

The MidWatch

November 2012
Volume 18 - Issue 11

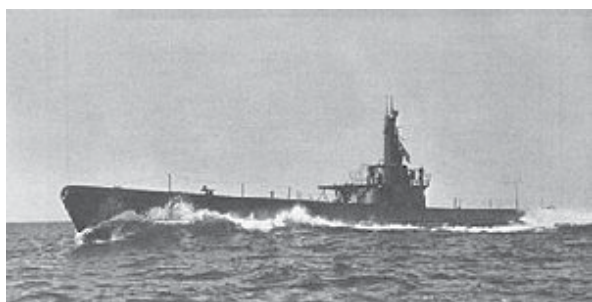
THE MONTHLY NEWSLETTER,
Perch Base, USSVI
Phoenix, Arizona



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

LEST WE FORGET THOSE STILL ON PATROL

NOVEMBER ETERNAL PATROLS



Nov. 23, 1943
USS Capelin (SS-289)
76 men lost

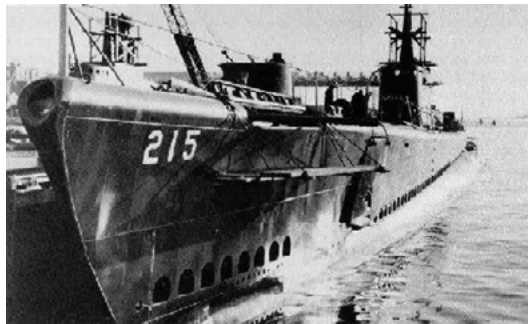
Japanese records studied after the war listed an attack on a supposed United States submarine on 23 November, off Kaoe Bay, Halmahera. Evidence of an actual contact was slight, and the Japanese state that this attack was broken off. Enemy minefields are now known to have been placed in various positions along the north coast of Sulawesi (Celebes) in Capelin's area, and she may have been lost because of a mine explosion. Gone without a trace, with all her crew, Capelin remains in the list of ships lost without a known cause.

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Nov. 7, 1944
USS Albacore (SS-218)
85 men lost



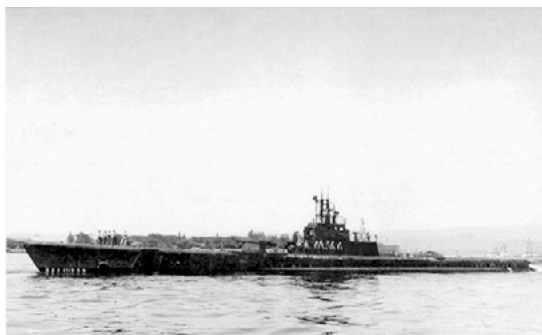
Albacore left Pearl Harbor on 24 October 1944, topped off her fuel tanks at Midway Island on 28 October, and was never heard from again. According to Japanese records captured after the war, a submarine (presumed to be *Albacore*) struck a naval mine very close to the shore off northeastern Hokkaidō on 7 November 1944. A Japanese patrol boat witnessed the explosion of a submerged submarine and saw a great deal of heavy oil, cork, bedding, and food supplies rise to the surface. On 21 December, *Albacore* was presumed lost. Her name was stricken from the Naval Vessel Register on 30 March 1945.



Nov. 8, 1944
USS Growler (SS-215)
86 men lost

Growler's 11th and final war patrol began out of Fremantle on 20 October 1944 in a wolf pack with Hake (SS-256) and Hardhead (SS-365). On 8 November the wolf pack, again headed by Growler, closed a convoy for attack, with Growler on the opposite side of the enemy from Hake and Hardhead. The order to commence attacking was the last communication ever received from Growler. After the attack was underway, Hake and Hardhead heard what sounded like a torpedo explosion and then a series of depth charges on Growler's side of the convoy, and then nothing. Although officially unknown, she possibly was sunk by one of her own torpedoes, but it is probable that the convoy's escorts sank her.

Nov. 9, 1944
USS Scamp (SS-277)
83 men lost



On 14 November, Scamp was ordered to take up the life guard station off Tokyo Bay in support of B-29 Superfortress bomber strikes, but failed to acknowledge the message. *Scamp* was never heard from again. From records available after the war, it appears that *Scamp* was sighted by Japanese planes and reported depth charged by a destroyer to the south of Tokyo Bay on 11 November 1944.



Fleet Admiral Halsey was asked, “What is the ultimate strategic weapon that is bringing the enemy (Japanese) to its knees? Halsey’s reply:

“If I had to give credit to the instruments and machines that won us the war in the Pacific, I would rank them in this order:

- 1. SUBMARINES, FIRST,**
- 2. RADAR, SECOND,**
- 3. PLANES, THIRD**
- 4. AND BULLDOZERS FOURTH.”**

USSVI CREED

Our organization’s purpose is . . .

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

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

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



Sailing Orders



NO BASE MEETING IN NOVEMBER

Gilbert – Thursday Nov, 8

The Gilbert Ceremony (<http://www.gilbertveteransday.com/>) is on Thursday, November 8th at Gilbert Municipal Center (50 E Civic Center Dr, Gilbert, Arizona 85296). I would recommend you show up somewhere between 9 and 10 a.m. The band starts playing at 11 a.m., with the actual ceremony starting at 11:30 a.m., the ceremony should last until about 12:15 p.m. at which point a free lunch is served to all in attendance. You can probably plan on moving out by about 1:00 or 1:30 p.m. or so – the police parking lot is just across the street.

