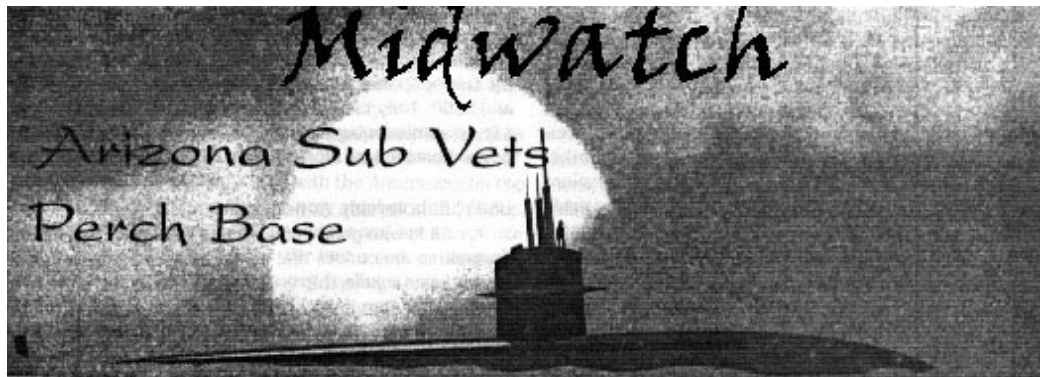




September - October, 2003
Volume 9 - Issue 9/10



<http://perch-base.org>

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

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Lest We Forget Those Still On Patrol
SEPTEMBER & OCTOBER ETERNAL PATROLS

USS S-5	SS110	Sep. 1, 1920	none lost
USS S-51	SS162	Sep. 25, 1925	32 men
USS Greyling	SS209	Sep. 9, 1943	76 men
USS Cisco	SS290	Sep. 28, 1943	76 men
USS O-5	SS66	Oct. 18, 1923	2 men
USS S-44	SS155	Oct. 7, 1943	55 men
USS Wahoo	SS238	Oct. 11, 1943	80 men
USS Dorado	SS248	Oct. 12, 1943	76 men
USS Seawolf	SS197	Oct. 3, 1944	79 men
USS Escolar	SS294	Oct. 17, 1944	80 men
USS Darter	SS227	Oct. 24, 1944	none lost
USS Shark	SS314	Oct 24, 1944	87 men
USS Tang	SS306	Oct. 24, 1944	78 men

NEXT MEETING - OCTOBER 11
American Legion Post #62
11001 N. 99th Ave.
Starts at 1200 hours
Lunch provided at \$3 a head

Photos from the Prescott Meeting Saturday, Aug. 9, 2003.





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Sailing Orders



Regular October Meeting
1200 hours (1900 Zulu)
Saturday, Oct. 11, 2003.
American Legion Hall
11001 N. 99th Ave.

SUPPORT OUR HOST
AMERICAN LEGION POST #62
Latest information on October Legion
Activities

October 7	House Committee Meeting
October 14	E-Board Meeting
October 21	General Membership Meeting

"Protect Our Interests!"
Support the Legion

Annual Veterans Day Parade
November 11
More information in the No-
vember Mid-Watch

From the Wardroom

Shipmates,

We had a great turn out for our Prescott meeting. The total paid to eat was around forty folks, however we had several that came in after the meal and a few that didn't eat. The count we came up with was about fifty.

Thanks to the ladies of the SubVettes and their drive for new members. I believe the now have about twenty-five and still growing as more of our shipmates spouses, daughters, and sufficient others get involved. Bravo Zulu ladies, thanks and well done.

David Harnish set the record of having the most ladies involved. Kay, his wife, and both his daughters, Debbie and Lori attended. Way to go Dave.

The officers were sworn in and installed by Betty Weber, Commander of the ladies of WW2 SubVets of Arizona.

Officers installed were Nancy Nelson President, Kay Harnish as Vice Commander, Debbie Newell as Secretary and Treasure and Kathryn Otreba as Chief of the Boat. What a great group of ladies!

The SubVettes have a winner on the Dolphins that were raffled off. The winner will be presented his or her Dolphins at the October meeting don't miss it, it could be you.

Next up will be the Convention, in Reno. And the SS Lane Victory tour after we get back from the Convention. I hope to see everyone there that can make it.

Fraternally Yours,
Glenn Herold
Base Commander

From Beyond the Wardroom *Perch Base SubVettes*

I can't tell you how proud I am that we formed the second base in the nation. There was probably 5 bases at the convention in Reno, so getting ours chartered on August 9, 2003 should make you all very proud too.

I want to thank Ed Brooks for donating a set of his beautiful, hand carved dolphins to the SubVettes of Perch Base. The monies raised in the raffle of the dolphins will be very useful.

Our October 11 meeting will be held at Mercers Restaurant, 9720 W. Peoria. It is around the corner from the American Legion in the Arrowhead Shopping Mall (Ed. Not THE Ar-

rowhead Mall) at the far east end. It's no pot luck, but they have a lot more seating room than I do in my house and you won't have to bring anything except yourself.

Our November 8 meeting will be held at the Americana Restaurant, 11001 N. 99th Avenue at 1 p.m. It's just north of the Legion, where the men meet, in the same parking lot — very convenient for everyone. I will need for everyone to RSVP to Kay or me as soon as you can.

