

The MidWatch



THE MONTHLY NEWSLETTER OF PERCH BASE, USSVI PHOENIX, ARIZONA WWW.PERCH-BASE.ORG



August 2010
Volume 16 - Issue 8

What's "Below Decks" in the MidWatch

USSVI CREED: "TO PERPETUATE THE MEMORY OF OUR SHIPMATES WHO GAVE THEIR LIVES IN THE PURSUIT OF 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."

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LEST WE FORGET THOSE STILL ON PATROL AUGUST ETERNAL PATROLS

USS BULLHEAD (SS-332)	06 Aug 1945	84 Lost
Japanese Air Attack off Bali Coast		
USS FLIER (SS-250)	13 Aug 1944	78 Lost
Japanese Mine in Balabac Strait		
USS BASS (SS-164)	17 Aug 1942	25 Lost
Flooding off Panama Canal, Boat survived		
USS HARDER (SS-257)	24 Aug 1944	79 Lost
Japanese Depth Charge Attack off Luzon, P.I.		
USS COCHINO (SS-345)	26 Aug 1949	1 Lost
Battery Explosion off Norway		
USS TUSK (SS-426)	26 Aug 1949	6 Lost
Assisting USS COCHINO off Norway, Boat survived		

NEXT REGULAR MEETING
12 noon, Saturday, August 14, 2010
American Legion Post #105
3534 W. Calavar Rd., Phoenix, AZ 85053

2010 Perch Base Foundation Supporters

Perch Base, USSVI, cannot support its on-going operations and provide funds for the Base's float activities on dues alone. While the Base tries to develop activities to raise additional funds, we salute the members, listed below, who have supported the base by making contributions to the Perch Base Foundation. **Remember, if you contribute by check, it must be made out to the "Perch Base Foundation."**

These are the 2010 Foundation Supporters



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WARNER, ROBERT
WATSON, FORREST J.
WHITEHEAD, DONALD J
WOLF, EDWARD J.
ZAICHKIN, JOHN G.
ZOMOK, RONALD J.

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Sailing Orders



**AUGUST 14
REGULAR BASE MEETING
AMERICAN LEGION
35TH AVE AND THUNDERBIRD
12 NOON**

**NO BASE MEETING IN
SEPTEMBER**



**Your eager and alert MidWatch
Editor stands ready to provide
up-to-date Perch Base News at
a minutes notice.**

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Holly Walker
Proprietor

This is a Way for the Base to Make Money!



American Home Maintenance will donate \$100.00 to Perch Base for every referral that results in an air conditioning sale. Summer is quickly approaching, please let your friends, family, church members and business associates know about this referral program.

THE PROGRAM HAS ALREADY PAID OFF! The Base has recieved it's first \$ 100 contribution as a result of a shipmate taking advantage of this offer. You can help the Base too!

There is also deals for estimate service, new equipment, air duct cleaning and other everyday stuff a home owner needs. Contact Tim Moore (see below) for more details.

Tim Moore

secretary@perch-base.org

seawolfssn@q.net

(602) 574-3286



From the Wardroom Base Commander's Message

Shipmates:

Mary and I are off on our journey. As I write this we are in Muskogee, Oklahoma getting ready to visit the Muskogee War Memorial, the home of the USS Batfish (SS310). Batfish had the distinction of sinking three Japanese submarines within 76 hours and 11 other vessels for a total of over 37,000 tons. The park also features a Shark (SS174) memorial and a 52 Lost Subs Memorial.

We will be heading to Wichita, Kansas next (another submarine memorial there) and then on to Springfield Missouri to visit the site of the USS Lapon (SSN-661) sail. We'll probably visit the extremely large Bass Pro Shops store in Springfield also!!

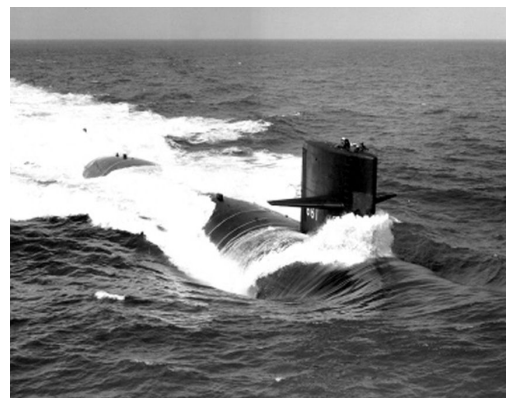
The next meeting is August 14. Support the base and go to the meetings!!