Higley – Friday, Nov. 9

The Higley Ceremony is on Friday, November 9th at Higley High School, (4068 East Pecos Road, Gilbert, AZ 85297) – they would like the static displays in by 7 a.m., breakfast is served at 8 a.m., and the ceremony starts at 9 a.m. and a lunch after the ceremony.

Anthem – Saturday, Nov. 10

There will be a special **Flash Traffic** coming to cover this (also called the Daisy Mountain) and Black Canyon City parade since they both occur on the same day - November 10.

Black Canyon City – Saturday, Nov. 10

As above, this will be covered in a special **Flash Traffic**.

Phoenix Veterans Parade – Monday, Nov. 12

This is one of the two most important events of the year that Perch Base attends (the other is Memorial Day.) For the first time, we **WILL NOT** assemble at the Tunnel Deck Park. Instead we will park at the Central Avenue Baptist Church and take the bus to the staging area. Watch for the **Flash Traffic** for full details.



Scan for the Perch Base Web Site

PERCH BASE OFFICERS



BASE COMMANDER
Jim Denzien
(623) 547-7945
commander@perch-base.org



BASE VICE-COMMANDER
Howard Doyle
(623) 935-3830
vice-commander@perch-base.org

(ACTING SECRETARY IS THE COMMUNICATIONS OFFICER)
Chuck Emmett
(623) 466-9569
communications@perch-base.org



TREASURER
Bob Warner
(623) 825-7042
treasurer@perch-base.org



COMMUNICATIONS OFFICER
Chuck Emmett
(623) 466-9569
communications@perch-base.org



MEMBERSHIP
Rick Simmons
(623) 583-4235
membership@perch-base.org



CHIEF OF THE BOAT
Rich Kunze
(623) 932-3068
cob@perch-base.org



EVENT COORDINATOR
Walt Blomgren
(602) 309-4407
events@perch-base.org



CHAPLAIN
Steve Leon
(602) 540-2945
chaplain@perch-base.org



STOREKEEPER
De Wayne Lober
(602) 944-4200
storekeeper@perch-base.org



HISTORIAN
Jim Newman
(602) 840-7788
historian@perch-base.org



PAST-COMMANDER
Stan Reinhold
past-commander@perch-base.org

2012 Perch Base Foundation Supporters

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

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

These are the 2012 Foundation Donors



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KENNETH R. ANDERSON
REYNALDO F ATOS
STEVEN BALTHAZOR
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CHARLES EMMETT
HOWARD M. ENLOE
JAMES EVANS
THOMAS E. FOOSHEE
JOHN A. GRAVES
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WILLIAM "KELLY" GRISSOM
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JOHN G. ZAICHKIN
RONALD J. ZOMOK

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

Jim Denzien - Commander



Shipmates:

In about two weeks we will begin our Veterans Day activities. We participate in the Town of Gilbert remembrance on Thursday, Nov. 8 and in the activities at Higley High School on Friday, Nov. 9. We have the Anthem and the Black Canyon City parades on Saturday, Nov. 10. Our activities culminate with the Phoenix Veterans Day parade on Monday, Nov. 12. Times and locations for all events will be published in Flash Traffic notices.

Other info: Walt Blomgren will be our event coordinator in place of Joe "Wanderer" Varese; we are having George Crider's trailer painted to carry base members in our parades; we will NOT have a meeting in November due to parade obligations.

We still need a volunteer to be Base Secretary. Contact a base officer if you are interested.

Last, but not least, Shipmate Charles J. Brady, QMC(SS) departed on Eternal Patrol. Sailor, rest your oar!!

I hope to see you at our upcoming events.

Fraternally,

Jim Denzien, Base Commander



**From the XO
vice-Commander's Message**

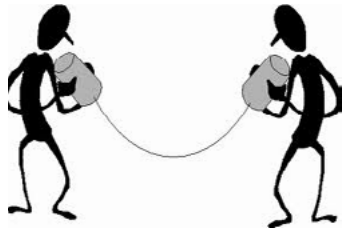
Howard Doyle - vice-Commander



Need a Ride to a Base Meeting or Other Function?

Contact me, the Base vice-Commander **Howard Doyle (602) 228-2445** or any other Base Officer. All officers are listed near the front of every copy of the MidWatch.

I want to remind all of our members that proper attire at all of our events includes vest and appropriate headgear. What's appropriate headgear? Check out page 23 at http://www.perch-base.org/Policies_Procedures/Base_%20Policies_Procedures.pdf for full details.



"Soundings"
Communications Officer's Message

Chuck Emmett - Comm. Officer

(I edit the whole newsletter. But, it's just my thoughts in this section.)

Starting with this issue of the MidWatch, I have eliminated the Table of Contents from the publication. I've done this for several reasons. First, it takes an inordinate amount of time to simple create or change it each month. I'm not sure why (it's a table) but it is a real pain in the posterior. Second, since our newsletter is primarily electronic, most people just scroll through it. Of course, as in all things I do for the Base, if the members voice a desire to include it, back it will come.

You will probably get tired of every Base officer pleading with you to attend the events next weekend – perhaps our most important time of the year as veterans. But my plea is to ask Members to bring a camera and take pictures. The more we get the better. It's like having a whole bunch of different views of the same event, which of course it is.

I've got nothing to tell you about the Awards Banquet that isn't already published. Yet! All I can say is that we will not repeat the mistake we made last year in using too crowd a place like Dillons.

And speaking of the Awards Banquet, if any member has thoughts on a speaker for this year, let me know. Let's think out of the box and be creative.

Now personal; being acting Secretary is getting too much. **Please! Please! Please!** Can we have a member step up and take this very easy job off my hands.