For anyone interested, we are looking for someone to be our historian. The job entails taking pictures and keeping a scrap book, etc. If you are interested please get in touch with Kay or me.

See you at the October 11 meeting.

Nancy Nelson, President

SubVettes of Perch Base



Walter Blomgren, with ticket #782575, has won the Handcarved Dolphins created by Ed Brooks and donated to the SubVettes to raise funds. The winning ticket was drawn by Jim Nelson on August 16, 2003. Congratulations Walter! And a BIG Thank You to Ed Brooks, you are too generous. We will make the presentation at the October meeting.

See Page 10 for SubVettes Meeting Minutes and additional information.

August Meeting Minutes

Minutes of a Meeting of the Arizona Submarine Veterans - Perch Base

The first regular monthly meeting of the members of the Arizona Submarine Veterans B Perch Base and it's Ladies Auxiliary was convened at the American Legion Post #7; Prescott, AZ at 1300 hours, 09 August 2003. The meeting was called to order by the Base Commander – Glenn Herold.

Warner Doyle, Base Chaplain led the members in a prayer of Invocation. The combined group was then led the “Pledge of Allegiance” followed by a reading of the “Purpose of the Organization”, Dedication, a Moment of Silence for our departed shipmates and the “Tolling of the Boats” ceremony for submarines lost during the month of August.

According to the sailing list, there were 36 Perch Base members and more than 14 members of the Ladies Auxiliary, 1 new member and several guests at the meeting.

The members welcomed new members – Jonathan Shaw. Jonathan has just completed a tour of duty as Executive Officer for the USS Tucson and in the process of retiring from the US Navy.

The guests and new member were greeted with a warm round of applause.

50/50 DRAWING

The 50/50 raffle was conducted and Richard (Dick) Waid was the winner.

DIVISION OF MEETINGS

Following the opening events of the combined meeting, the regular Perch Base Members and the Perch Base Ladies Auxiliary split into the two groups and held separate business meetings.

PERCH BASE BUSINESS MEETING

A motion was made and seconded that the minutes from the July meeting be approved as published in the Base Newsletter “The MidWatch.” The motion carried by voice vote of the members present.

Treasurer (Robert May) reported the Base's financial status as of the first day of July, 2003.

A motion was made and seconded to accept the Treasurer's report as read. The motion carried by unanimous voice vote.

REPORTS BY OFFICERS AND COMMITTEE CHAIRMEN

Vice Commander – Adrian Stuke announced that the engraved name tags are available from the Base Store-keeper through the use of an order form.

Membership Chairman – Ramon Samson reported that Perch Base membership is now at 139 with Jonathan Shaw being the latest new member. Ray also announced that the Perch Base Web Site (www.perch-base.org) has a new link to members that have good submarine related books to loan to shipmates. Anyone interested was encouraged to check out the link.

Chaplain – Warner Howard Doyle read a binnacle list of the ill and infirm. Special mention was made of Shipmate Bill Scott's wife, Ben Acosta, Dick Lanier and Don Wannamaker. Everyone was asked to include them in their prayers and send them their best wishes for relief and recovery.

Chief of the Boat – Doug LaRock reported that he has received the maintenance kit for the plaques at the Phoenix National Cemetery - Perch Memorial. The maintenance work will begin soon including touchup of the paint on the torpedo.

Newsletter Editor – Chuck Emmett had nothing to report. However, Glenn Herold complimented Chuck the professional quality and content of the publication. With that, everyone thanked Chuck with a round of applause.

Public Relations – Ben Acosta was not present at the meeting.

Scholarship and Charitable Foundation Representative – Ed Brooks announced that a new annual fund drive will start later in the fall. Ed also encouraged members to take advantage of the Scholarships offered each year by the USSVI Charitable Foundation's Scholarship Fund. The fund provides scholarship grants to selected children and grandchildren of US Submarine Veterans.

OLD BUSINESS

Glenn Herold opened a discussion on holding an occasional monthly meeting in Tucson and other potential locations. It was estimated that Perch Base has at least 13 members who reside in the Tucson area and additional

See “MINUTES” on page 6

(continued from "MINUTES," page 5)

members of the Submarine Veterans – WWII who might like to attend a meeting near their home. When asked, a significant number of those members present indicated they would attend a meeting if it were held in Tucson. Shipmate Kirk Smith volunteered to organize a local (Tucson) support group and try to arrange a place and date for a Tucson meeting. Shipmate Dick Caraker volunteered to provide Kirk a list of WWII SubVets living in the Tucson area.

Glenn also reported that the Pigboat Chapter – SubVets of WWII and Perch Base had made a formal donation of \$1500 to American Legion Post #62 building fund. The donation is a part of Perch Base efforts to become more involved with the Post and its efforts to construct a new facility.

Glenn also announced the recent formation of the USSVI Ladies Auxiliary. The group named the SubVettes elected a national slate of officers and completed the initial phases for becoming an active part of the USSVI. The national president is Ella Balado. Perch Base has also formed its own Ladies Auxiliary and is one of the first few organizations to organize under the national organization. Nancy Nelson has been installed as the Perch Base Ladies Auxiliary and they are busily increasing membership in their chapter.