Also, remember there will be no meeting in September.

Fraternally,

Jim Denzien, Base Commander

USS Lapon (SSN-661) was a short-hull Sturgeon class submarine that proudly served from 1967 to 1992.



July 2010 Perch Base Meeting Minutes

The regular monthly meeting of the Arizona Submarine Veterans Perch Base was convened at the American Legion Post #105, Phoenix, AZ at 1225, 07 July 2010. The meeting was called to order by Jim Denzien, Base Commander.

The "Call to Order" was led in a prayer of invocation by Walt Blomgren followed by the Pledge of Allegiance and the standard ceremonial opening. The tolling ceremony was conducted for all boats lost in the month of July and a moment of silence was observed for our shipmates on eternal patrol.

As the first item of business, a motion was made and seconded that the minutes from the June 2010 regular meeting be approved as published in the MidWatch monthly newsletter. The motion was carried by unanimous voice vote.

Jim Denzien, acting as Interim Treasurer, reported on the base's financial status as of 30 June 2010. Jim asked the membership for anyone who might have some financial experience to consider volunteering and stepping up to serve as Treasurer. A motion was made and seconded to accept the Treasurer's Report as read. The motion carried by unanimous voice vote.

According to the Sailing List there were 23 members present which included one new member, Dewight F. Kramer who is a WWII veteran. Dewight joined the Navy in 1942 and qualified aboard the USS Archerfish SS-311 that same year. Jim also introduced Steve Balthazor a Perch Base member who joined the base after attending the Gilbert Veteran's Day event last year. This is Steve's first opportunity to attend a meeting. Steve served aboard the USS Seahorse SSN-669 and

USS Puffer SSN-652 and decommissioned both boats.

Jim Denzien	Tim Moore	Jack Moore	Davy Jones
Jim Nelson	Joe Varese	Ted Hunt	Walt Blomgren
Chuck Emmett	Howard Doyle	Bob Warner	Steven Balthazor
De Wayne Lober	Rick Simmons	Dewight Kramer	Ron Dutcher
Richard Bernier	George Crider	John Schlag	Richard Kunze
Stan Reinhold	Charles Brady	Marty Zipser	Pete Lumianski, Guest

Base Commander's Board of Directors Meeting Report

There were revisions made to the Policies & Procedures Manual which are posted on the website. The most significant change is the Secretary and Treasurer positions have been moved from elected positions to appointed officer positions with no term limits. These positions will remain as a part of the Executive Board. These changes are in compliance with National guidelines and what other bases are currently doing. There is a requirement that persons being appointed to these positions will be either regular Perch Base members or duly sponsored associate members.

We will be modifying our display case with new shelves and lighting so we can display some our awards and artifacts.

We are reviewing the Perch Base Constitution for possible changes and/or amendments. Any changes will be made after the USSVI Convention to insure we are in compliance with National.

Reports of Officers and Committee Chairmen

Vice-Commander – Howard Doyle had nothing to report.

Secretary – Tim Moore had nothing to report.

Treasurer – TBA

Chaplain – Walt Blomgren mentioned that he has the hospital information for Bob Nance for anyone who wants it. Bob is in Del Webb recuperating from hip surgery. Walt has Bob's home phone number and hospital bed number for anyone who is interested.

Chief of the Boat – Jack Moore reminded the membership that we are still in need of additional members who can tow the float occasionally. Anyone who can help with this endeavor should contact Jack.

MidWatch Editor/Interim Webmaster – Chuck Emmett reminded the membership that we have the "classifieds" on the web page and he has posted pictures from the Prescott Frontier Days event. He went on to say that we still want more entries for the "Now This Ain't No Sh*t" column.

Base Storekeeper – DeWayne Lober reported that he has some new hats for sale.

Membership Chairman – Rick Simmons had nothing to report.

Historian – Jim Newman was not present.

Events Coordinator – Barry Bowers was not present.

Past Commander – Stan Reinhold had nothing to report.

Old Business

Jim asked Rick Simmons report on the Prescott Frontier Days Parade. He reported that it was well organized and very successful with the local media reporting that there were 10 to 15 thousand people in attendance. The crowd was very enthusiastic and supportive of the event. We had a very good turnout from Perch Base members which complimented our shipmates from Gudgeon Base. Rick encouraged the entire membership to attend next year.

Walt Blomgren extended a Bravo Zulu to DeWayne Lober for his effort in organizing a static display for our float on the 4th of July at Butler Park in Glendale.