"Member Mogul"
Membership Chairman's Message

Rick Simmons - Membership

The 2013 membership renewal has gotten off to a good start with over 40 percent of the members paying their dues so far. We have also had a very good response to our request for donations to the Perch Base Foundation.

For those who have not paid their dues yet, please do it as soon as you can. Waiting until later in November and into December makes it hard on those of us who have to process the dues checks, get payments to National and get the national database updated. It really creates conflicts with our enjoyment of family and friends at holiday time so getting your dues in early is really appreciated.

To insure proper credit for what you pay, please make sure you include the bottom portion of your letter with your dues and donation payments. Make any corrections/additions to your contact information on the back of the slip. If you don't owe dues and choose not to make a donation I would still like the bottom portion slip returned so I know your letter wasn't lost in the mail.



Kudos to one of our two active duty members; Heather Diaz, just completed 12 years of active service and has put on the gold crow and hash marks.



"SAVE-OUR-SAIL"
**Update on Perch Base's Effort
to Make the USS Phoenix (SS-702)
Sail and Rudder a City Monument**



**Questions on Save-Our-Sail or to find out how you can help, contact one of our Project Co-Managers by clicking on their name:
Dan & Layne Moss**

On Tuesday, October 23, the Save-our-Sail Chairpersons and Base Commander met with the city's Parks and Recreation representatives to discuss additions/deletions to the city's Memorandum of Understanding and our response of May 15th. They were receptive to our questions and concerns regarding the sail project and have agreed to rewrite the current MOU to give us a more up-to-date document with which to proceed. Next meeting with the city is scheduled for January 2013 after the holidays.



CHAPLAIN'S COLUMN



Base Chaplain - Steve Leon

Greetings

I want to thank all of you who provided support and assistance during the memorial services for Shipmate Charles Brady. His family was deeply moved by our presence, participation and the remembrance statements made at the three services.

My desire is to offer quality memorial services to the family of a deceased member, and this can only be accomplished with your assistance and input. That being said, keep in mind we have restrictions on our involvement, as determined by the family, funeral director, cemetery staff and clergy.

Please update your on-line USSVI profile so the base leadership has a consistent understanding of your submarine service. If you are unable to do it on a computer, Rick Simmons will provide a fillable form for you to complete and return to him for on-line entry.

Ave Deus,
Steve Leon

Binnacle List

On 10/13/2012, Charles Brady embarked on eternal patrol.

Please keep the following crewmembers in your thought and prayers:

Joe "Wanderer" Varese- in chemotherapy treatment.

Adrian Stuke- will be undergoing ten weeks of radiation therapy, at Barrows Nuerological Institute, to remove a brain tumor.

Inspirational Reflections

At a military funeral service, the U.S. flag is very carefully folded by the honor guard. The following has been suggested as meanings for each fold:

The **first** fold of our flag is a symbol of life.

The **second** fold is a symbol of our belief in eternal life.

The **third** fold is made in honor and remembrance of the veteran departing our ranks, and who gave a portion of his or her life for the defense of our country to attain peace throughout the world.

The **fourth** fold represents our weaker nature; as American citizens trusting in God, it is to Him we turn in times of peace, as well as in times of war, for His divine guidance.

The **fifth** fold is a tribute to our country, for in the words of Stephen Decatur, "Our country, in dealing with other countries, may she always be right, but it is still our country, right or wrong."

The **sixth** fold is for where our hearts lie. It is with our heart that we pledge allegiance to the flag of the United States of America, and to the republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

The **seventh** fold is a tribute to our armed forces, for it is through the armed forces that we protect our country and our flag against all enemies, whether they be found within or without the boundaries of our republic.

The **eighth** fold is a tribute to the one who entered into the valley of the shadow of death, that we might see the light of day, and to honor our mother, for whom it flies on Mother's Day.

The **ninth** fold is a tribute to womanhood, for it has been through their faith, love, loyalty and devotion that the character of the men and women who have made this country great have been molded.

The **10th** fold is a tribute to father, for he, too, has given his sons and daughters for the defense of our country since he or she was first born.

The **11th** fold, in the eyes of Hebrew citizens, represents the lower portion of the seal of King David and King Solomon and glorifies, in their eyes, the God of Abraham, Isaac and Jacob.

The **12th** fold, in the eyes of a Christian citizen, represents an emblem of eternity and glorifies, in their eyes, God the Father, the Son and Holy Ghost.

When the flag is completely folded, the stars are uppermost, reminding us of our national motto, "In God We Trust."

-Courtesy of the American Legion (www.legion.org/flag/folding)



Shipmates, if you have not already done so, print out the page immediately after this one and place it with your final instruction papers (i.e., will, power of attorney, living will, living trust, etc.) for your next of kin. Don't let them languish as to your Final Patrol desires.

**** IMPORTANT INSTRUCTIONS ****

Please PRINT THIS PAGE and attach this note to your will or final instructions.

In the case of my death, please immediately notify the U.S. Submarine Veterans Inc., (USSVI) at 877-542-3483 or 360-337-2978 and give the person on duty the information regarding my death, funeral, and burial arrangements, plus who they can contact for follow-up and support.

Please ask them to contact my local USSVI chapter, Perch Base, Phoenix AZ Chaplain at chaplain@perch-base.org or 602-309-4407 with this information as well.