Glenn Herold reported that Perch Base has once again acted as sponsor for two active submarines. The USS Honolulu and the USS Tucson will both receive copies of the American Submariner, paid for by Perch Base.

Glenn also read a letter acknowledging Perch Base's contribution to the Avery Point Lighthouse through the purchase of a brick on the "Walk of Honor". The brick is engraved with the name of the USS Grayling II SS-209 who was lost during the early fall of 1943.

NEW BUSINESS

Glenn Herold announced that the Board of Directors was in the process of exploring ways to honor the last seven survivors of the USS Perch SS-176 by making them honorary members of Arizona SubVets – Perch Base. The process will involve a change to the Perch Base Constitution and By Laws which will be promulgated to members for their approval sometime in the near future.

Glenn also informed the members of the passing of Groton Base member Ben Bastera in 2002. Ben was the owner and curator of a Submarine Museum in Connecticut. Ben's ashes were recently released at sea from one of the Nuclear Powered Submarines operating in the Atlantic. All

the artifacts and memorabilia Ben had maintained in his museum were recently turned over to the St. Mary's Submarine Museum in Kings Bay, Georgia.

GOOD OF THE ORDER

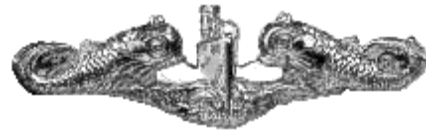
Glenn Herold encouraged the members to buy raffle tickets for the 20" mahogany dolphins being auctioned to raise funds for the Perch Base Ladies Auxiliary. The drawing will be held as soon as the ladies sell the 100 tickets at \$1 each.

ADJOURNMENT

All the outstanding business being concluded, it was moved and seconded that the meeting of the Arizona Submarine Veterans - Perch Base be adjourned. The motion carried by voice vote.

The meeting was adjourned at 1400 hours.

Signed: _____
(Edgar T. Brooks B Base Secretary)



WWII - Boats

Short Facts

The USS Angler, on her second patrol, evacuated 58 civilian Philippine refugees, 16 of whom were women and children. The boat was forced to go on two meals a day until the passengers could be disembarked in Australia.

USS Lapon (SS-260) mistakenly fired on USS Raton while both were patrolling areas that somehow overlapped. In the only known case of this happening, both shots missed.

USS Haddock was the first U.S. sub to go on patrol with the new SJ radar.

This Old Boat . . .

August's "This Old Boat" didn't fool our "Masters of Arcane Knowledge," who correctly guessed the Tullibee. Three correct answerers: Kirk Smith, Royce Pettit and Rick Simmons. Rick "qualed" on Tullibee and here is his reply:

"This month you choose my old boat the USS Tullibee SSN 597. Tullibee was an EB built boat built about the same time as the Thresher. She was a one of a kind nuke turbo-electric. This made her kind of slow but very quiet (we had no "quiet bills".) She was the only nuke with a Combustion Engineering reactor plant but did have a prototype version at Windsor Locks CT. She was 273 feet 9 3/4 inches with the 5 bladed prop on (I still remember that qual oldie). Originally designed for a crew of 67 we typically went to sea with 113. She had many old components that made maintenance and operation a real headache. We had an old Badger still from a diesel boat and burned O₂ candles. As M & A Division LPO, I regularly had to swap parts with other boats on the river to keep things running. Many pig boat sailors who were transferred to Tullibee complained of having less space that their former boat. While in service, she was the smallest nuke other than NR-1. This is a post first refueling overhaul picture (1968). Prior to that overhaul the 3 fins were much smaller. Tullibee was primarily used as a sonar test platform. The fins were the passive ranging array then called "Puffs." Thanks for running the picture."

Rick Simmons
ricksims@cox.net

OK, now on this one, I did "doctor" out the hull number. As usual, send me the answer by e-mail.



Do you recognize this old boat? Send your answer to the editor

chuckster41@earthlink.net

Nuclear



No. 599-03
IMMEDIATE RELEASE
Aug 14, 2003
(703)697-5131 (media)
(703)428-0711 (public/industry)

Navy Announces Virginia Class Submarine Contract Award

General Dynamics Electric Boat Corp., in partnership with Northrop Grumman's Newport News Shipbuilding, is being awarded a block-buy contract worth up to \$8.7 billion for construction of six Virginia Class submarines. Upon Congressional authorization and appropriation, the contract will award one submarine per year from 2003 through 2006 and two submarines in 2007.

Speaking about the agreement, Assistant Secretary of the Navy for Research, Development and Acquisition John J. Young, Jr., said, "The Navy and industry negotiating teams have done an exceptional job." They have produced an affordable agreement that sets a realistic, achievable target price and provides fair profits for our industry.

"The contract represents a step forward for shipbuilding contracts because it provides positive incentives to

(Continued on "NUCLEAR," page 15)

Eternal Patrol Aug. 24, 1944

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

U.S.S. Wahoo (SS-238) 80 men lost



WAHOO returned to Pearl Harbor from her sixth war patrol on 29 August 1943 with the dejected air peculiar to a highly successful submarine that suddenly could not make her torpedoes run true. In twenty-eight days away from port, seven of them spent in her assigned area in the Sea of Japan, WAHOO had expended ten torpedoes in nine attacks without inflicting any damage on the enemy. Her Skipper, Cmdr. D.W. Morton, returned to port to have the torpedoes changed or checked, and requested that WAHOO be sent back to the Japan Sea for her seventh patrol.

