has published alarmist annual assessments of Beijing’s growing military might, including its rising submarine capabilities.

China over the last five years has dramatically beefed up the quality of its submarine force, which now totals an estimated 55 boats. Most are diesel-powered, while a small but growing portion is nuclear-powered.

The U.S. Navy, in contrast has about 54 nuclear-powered attack submarines and no diesels.

According to the Pentagon’s most recent assessment of China’s military prowess, the Chinese navy’s diesel submarine force includes:

- The Song-class boats, designed to carry torpedoes and anti-ship cruise missiles.
- The Yuan-class boats that carry torpedoes and ship-killing missiles.
- The Kilo-class Russian-made submarines that carry supersonic cruise missiles and torpedoes that hone in on the wake of a ship.

Submarine experts at the U.S. Naval War College believe that Chinese submarines may soon incorporate a new technology that allows the boats to stay submerged while running on battery power for a month at a time.

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Return To:

U. S. Submarine Veterans, Perch Base
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Sun City, AZ 85351-3252

<http://perch-base.org>



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REGULAR MEETING
July 15, 2006
American Legion Post #105
3534 W Calavar Rd.
Phoenix, AZ