This information can also be E-Mailed to the National Office at USSVI@telebyte.net

Other Important Information:

Veterans Death and Burial Benefits

http://www1.va.gov/va0a/publications/benefits_book/benefits_chap17.asp

Navy Burial at Sea Information

http://usmilitary.about.com/cs/generalinfo/fa/sea_burial.htm

Please PRINT THIS PAGE and attach this note to your will or final instructions.

**** IMPORTANT INSTRUCTIONS ****

Base Meeting Minutes September 2012

**Chuck Emmett
Acting Secretary**

The October 2012 regular Perch Base meeting was called to order at 12 noon on Saturday October 13, 2012 by the base commander, Jim Denzien. The meeting was held at its usual location, Dillon's restaurant at 59th Ave. and the 101. The invocation was given for the first time by the new Base Chaplain, Steve Leon, followed by the pledge of allegiance. The Tolling for the Boats ceremony was conducted for those ships lost during the month of September.

The following is the list of members and guests in attendance:

Rick Simmons	Walter Blomgren	Jim Denzien	DeWayne Lober
Herb Coulter	Richard Kunze	Robb Roberts	Larry Ruggles
George Crider	Joe Errante	Chuck Emmett	William Tippet
Nathan Tippet	Steve Stanger	Kike Keating	Peter Tardiff
Ted Hunt	Paul Miller	Bob Warner	Robert Wright
Steve Leon	Davy Jones	Dan Moss	

Denzien introduced longtime member Larry Ruggles. Although a long-time member of the Base, Ruggles had never attended a meeting.

A motion was made and seconded to approve the minutes of the September Perch Base meeting as published in the MidWatch. Motion was approved by voice vote.

Treasurer Bob Warner read the Treasurers' Report for October. A motion was made and seconded to approve the report as read. Motion was approved by voice vote.

Base Commander's Board of Directors (BOD) Report

The Commander (Jim) discussed upcoming events discussed by the Board.

Events the Base will attend are around Veterans Day with events on November 8, 9, 10 and 12. Denzien gave details of the events but reminded Members that late breaking information and details will be informed via **Flash Traffic** messages.

Members were informed that we will not be at the Deck Park this year since we are separated from Palo Verde. Details later.

Details were also relayed on the Naval Commandery meeting at the end of November were Chuck Emmett will make the presentation.

Awards dinner plans are in progress. The date may change from our previous Jan. 26 date to facilitate a better venue.

The Base is still looking to fill two officer vacancies. Both the Secretary and Event Coordinator positions were open. Chuck Emmett will continue as temporary Secretary. Emmett reminded Members that all job descriptions are on the Base web page.

An update on the United Arizona Veterans meeting was provided to the Base by Jim. This group purports to represent about 600,000 veterans.

A request was made for input on any sub qualified Native Americans. Please let Jim know of any such individuals.

There will be no Base meeting in November (Veterans Day events.)

Reports of Board Members

Base vice-Commander – Howard Doyle was not at the meeting.

Membership Chairman – Rick Simmons explains dues renewal to members. He requires all members to return the small slip at the bottom of the notice to him. Very Important! Also, get the next of kin information up to date on the national data base. Denzien also emphasized this and provided clarification.

Chief of the Boat – Richard Kuntz informed the Members that there would be plenty of seats for the parades. It was also mentioned that at the Phoenix parade, we should park at the Baptist Church and take the shuttle down to parade staging.

Communications Officer – Chuck explained the possible date change on the awards banquet is for a better venue. Jim interjected that we need new members for the Awards Banquet committee to relieve overload on Rick and Chuck.

Treasurer – Nothing to report.

Chaplain – Steve Leon reintroduced himself as the new Chaplain. He had cards available for updating next of kin information. He also introduced his wife to a round of applause.

The concept of profile sheets for those who have not fully updated the area of the web site. Web site update is preferred.

Storekeeper – De Wayne Lober announced that he now has large plastic dolphins and cups for sale. Also 2013 calendars for sale. He also mentioned other items available and for sale.

(General Activities)

Chuck ran a video projection of the rescue of a Dutch submarine by the USS Cod during WWII.

Old Business

Jim again asked for help on the Awards Dinner.

New Business

Again, officers are needed to fill our vacancies.

Good of the Order

The family of Charles Brady had called several members to let us know he had been taken off life support and we may soon have another Eternal Patrol ceremony.

Jim also announced that he had membership application information in the International Submarine Association.

50-50 Drawing

The 50-50 drawing was won by ?

Adjournment

A motion was made and seconded to adjourn, the benediction was given by the Chaplain, and the meeting adjourned at 12:55 p.m.

Flash Traffics ... for October 2012.

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

Flash Traffic #10-01_2012: News-01:USSVI Schlorship Applications for 2013

Flash Traffic #10-02_2012: New Base Event Coordinator

Flash Traffic #10-03_2012: Eternal Patrol Update (Charles Brady)

Flash Traffic #10-03a_2012: Correction to information in 10-03-2012

Flash Traffic #10-04_2012: Subvet News: #2012-098



Eternal Patrol

November 9, 1944

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

The Final Patrol

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



USS Scamp (SS-277)
November 9, 1944
83 men lost



GATO-CLASS DIESEL-ELECTRIC SUBMARINE

Displacement: 1,549 tons (surf) 2,463 tons (sub)
Length: 311 ft 9 in; Beam: 27 ft 3 in; Draft: 17 ft 0 in]
4 × Fairbanks-Morse Model 38D8-1/4 9-cylinder diesel engines
driving electrical generators; 2 × 126-cell Sargo batteries]
4 × high-speed GE electric motors with reduction gears two propellers]
5,400 shp (surf); 2,740 shp (sub)
Speed: 21 kn (surf); 9 kn (sub)
Range: 11,000 nmi surfaced at 10 kn
Endurance: 48 hours at 2 kn sub, 75 days on patrol
Test depth: 300 ft
Complement: 6 officers, 54 enlisted
Armament: 10 × 21-inch torpedo tubes
(six forward, four aft), 24 torpedoes
1 × 4-inch/ 50 caliber deck gun
Bofors 40 mm and Oerlikon 20 mm cannon

USS Scamp (SS-277)

From Wikipedia, the free encyclopedia

USS Scamp (SS-277), a Gato-class submarine, was the first ship of the United States Navy to be named for the scamp, a member of the Serranidae family.