On 9 September, WAHOO again departed Pearl. She topped off with fuel at Midway and left there on 13 September heading for the dangerous but important Japan Sea. Shortly afterwards, SAWFISH left Midway and also headed for this area. WAHOO was to pass through Etorofu Strait, in the Kurile Islands, and La Perouse Strait, between Hokkaido and Karafuto, and enter the Japan Sea about 20 September. She was to head south and remain below 43 degrees north after 23 September, and below 40 degrees north after 26 September. SAWFISH was to follow WAHOO, entering the Japan Sea about 23 September and patrolling the area north of WAHOO.

No transmission was received from WAHOO, either by any shore station or by SAWFISH, nor was she sighted by SAWFISH after she left Midway. She had orders to clear her area not later than sunset 21 October 1943, and to report by radio after passing through Kurile Island chain en route to Midway. This report was expected about 23 October, but Midway waited in vain. By 30 October,

apprehension was felt for WAHOO's safety and an aircraft search along her expected course was arranged. When this revealing nothing, WAHOO was reported missing on 9 November 1943.

Although no transmission was received from WAHOO after her departure on patrol, the results of one of her attacks became known to the world via Tokyo broadcast. Domei was quoted as reporting that on 5 October, a "steamer" was sunk by an American submarine off the west coast of Honshu near the Straits of Tsushima. It was said that the ship sank "after several seconds" with 544 people losing their lives. The submarine could have been none other than WAHOO: none other was operating in that area.

In this reporting broadcast, TIME magazine of 18 October 1943 stated:

"KNOCK AT THE DOOR"

"In the rough Tsushima Straits where two-decker, train carrying ferries ply between Japan and Korea, an Allied Submarine upped periscope, unleashed a torpedo. The missile stabbed the flank of a Jap steamer. Said the Tokyo radio: the steamer went down in 'seconds' with loss of 544 persons aboard.

"Fifty miles across at their narrowest, the Tsushima Straits are Japan's historic doors the Asiatic mainland. Over them centuries ago Regent Hideyoshi's armada sailed to battle the Koreans and send home 38,000 enemy ears pickled in wine. Upon them in 1905 crusty Admiral Togo smashed the Russian Fleet. Presumably the submarine knocking at the door last week was American. It had achieved one of the World War II's most daring submarine penetrations of enemy waters, a feat ranking with German Gunther Prien's entry at Scapa Flow, the Jap invasion of Pearl Harbor, the U.S. raid in Tokyo Bay."

Information gleaned from Japanese sources since the cessation of hostilities. Indicates that an antisubmarine attack was made in La Perouse Strait on 11 October 1943. This was two days other SAWFISH went

through the Straits. Supplementary data on the attack of 11 October state, "Our plane found a floating sub and attacked it, with 3 depth charges." SAWFISH was attacked here while making her passage, and that attack is





The Wahoo's legendary skipper, Cmdr. "Mush" Morton, one of the "new breed" skippers that forever changed the way America used submarines.

not mentioned in Japanese records; the primary attacking agency in that case was a patrol boat, and about five depth charges were dropped. Thus it is safe to assume that the attack cited here was made on WAHOO, and is not the attack on SAWFISH with an incorrect date.

Tsushima Straits,

where the attack on the steamer was made, and La Perouse Straits, through which WAHOO was to make good her exit from the Japan Sea, are known to have been mined. This despite the fact that SAWFISH transited La Perouse on 9 October and reported no indications of mining. It is felt, however, that WAHOO succumbed to the attack referred to above, and not a mine.

WAHOO was one of the Submarine Force's most valuable units during her six patrols, and her feats have become submarine legend. She sank 27 ships, totaling 119,100 tons, and damaged two more, making 24,900 tons, in the six patrols completed before her loss. Her patrolling career began in August 1942 in the Carolines. On this patrol WAHOO sank a freighter. Her second patrol was in the Solomons, and she sank a freighter. WAHOO conducted her third patrol in the Palau area. She sank two large freighters, a transport, a tanker, and an escort vessel. In addition, she entered Wewak harbor, on the north coast of New Guinea, seriously damaged a destroyer, which was later found beached there, and obtained reconnaissance data. For her fourth patrol, WAHOO went to the Yellow Sea west of Korea.



Here she sank eight freighters, a tanker, a patrol craft and two sampans in March 1943.

Going to the Kurile chain for her fifth patrol, WAHOO sank two freighters and a large tanker, also doing damage to

(See "WAHOO," on page 10)

SHIPMATES COLUMN

EDITOR: I'm still running small facts, or "factoids," on submarines in World War II throughout the newsletter as "WWII Boats - Short Facts." The response to these has been favorable so I'll do it until I run out. And, members continue to provide me with stories and leads, that's very good and you have my thanks.

Scholarship Fund of the US Submarine Veterans Charitable Foundation

The USSVI Scholarship Fund was created to address the organization's concerns that the professional potential in our sons, daughters, grand sons and grand daughters may not be realized due to the financial burden associated with continuing a child's education.

The Fund continues to grow each year and the Scholarship Committee is able to award more money in the form of education grants to Submarine Veteran's children and grandchildren.