Her keel was laid down on 6 March 1942 at the Portsmouth Navy Yard in Kittery, Maine. She was launched on 20 July 1942 sponsored by Miss Katherine Eugenia McKee, and commissioned on 18 September 1942 with Commander W.G. Ebert in command.

First and Second War Patrols

On 19 January 1943, after training out of New London, Connecticut, Scamp set course for Pearl Harbor, via the Panama Canal. She arrived in Hawaii on 13 February 1943 and commenced final training in the local operating area. Scamp began her first war patrol on 1 March 1943. She stopped at Midway Island on 5 March, debarked her passenger, Rear Admiral Charles A. Lockwood, Jr. Commander, Submarine Force, Pacific Fleet, fueled, and then, headed for the coast of Honshū.

Her first two attacks on the enemy were doomed to failure by the faulty magnetic detonators in her torpedoes. After the inactivating of the magnetic features on her remaining torpedoes, Scamp scored two hits, one on an unidentified target on the night of 20 March and the other damaged Manju Maru early the next morning. The submarine stopped at Midway Island again on 26 March and returned to Pearl Harbor on 7 April.

Scamp put to sea again on 19 April, bound for the Southwest Pacific. She took on fuel at Johnston Island then slipped between the Marshall Islands and the Gilbert Islands to reconnoiter Ocean Island and Nauru Island. This mission she completed on 27 April and 28 April and then shaped a course for the Bismarck Archipelago. She had to hold fire on each of her first three enemy contacts because they were hospital ships. However, on the afternoon of 28 May, she succeeded in pumping three torpedoes into the converted seaplane tender Kamikawa Maru (The Kamikawa Maru

had been damaged during an attack by the USS Wahoo on 4 May 1943). She evaded the enemy escorts and came up to periscope depth to observe the results. The enemy ship was down by the stern and loading men into boats. A little after midnight, Scamp finished off her stricken adversary with two more well aimed torpedoes. She ended her second war patrol at Brisbane, Australia, on 4 June 1943.

Third and Fourth War Patrols

From Brisbane, she departed on her third war patrol on 22 June 1943. She patrolled a scouting line off the Solomon Islands and north to the Bismarck Sea. She passed the Shortland Islands on 14 July and, on 27 July, encountered an enemy convoy. During her approach, a destroyer passed over her and dropped two depth charges some distance from her. Scamp continued her approach and loosed a spread of six torpedoes at a Japanese tanker. She scored a hit but had to dive in order to escape the escorts. When she surfaced, a little over an hour later, all enemy shipping was out of sight. Continuing her patrol into the Bismarck Islands, Scamp patrolled to the southeast of Steffen Strait, between New Ireland and New Hanover. At 17:54, still on 27 July, she sighted a submarine, which launched a torpedo at Scamp. Scamp went ahead full and levelled off at 22 feet, letting the torpedo pass above her. Less than ten minutes later, she returned to periscope depth to engage her adversary. At 1812, she launched four torpedoes and the Japanese boat erupted in a tremendous explosion. At the time, it was believed that the loser of that duel was the Japanese submarine I-24. Later analysis of Japanese records indicated that it was not; rather, it was I-168, which had previously sunk aircraft carrier Yorktown at the Battle of Midway. By 8 August, Scamp was back in Brisbane.

After almost a month in port at Brisbane, the fleet submarine stood out on her fourth war patrol. She again patrolled off the Solomon Islands and into the Bismarck Sea. On 18 September, she attacked a three-ship convoy and crippled one of them. Another changed course and avoided her torpedoes. Scamp passed close under the stricken enemy, trying to evade her escorts and came under machine gun fire from her victim. She escaped the pursuit of the enemy destroyers but lost the undamaged quarry in a rain squall. Scamp returned to finish off the 8614 ton passenger-cargo ship Kansai Maru, which she succeeded in doing late that night.

On the morning of 21 September, Scamp happened upon a heavily guarded convoy and began to stalk it. After dark, she moved in for the kill and, after launching three torpedoes, heard two double explosions. Her second attack was foiled by a severe rain squall. However, Scamp hounded the convoy all through the day on 22 September and, at around 03:00 on 23 September, unleashed four torpedoes at the convoy. While still maneuvering to attack the convoy, she passed through the wreckage of Kansai Maru and came upon an empty boat containing the sunken ship's logs and other documents. These were taken on board and later turned over to intelligence. Scamp made one more attempt upon the convoy, but was driven off by planes and kept down by aerial bombs. On 24 September, she was ordered to terminate her patrol and she re-entered Brisbane on 1 October.

Fifth and Sixth War Patrols

She cleared port again on 22 October and began her fifth patrol with a mission in support of the Treasury Island invasion, 28 October to 30 October. From there, she moved to her patrol area, between Kavieng and Truk. On 4 November, she launched three torpedoes at a passenger-cargo ship. One exploded prematurely, but one reached its mark. By the time of the explosion indicating success, Scamp was already in a dive evading a depth charge attacker. Six days later, she disabled the 6481 ton Tokyo Maru; then, after evading the escorts, fired three more torpedoes into the listing target. At about 21:00, the cripple was observed being towed away. It was later learned that Tokyo Maru sank before daybreak. On 12 November, she damaged light cruiser Agano, so severely that the enemy warship remained in repair at Truk until the American strike of 16 February and 17 February 1944. On 18 November, Scamp suffered minor shrapnel damage from two bombs dropped by an enemy float plane. Eight days later, she sailed back into Brisbane.

On 16 December 1943, Scamp left Brisbane and headed back to the Bismarck Archipelago for her sixth war patrol. On the night of 6 January 1944, she missed a small tanker and was boxed in by the sound search of two Japanese destroyers. At 2323, she was able to surface and clear the area while the convoy escorts hunted for her about 8,000 yards astern. On 14 January, she slipped by two destroyers to launch six torpedoes at Nippon Maru. The 9,975 ton tanker sank as Scamp made her escape. Foiled in an attempt to return to the area, she headed south to act as plane guard north of Lyra Reef for B-24 bombers. On 6 February, she put into Milne Bay, New Guinea, for refit.

Seventh War Patrol

Scamp spent her seventh war patrol searching the shipping lanes between New Guinea, Palau, and Mindanao in the Philippines. She exited Milne Bay on 3 March 1944 and, after uneventful patrolling, put in at Langemak Bay, from 29 March to 31 March, for repairs to her torpedo data computer. Following her resumption of patrol, she battle surfaced on 4 April and set fire to a 200 ton trawler, but broke off the action when her deck gun failed.

Three days later, south of Davao Gulf, she encountered six cruisers escorted by destroyers and planes. She dived and the destroyers passed overhead without noticing her presence a scant 10 feet below the surface. She returned to the surface at 1405 but was forced down by a plane. A little later, she tried to surface again but was attacked by a diving float plane. As she crash dived to escape the enemy plane, an aerial bomb exploded. All hands were knocked off their feet by the explosion and all power was lost. Scamp began to take an up angle and started to settle rapidly. At just below 300 feet, she began to hang on, then started up. The diving officer reported that the hydraulic controller had been jarred to "off" in the attack and that the hydraulic plant started closing all the main vents as fire started filling the maneuvering and after torpedo rooms with a thick, toxic smoke.

Fortunately, the sub's depth caught at 5 feet. A decision had been made to surface and slug it out with the deck gun if she could not be held below 5 feet. Scamp started down again, "see sawed" three times, and started down a third time before power was regained. Soon the submarine was making two thirds speed on each shaft and had levelled off at 15 feet. She released oil and air bubbles to appear to have sunk and then headed for the Admiralty Islands. At 21:03, she surfaced and, with a 17 degree list, made for Seadler Harbor, Manus, where she arrived on 16 April 1944.

Eighth War Patrol and Loss

She made emergency repairs at Manus, shifted to Milne Bay on 22 April and then moved on to Pearl Harbor for a thorough overhaul at the yard. Scamp set out on her eighth war patrol on 16 October. She fueled at Midway Island on 20 October, then set course for the Bonin Islands. On 9 November, she acknowledged a message changing her patrol area. She reported her position to be about 150 miles north of the Bonin Islands with all 24 torpedoes aboard and 77,000 US gallons of fuel remaining. On 14 November, she was ordered to take up the life guard station off Tokyo Bay in support of B-29 Superfortress bomber strikes, but failed to acknowledge the message. Scamp was never heard from again. From records available after the war, it appears that Scamp was sighted by Japanese planes and reported depth charged by Kaibokan CD-4 to the south of Tokyo Bay on 11 November 1944. Scamp was struck from the Naval Vessel Register on 28 April 1945.

Scamp (SS-277) earned seven battle stars for World War II service.

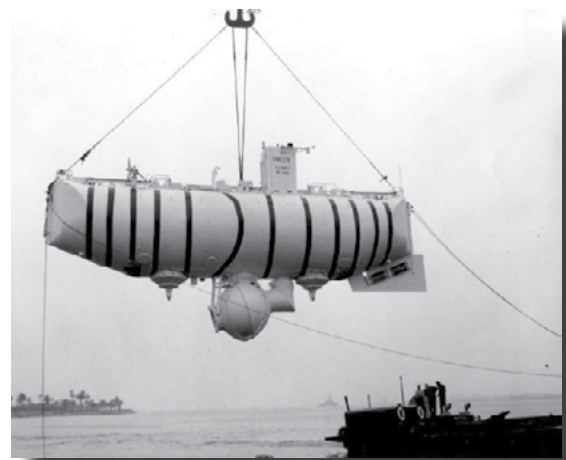


Trieste - First to the Deepest Part of the Ocean

The Trieste is a Swiss-designed, Italian-built deep-diving research bathyscaphe ("deep boat") with a crew of two, which reached a record maximum depth of about 35,797 ft, in the deepest known part of the Earth's oceans, the Challenger Deep, in the Mariana Trench near Guam, on 23 January 1960, crewed by Jacques Piccard (son of the boat's designer Auguste Piccard) and U.S. Navy Lieutenant Don Walsh achieving the goal of Project Nekton.

Trieste was the first manned vessel to have reached the bottom of Challenger Deep. The vessel is on display in the parking lot of the U.S. Naval National Undersea Museum, right next to the Naval Undersea Warfare School in Keyport, Washington.