Because of the generous contributions from our members, the awards for calendar year 2003 totaled over \$15,000 and benefited 20 recipients. This compares to 2001 when a total of \$8,000 was awarded to 10 recipients.

Children and grandchildren of Submarine Veterans, who are nearing entry into a post-secondary education, can make application for financial assistance from the Scholarship Fund. Likewise, children and grandchildren currently enrolled and attending a post-secondary institution may also apply. In fact, half of this year's awards went to High School Seniors and the other half to students continuing their post-secondary education.

The application forms can be downloaded and printed from the USSVI Website (www.ussvi.org) or you can request hard copies be sent to a postal address. Requests should be made to Paul Orstad; Chairman, Scholarship Committee; 30 Surrey Lane; Norwich, CT 06360-6541 or e-mail Paul at hogan343@aol.com. A Guidance Counselor

(See "SCHOLARSHIP," on Page 14)

Do you have any information to share with shipmates? Contact the Midwatch Editor, Chuck Emmett at:

(602) 843-9042
chuckster41@earthlink.net




Chaplain's Column



There has been no information sent to the Base Chaplain about any member or family in sick-bay. If we have missed anyone, our thoughts and prayers are with them. Please don't let a shipmate in need go un-noticed.

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

WWII - Boats

Short Facts

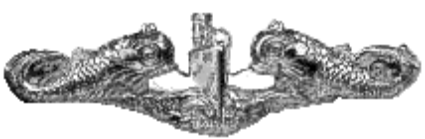
Electric Boat Co. began production in 1934 when the U.S.S. Cuttlefish (SS-171) was launched.

A total of 206 submarines were launched in the U.S. between Dec. 7, 1941 and Labor Day 1945.

WAHOO (continued from page 9)

another freighter and a large (15,600-ton) aircraft transport. The sixth war patrol of WAHOO was the disappointing one in the Japan Sea due to poor torpedo performance. Not one of the many attacks on merchantmen resulted in a torpedo hit; WAHOO's only sinkings were of three sampans by gunfire. WAHOO was awarded the Presidential Unit Citation for her third patrol. Commander Morton was considered one of the topnotch officers in the submarine force, and the loss of this ship was in irreparable blow to the Service.

Japanese records now reveal that the following ships were sunk in the Sea of Japan shortly before WAHOO's loss: TAIKO MARU 2,958T., 25 Sept.; KONRON MARU 7,903T., 1 Oct.; KANKO MARU 1,288gt., 6 Oct.; and KANKO MARU 2,995gt., 9 Oct. WAHOO was the only submarine who could have sunk these ships.



SubVettes
August Meeting Minutes

Minutes of a Meeting
Of SubVettes of the Perch Base

The first monthly meeting of the SubVettes of PERCH BASE was convened at the American Legion Post #6 in Prescott, Arizona at 1330 hours, 9 August 2003. Nancy Nelson called the meeting to order. Betty Weber, State Commander for the Ladies of WWII gave a message encouraging SubVettes member sign-up.

Kathryn Otreba announced the proposed slate of officers:

Nancy Nelson was nominated for the office of President

Kay Harnish was nominated for the office of Vice President

Debbie Newell was nominated for the office of Secretary/ Treasurer

Kathryn then asked for nominations or volunteers from the floor. Being none, a motion was made by Betty Weber to accept the slate as read and Brandi Hershey seconded that motion. Motion carried.

Betty Weber then conducted the installation and swearing in of the officers.

Nancy Nelson read the purpose of organization followed by "Thanks" to those helping to develop the SubVettes organization, including Betty Weber, Kay Harnish, Sandy Bernard, Sue Caraker, Muriel Grieves. Kathlyn Otreba, & Debbie Newell

Being that this was the first meeting of the SubVettes of PERCH BASE a motion was made and seconded to dispense of the reading of the minutes. Motion carried.

Treasurer Debbie Newell reported the SubVettes financial status as of August 8, 2003.

A motion was made and seconded to accept the Treasurer's report as read.

(See "SUBVETTES MINUTES," on Page 14)



Submarines in History

90 North - Nautilus at the Pole

Nautilus Sails Under the Pole and 1,830 Miles of Arctic Icecap in Pacific-to-Atlantic Passage

FOUR-DAY VOYAGE

New Route to Europe Pioneered—Skipper and Crew Cited

By **FELIX BELAIR, JR.**

Special to **THE NEW YORK TIMES**

Washington, Aug. 8, 1958 — History's first undersea voyage across the top of the world, a distance of 1,830 miles under the polar icecap, was disclosed at the White House today.



The trip was made in four days by the Nautilus, the world's first atomic submarine. The voyage pioneered a new and shorter route from Pacific to the Atlantic and Europe — a route that might be used by cargo submarines. It also added to man's knowledge of the subsurface of the Arctic basin.

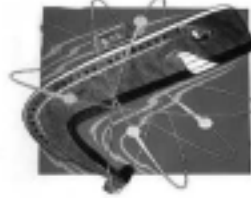
The voyage took the Nautilus under the North Pole. The overall trip began at Pearl Harbor July 23 and ended at Iceland Aug. 7.

Dives at Point Barrow

The Nautilus went under the icecap at Point Barrow, Alaska, and surfaced four days later at a point in the Atlantic between Spitzbergen and Greenland. She is now on her way to Western Europe.