The Trieste was designed by the Swiss scientist Auguste Piccard and built originally in Italy. His pressure sphere, composed of two sections, was built by the company Acciaierie Terni, and the upper part was manufactured by the company Cantieri Riuniti dell'Adriatico, in the Free Territory of Trieste (on the border between Italy and Yugoslavia); hence that name was chosen for the bathyscaphe. The installation of the pressure sphere was done in the Cantiere navale di Castellammare di Stabia, near Naples. The Trieste was launched on 26 August 1953 into the Mediterranean Sea near the Isle of Capri. The design was based on previous experience with the bathyscaphe FNRS-2, also designed by the Piccards. (It was built in Belgium). Trieste was operated by the French Navy. After several years of operation in the Mediterranean Sea, the Trieste was purchased by the United States Navy in 1958 for \$250,000.



The Trieste consisted of a float chamber filled with gasoline for buoyancy, with a separate pressure sphere. This

configuration (dubbed a bathyscaphe by the Piccards) allowed for a free dive, rather than the previous bathysphere designs in which a sphere was lowered to depth and raised from a ship by cable.

At the time of Project Nekton, the Trieste was more than 50 ft long. The majority of this was a series of floats filled with 22,000 US gal of gasoline, and water ballast tanks were included at either end of the vessel, as well as releasable iron ballast in two conical hoppers along the bottom, fore and aft of the crew sphere. The crew occupied the 7.09 ft pressure sphere, attached to the underside of the float and accessed from the deck of the vessel by a vertical shaft that penetrated the float and continued down to the sphere hatch.

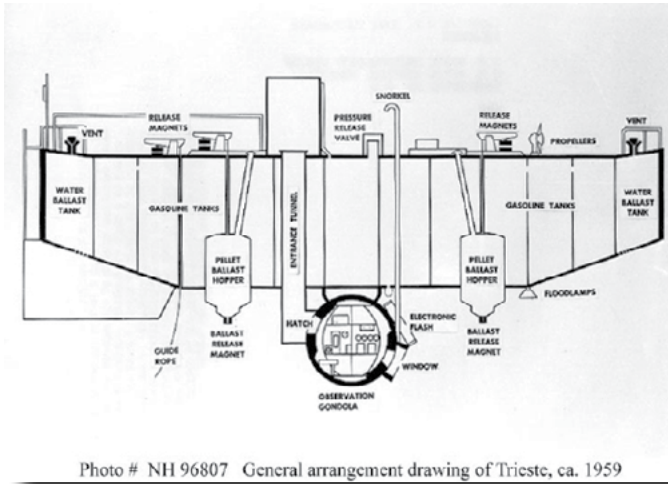


Photo # NH 96807 General arrangement drawing of Trieste, ca. 1959

In the Trieste the pressure sphere provided just enough room for two people. It provided completely independent life support, with a closed-circuit re-breather system similar to that used in modern spacecraft and space-suits: oxygen was provided from pressure cylinders, and carbon dioxide was scrubbed from breathing air by being passed through canisters of soda-lime. Power was provided by batteries.

The Trieste was later fitted with a new pressure sphere, manufactured by the Krupp Steel Works of Essen, Germany, in three finely-machined sections (an equatorial ring and two caps). To withstand the great pressure of 1.25 metric tons per cm² (110 MPa) at the bottom of

Challenger Deep, the sphere's walls were 5.0 in thick (it was overdesigned to withstand considerably more than the rated pressure). The sphere weighed 13 metric tons in air and eight metric tons in water (giving it an average specific gravity of $13/(13-8) = 2.6$ times that of sea water). The float was necessary because of the sphere's density: it was not possible to design a sphere large enough to hold a person that would withstand the necessary pressures, yet also have metal walls thin enough for the sphere to be neutrally buoyant. Gasoline was chosen as the float fluid because it is less dense than water, incompressible even at extreme pressure, thus retaining its buoyant properties and negating the need for thick, heavy walls for the float chamber.

Observation of the sea outside the craft was conducted directly by eye, via a single, much tapered, cone-shaped block of acrylic glass (Plexiglas), the only transparent substance identified which would withstand the pressures needed, at the design hull thickness. Outside illumination for the craft was provided by quartz arc-light bulbs, which proved to be able to withstand the over 1000 atmospheres of pressure without any modification.

Nine tons of magnetic iron pellets were placed on the craft as ballast, both to speed the descent and allow ascent, since the extreme water pressures would not have permitted compressed air ballast-expulsion tanks to be used at great depths. This additional weight was held in place at the throats of two hopper-like ballast silos by electromagnets, so that in case of an electrical failure the bathyscaphe would automatically rise to the surface.



U.S. Navy Bathyscaphe Trieste (1958-1963)

Just before her record dive to the bottom of the Marianas Trench, 23 January 1960. The dive, to a depth of 35,800 feet in the Challenger Deep, off Guam, was made with Lieutenant Don Walsh, USN, and Swiss scientist Jacques Piccard on board. Waves were about five to six feet high when the two men boarded Trieste from the rubber raft seen at left. USS Lewis (DE-535) is steaming by in the background.

Transported to the Naval Electronics Laboratory's facility in San Diego, the Trieste was modified extensively by the Americans, and then used in a series of deep-submergence tests in the Pacific Ocean during the next few years, culminating in the dive to the bottom of the Challenger Deep in the Mariana Trench, the deepest part of the ocean, during January 1960.