The feat of the Nautilus, with 116 crewmen and scientific

observers aboard, was revealed as President Eisenhower decorated the submarine's skipper, Comdr. W. R. Anderson, with the Legion of Merit. A Presidential Unit Citation- the first ever conferred in peacetime-



went to the submarine, with a ribbon and special clasp in the form of a golden "N" to all who participated in the cruise.

The Presidential citation to Commander Anderson said that the Nautilus under his leadership had pioneered a submerged sea lane between the Eastern and Western Hemispheres. It added:

"This points the way for further exploration and possible use of this route by nuclear powered cargo submarines as a new commercial seaway between the major oceans of the world."

Skipper Tells Story

A few minutes after the award, Commander Anderson, admittedly "a little dazed" by the speed of events that brought him here overnight by helicopter and jet plane from Arctic waters, was telling his story of "Operation Northwest Passage."



News of the voyage reached the Capitol with electrifying effect. William F. Knowland of California, the Senate Republican leader, read a brief dispatch to the Senate and remarked:

"This should give us courage and remind us to have faith. It shows that this is no time to sell America short."

Senator Mike Mansfield of Montana, the Democratic acting leader, congratulated Commander Anderson and his crew.

President Eisenhower had already extended the Nautilus skipper his own "very, very best congratulations" after pinning the decoration on the commander's tunic. He also

(See "NAUTILUS," on Page 12)

NAUTILUS (continued from page 11)

asked for him in conveying his personal "well done" to the submarine's officers and crew.

With an occasional glance at his wife who was flown here by Navy plane earlier today from New London, Conn., without being told why, the 37-year-old Navy Officer sat for about half an hour under floodlights telling reporters of the voyage. Newsreel and television cameras recorded the ceremony as did tape recorders for radio broadcasting.

A circular flat map- based on a polar stereographic projection- of the Pacific and Arctic areas from Pearl Harbor to Greenland was in place in a conference room near the President's office when James C. Hagerty, White House press secretary, broke the secrecy surrounding the "very good story" he told reporters would be coming at 1:30 P. M.



The press secretary pointed out that the distance from London to Tokyo at the present time was about

11,200 nautical miles- by the Panama Canal. By traversing the Arctic under the icecap the distance was only 6,300 miles- a saving of 4,900 miles, he said.

Mr. Hagerty told how the nautical mileage from Honolulu to London would be cut from the conventional surface route of 9,500 miles to 6,700 miles by the polar route.

After the citations had been read by the President's naval aide, Capt. E. P. Aurand, and the President had talked, Thomas S. Gates Jr., Secretary of the Navy, remarked in an aside to Commander Anderson that "this is the first time a Presidential Citation has been given in peacetime."

On hearing the observation, the President remarked: "I couldn't think of a better time to do it."

Beaming in the background as the President presented the decoration were Vice Admiral James A. Russell, acting Chief of Naval Operations; Admiral Frederick B. Warder, Commander of the Atlantic Fleet Submarine Force; Admiral Jerauld Wright, Supreme Commander Atlantic Forces of the North Atlantic Treaty Organization; John A. McCone, chairman of the Atomic Energy Commission, and Lewis Strauss, Administrative Assistant to the President on Peaceful Purposes of Atomic Energy.

Anderson Tells Story

The group having withdrawn, Commander Anderson began the story of Operation Northwest Passage as it got under way from Pearl Harbor in the predawn hours of July

23 under highest secrecy. He recounted briefly how the Nautilus had cruised submerged on a northerly course past the Aleutian Islands and through the Bering Strait between Alaska and Siberia toward the brittle fringe of the ice pack and then beneath it.

From Pearl Harbor to the Bering Strait, some 2,900 miles, the Nautilus maintained an average speed of "almost 20 knots." Commander Anderson said it was his original plan to make "a straight shot" for the polar crossing from the Bering Sea. However, observations showed a stiff northerly wind had pushed the ice pack farther south than anticipated.

Looking back, Commander Anderson said that the Nautilus probably could have gotten through on that route, but that he wanted to find the best possible "highway" and the search for it took him from the vicinity north of the Bering Strait over to the coast of Northern Alaska and Point Barrow.

At this point Commander Anderson said that he had discovered the "lead" that normally opens into deep water at this time of year was easily accessible. The Barrow Sea Valley, a deep canyon in the ocean floor, was located and followed from a point just north of Point Barrow to its entry into the true Arctic Basin.



Once in the Barrow Sea Valley, the skipper explained, "we were in our true element and able to cruise fast and deep— we were on our way."

The Nautilus surfaced only in the Point Barrow area to photograph the area and to track the ocean floor for the sea valley. It periscope'd off the Diomedes Islands between Alaska and Siberia and for about thirty seconds sent up its radar for checking bearings.

"If the Russians detected us they are awfully good," Commander Anderson said in answering a question. He explained that the submarine had been in international waters throughout the trip and well on the American side of Bering Strait while traversing that waterway.

Above the Nautilus the covering icecap was plainly visible over the vessel's closed-circuit television, the sixth month's period of Arctic daylight making visibility no problem. Now and then great holes appeared in the icecap but the Nautilus sped on.

"We were in a hurry," Commander Anderson explained.

"Why were you in a hurry?" he was asked.

"Navigating under these conditions up close to the pole, making the voyage with the minimum number of turns, speed changes, depth changes, angle changes, facilitates the accuracy of navigation by a very marked degree," Commander Anderson went on.

"It is possible to get yourself considerably confused by subjecting the ship to a number of turns, and so on, knowing what we know now, we would make the crossing in a much more relaxed fashion. We wouldn't hesitate to change course, or probe openings. However, we were anxious on this trip to show the possibility of utilizing this route some day as a fast commercial route."

Commander Anderson was casual but careful in describing the performance characteristics of his submarine. Its cruising depth and average speed were only generally described because of security reasons.

"I am able to tell you," the skipper said at one point, "that the Nautilus cruises at lower than 400 feet. I am able to tell you that we made better than 20 knots. The speed is somewhat faster in cold water."



The Nautilus skipper was interrupted repeatedly with questions. His answers disclosed among other things that the Arctic Sea at the North Pole was considerably deeper than had been supposed. Precision measurements placed the true depth at 13,410 or 1,927 feet greater than earlier estimates.

Commander Anderson indicated a distinct lack of curiosity about the precise make up an penetration of the icecap below the surface of the sea. It ranged in thickness from ten to fifteen feet and loses about three feet of its winter depth in summer. But pressures caused by wind and tide, sent it to a depth of fifty feet in uncharted places and these were well above the submarine, he explained.

Hitherto unknown underwater mountain ranges were found to crisscross the Barrow Sea Valley from its beginning near Point Barrow to a point where it enters the Arctic Basin. These ranges were apart from the previously known Lomonosov Ridge extending from Canada almost directly across the Pole into the Soviet Union.

It was exactly at 11:15 P.M. Eastern standard time last Sunday that the atomic-driven submarine passed directly

beneath the North Pole with a larger company than ever had been on the spot before. It neither paused nor notified Washington until the Nautilus surfaced some thirty-six hours later in the Greenland Sea.

No Mishaps

The entire voyage under the icecap- a distance equivalent to that from Chicago to San Francisco- was without a close call or mishap of any kind and without casualty or illness.

As he told his story Commander Anderson said that he wanted to "brag a little about our navigators."

"I really think that this is the most remarkable job in ship navigation that has ever been done," he added.

A humorous note crept into the recitation as Commander Anderson gave the first public definition of what he called "longitudinal roulette," a passtime not to be indulged in while traversing the arctic sea for the first time in a submarine.

"A trip across the North Pole, where there is no opportunity to observe anything outside of the ship, no opportunity to observe stars or do any type of electronic navigation, presents a very formidable problem- or what has been up to now a very formidable problem," the skipper explained.

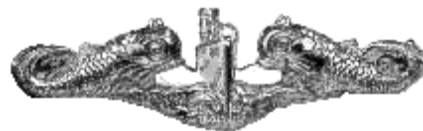
"For example, it would be possible for a ship equipped with conventional navigation equipment to become so confused at the North Pole that they might actually work themselves around in a slow circle, thinking that they were going in a straight line, and end up coming into perhaps the ice-locked coast off Greenland, or even more disappointing, back where they came from."

How did he manage to avoid this confusion?

"By having superb navigation equipment- superb compasses- by having this advanced inertial type navigation system, and by having such a complex of navigation equipment to check one thing against the other, and the other thing against something else- repeated over and over again, that we knew we were in business," Commander Anderson replied.

An inertial guidance system is made up of gyroscopes and other devices that automatically determine a submarine's position even on along submerged cruises.

The Nautilus skipper said that no contacts of a hostile nature had been made throughout the nineteen days and 8,146 miles covered from Pearl Harbor. Contacts not of a hostile nature were made, but Commander Anderson did not explain what these might have been.





SUBVETTES MINUTES (continued from page 10)

President Nancy Nelson announced committee appointments as follows:

- Sandy Bernard - Chaplain
- Sue Shumann - Membership Chairperson
- Sandi Prophet - Fund-raising/Marketing
- Kathryn Otreba - Chief of the Boat
- Sue Caraker - Cheer Leader
- Kathleen Brown - Editor, Newsletter
- Muriel Grieves - Historian
- Betty Weber - Advisory Chairperson

President Nancy Nelson announced that there would be no September meeting due to the convention in Reno. It was suggested that the October meeting will be a potluck held at Nancy Nelson's home to coincide with the Subvets meeting at 1200 hours on 11 October 2003. Suggestions were made by members regarding possible meeting locations located near the American Legion Post #62. A meeting will be held on November 8 with the location to be given at a further date, as well as information regarding participation in the Veteran's Day Parade. There will be no December meeting due to the Christmas party. Sandi Prophet will head up the effort to make the centerpieces for the Christmas party and a request was made for members to consider joining the committee to assist in this effort.

President Nancy Nelson also announced that vests will be available for members, the forms will be ready soon. Shirts will also be made available by special order in an effort to reduce inventory.

President Nancy Nelson opened the floor to questions, volunteers or suggestions.

Muriel Grieves gave the benediction.

A motion to adjourn the meeting of the SubVettes was made by Janie Stuke and seconded by Susan Day. The meeting was adjourned at 1415 hours

Page 17 is the new, revised, membership application for the USSVI SubVettes. Has your spouse, daughter, granddaughter or mother joined yet?