Trieste departed San Diego on 5 October 1959 for Guam aboard the freighter Santa Maria to participate in Project Nekton, a series of very deep dives in the Mariana Trench. On 23 January 1960, Trieste reached the ocean floor in the Challenger Deep (the deepest southern part of the Mariana Trench), carrying Jacques Piccard (son of Auguste) and U.S. Navy Lieutenant Don Walsh. This was the first time a vessel, manned or unmanned, had reached the deepest

known point of the Earth's oceans. The onboard systems indicated a depth of 37,799 ft, although this was revised later to 35,814 ft; more accurate recent measurements have found the Challenger Deep to be between 35,797 ft and 36,070 ft deep.

The descent to the ocean floor took 4 hours and 48 minutes at a descent rate of 3.0 feet/second. After passing 9,000 meters one of the outer Plexiglas window panes cracked, shaking the entire vessel. The two men spent barely twenty minutes at the ocean floor, eating chocolate bars for sustenance. The temperature in the cabin was 45°F at the time. While on the bottom at maximum depth, Piccard and Walsh unexpectedly regained the ability to communicate with the surface ship, USS Wandank (ATA-204), using a sonar/hydrophone voice communications system. At a speed of almost a mile per second (about five times the speed of sound in air), it took about seven seconds for a voice message to travel from the craft to the surface ship and another seven seconds for answers to return.

While on the bottom, Piccard and Walsh observed a number of small sole and flounder. Their claim that the fish were swimming would prove that at least some vertebrate life can withstand the extreme pressure at the oceans' deepest point. They noted that the floor of the Challenger Deep consisted of "diatomaceous ooze". The ascent to surface took 3 hours, 15 minutes.

No manned craft returned to the Challenger Deep until 26 March 2012, when the dive was accomplished solo by the film director James Cameron in submersible Deepsea Challenger. Three other teams are preparing for attempts in 2012. A Japanese robotic craft Kaikō reached the bottom of the Challenger Deep in 1995. The Nereus hybrid remotely operated vehicle (HROV) reached the bottom on 31 May 2009.]

Beginning April 1963, Trieste was modified and used in the Atlantic Ocean to search for the missing submarine USS Thresher (SSN-593). In August 1963, Trieste found the wreck off the coast of New England, 8,400 feet below the surface. Trieste was changed, improved and redesigned so many times that almost no original parts remain. Trieste was transported to the Washington Navy Yard where it was exhibited along with the Krupp pressure sphere in the National Museum of the U.S. Navy at the Washington Navy Yard in 1980. Her original Terni pressure sphere was incorporated into the Trieste II.



Original Trieste 1953-1963

Trieste II, 1964-1967

Trieste II (DSV-1), 1968-1984

Trieste II (DSV-1) was the successor to Trieste — the United States Navy's first bathyscaphe purchased from its Swiss designers. The original Trieste design was heavily modified by the Naval Electronics Laboratory in San Diego, California and built at the Mare Island Naval Shipyard. Trieste II incorporated the original Terni, Italian-built sphere used in Trieste, after it was made redundant by the new high-pressure sphere cast by the German Krupp Steelworks. The Trieste sphere was suspended from an entirely new float, more seaworthy and streamlined than the original but operating on identical principles. Completed in early 1964, Trieste II was placed on board USNS Francis X. McGraw (T-AK241) and shipped, via the Panama Canal, to Boston.

Commanded by Lt Comdr. John B. Mooney, Jr., with co-pilot Lt. John H. Howland and Capt. Frank Andrews, Trieste II conducted dives in the vicinity of the loss site of Thresher — operations commenced by the first Trieste the year

before. She recovered bits of wreckage, positively fixing the remains as that of the lost Thresher, in September 1964. Between September 1965 and May 1966, Trieste II again underwent extensive modification and conversion at Mare Island Naval Shipyard, but there is no clear record that she was ever operated in that new configuration, i.e., the addition of skegs or outriggers on both sides of the sphere.

Trieste II in its third configuration.

During that same time period work was under way on a third configuration of the bathyscaphe. This work resulted in yet a new appearance for the Trieste II, and included the installation of a new pressure sphere, designed for operation to 20,000 feet (6,100 m).

As the bathyscaphe continued her operations as test vehicle for the deep submergence program, she qualified four officers as “hydronauts” — the beginning of a burgeoning oceanographic operation. Trieste II’s valuable experience in deep submergence operations has helped in the design and construction of other deep-diving submersibles which could be used in rescuing crews and recovering objects from submarines in distress below levels reachable by conventional methods.

Equipment configuration.

This unique craft was listed only as “equipment” in the Navy inventory until the autumn of 1969. On 1 September 1969, Trieste II was placed in service, with the hull number X-1. Reclassified as a deep submergence vehicle (DSV) on 1 June 1971, Trieste II (DSV-1) continued her active service in the Pacific Fleet into 1980.

The Trieste class DSV were replaced by the Alvin class DSV, as exemplified by the famous Alvin (DSV-2). The Alvins are more capable, more maneuverable, less fragile, but also can not dive as deep, reaching only a maximum of 20,000 feet (for the Sea Cliff (DSV-4)).

Trieste II is now preserved as a museum ship at the Naval Undersea Museum, Keyport, Washington.



The Deep Submergence Insignia is a uniform breast pin worn by officers and men of the United States Navy's service who are qualified in submarines and have completed one year of regular assignment to a Manned or Unmanned Deep Submersible. The badge was first approved on 6 April 1981.



Return To:

U. S. Submarine Veterans, Perch Base

7011 West Risner Road

Glendale, AZ 85308

E-Mail: communications@perch-base.org

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

NO NOVEMBER MEETING
Next Meeting - December 8, 2012