New SubVettes Vest



SubVettes president Nancy Nelson sports the newly-designed ladies vest at the Prescott meeting. This is a front view of the vest.

This a rear view of the distinctive white vest.



WWII - Boats

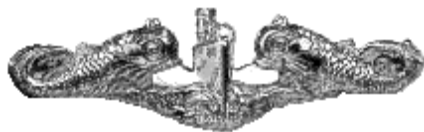
Short Facts

A German freighter, running a blockade, was sunk in error by a German U-boat during WW II.



**Plank Owners
SubVettes of Perch
Base**

Viola (Sandy) Bernard
Kay Harnish
Nancy Nelson
Deborah K. Newell
Sandra Prophet
Lori Bergstedt
Janie Stuke
Lil Asbell
Bobbie Chapman
Orene Waid
Susanne E. Caraker
Betty J. Weber
Brandi Hershey
Linda M. Wall
Lillian (Lee) Cousin
Karen A. Emmett
Kathryn M. Otreba
Marygrace Veek
Susan Day
Lee A. Brooks
Muriel Grieves
Judy Wannamaker
Mildred Hillman
Kathleen Brown
Susan Shuman



APPLICATION - PAGE 17

NUCLEAR, (continued from page 7)

underrun the target price, ties a portion of the fees to specific performance objectives, and reduces the profitability if the target is exceeded.

“The agreement also allows us to transition to a multi-year contract, should Congress approve that authority. The multi-year agreement is truly unique in providing the flexibility to adjust the quantity, but allowing that decision to be held until January of 2006, when the outyear budget picture is clear. Multi-year will reduce the overall cost of each submarine compared to annual or block buys. Conversion of this contract to a multi-year is critical to the taxpayer because it will reduce the overall cost of each submarine compared to annual or block buys. Executing the full multi-year can provide savings of up to \$1 billion,” added Young.

The terms of the contract allow for the transition to multi-year procurement beginning in 2004. The multi-year would apply to as many as seven submarines to be authorized from 2004 through 2008. Should Congress approve a multi-year procurement strategy, the Navy can unilaterally execute that contract option.

The major difference between the block-buy and the multi-year is that the multi-year includes funding for economic order quantity purchases that would allow the Navy to realize savings by buying submarine components in bulk.

Both the block-buy and multi-year contract conditions provide significant incentives for the contractor to deliver the submarines for less than the target price. Both also include a first-of-its-kind incentive targeted at expanding the submarine industrial base by encouraging the participation of small businesses.

SCHOLARSHIP (continued from page 9)

at the child's High School can also assist by looking for USSVI Charitable Foundation or USSVI Scholarship Fund in their scholarship data base.

If you have a child or grandchild that is ready for college or is in college, encourage them to apply. However, please note that all applications must be in the hands of the Committee Chairman before April 15, 2004.

And when it comes time to give to your Charitable Foundation, give generously for the future. Remember, a Submariner never stands taller or rises higher than when he bends to help a shipmate.



Storekeeper's Page



Jim Nelson, base storekeeper, has some new items available in the ships store. This includes a new, local, fast delivery source for vests and the new recommended name badges. Contact Jim for details.

Jim Nelson
(623) 972-1044
sub489@cox.net



Solid brass with a sterling silver set of dolphins set in the center
\$20



Plastic laminate engraved (blue through white)
\$13



Basic vest, includes big LOGO on the back, small dolphins on the front & the name of the person buying the vest.

\$70.00

To sew on a patch:

2.00

Boat names on back:

6.00 for the 1st boat

4.00 for each additional boat



Just some samples of the great submarine-related merchandise that our base storekeeper has in. Don't delay! Set the maneuvering watch and rig for SubVets!



SUBVETTES

MEMBERSHIP APPLICATION

LADIES OF U.S. SUBMARINE VETERANS

WELCOME to SUBVETTES, the Ladies of U.S. Submarine Veterans Organization. The annual dues are payable upon joining, and on the FIRST DAY OF THE NEW YEAR FOLLOWING. (Applicants joining in November and December are paid through the end of the following year.)

NAME _____ **TELEPHONE** _____

ADDRESS _____

CITY, STATE, _____

ZIP _____

DATE OF BIRTH _____ SPONSOR'S

NAME _____

SPONSOR'S SERVICE

DATES _____

SPONSOR'S BOATS SERVED ON _____

SIGNATURE _____ **National Card #** _____
(for Secretary's use)

2003 DUES

2004 DUES

NATIONAL 1 ST YEAR	\$10.00 (pro-rated)	NATIONAL	\$10.00
PERCH BASE 1 ST YEAR	\$ 5.00 (pro-rated)	PERCH BASE	\$10.00

Total Enclosed \$ _____
(Payable upon joining)

Please return application and check made payable to SUBVETTES of PERCH BASE to our Secretary:

Lifetime membership dues may be paid for National Membership payable upon joining

65 and over	\$ 50.00
55 to 64	\$100.00
45 to 54	\$150.00
under 45	\$250.00

Return To:

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

<http://perch-base.org>



**Next regular meeting - Oct. 11, 2003
John J. Morris America Legion Post #62
10995 N. 99th Ave.
Peoria, AZ 85345**