Jim went on to say that events like the Prescott Frontier Days and the static display at Butler Park give us excellent visibility and positive exposure in the community. Although the Butler Park event was not well publicized, it was well attended including having Mayor Phil Gordon in attendance. Anyone who might be aware of community activities in which we might want to participate, should get that information to the Event Coordinator to be brought up to the board for review.

New Business

We will not be having a September Perch Base meeting because of the USSVI National Convention. There will be an August meeting.

Jim announced that our new Events Coordinator will be Joe Varese aka “The Wanderer”. Joe stepped up and volunteered so if any of the members become aware of events, programs or inquiries requesting or float or Submarine Veteran participation, Joe will be the point of contact for all such requests.

Jim also announced that Bob Warner is stepped up and volunteered to take over as Perch Base Treasurer. When Jim comes back in from his trip later in the summer, the turnover of this function will be finalized.

Howard announced that his wife had open heart surgery earlier this week and is doing very well with the recovery process. Howard extended his thanks and gratitude to all for their support and concern.

Good of the Order

Tim announced that his company, American Home Maintenance donated \$100.00 to the foundation in recognition of Jack Moore’s air conditioning installation. Tim reminded the membership that if they know anyone, friends, neighbors or associates, who might be in need of air conditioning, please let him know and American Home Maintenance will donate \$100.00 to the foundation for any referral that leads to a sale.

Tim announced that we are planning our August Phoenix Children’s Hospital Kap(SS)4Kid(SS) visit for one of the last two Thursdays of the month. As soon as the date has been selected by the hospital, Tim will advise Joe Varese and plans will be finalized and announced to the membership.

Jim announced that at the conclusion of our meeting, Pete Lumianski will make a presentation to the group about the Save Our Sail project.

50/50 Drawing

The 50/50 drawing was held and the winner was Bob Warner who won \$39.00 of the \$79.00 that was in the drawing.

Adjournment

The benediction was offered by Walt Blomgren.

All outstanding business having been concluded, it was moved and seconded that the meeting be adjourned. The motion carried by unanimous voice vote and the meeting adjourned at 1300 hours.

Jim introduced Pete Lumianski who is a retired Navy Captain. He also introduced Marty Zipser who is a Life Associate Member of Perch Base and was also the Chair of the Phoenix Commission when it was taken out of commission. He is also here to help support the SOS project. With that, Jim turned the meeting over to Pete for his presentation about the SOS project.

Tim Moore, Secretary, Perch Base USSVI

Chaplain's Column

A Submariner's Prayer

"Eternal Father, strong to save
Whose arm hath bound the restless wave,
Who biddest the mighty ocean deep
Its own appointed limits keep.
O hear us when we cry to Thee
For those in peril on the sea.

Bless those who serve beneath the deep.
Through lonely hour their vigil keep.
May peace their mission ever be,
Protect each one we ask of Thee.
Bless those at home who wait and pray,
For their return by night or day."

Do you know a shipmate who is on the lee side of a fair wind? Someone who could use the help of a shipmate? Remember, we are the "**Brotherhood** of the Pin."

Contact our Base Chaplain if you know of any way we can help:

Walt Blomgren
5120 W. Gelding Dr.
Glendale, AZ 85306
(602) 309-4407
chaplain@perch-base.org

THE CHAPLAIN HAS NO NEW INFORMATION TO REPORT THIS MONTH.



SHIPMATES RUNNING ON LESS THAN A FULL BATTERY CHARGE

AS THIS ISSUE OF THE MIDWATCH IS PRODUCED, THERE ARE NO REPORTSD OF ANY SHIPMATES BEING SICK OR HOSPITALIZED.

WAYNE PETTES FAMILY'S THANK YOU

Dear Sub Vets/Perch Base,

We just wanted to thank you for taking photos at my dad's graveside ceremony. They are so nice to have and you really took some excellent ones. Thank you for all you did to help us during that day.

God bless and, "go sub service!"

Cheryl Pettes Smith for our family

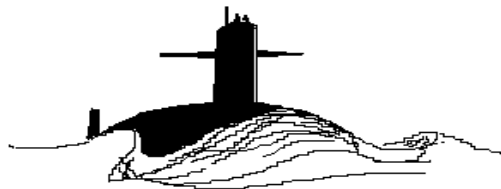
A TRIBUTE TO SKIPPERS



EDITOR NOTE:

DVD video copies of Shipmate Grieves original presentation of this tribute made at a Base meeting are still available. This is the second printing and these disks will play on any DVD including the one for your TV. Each copy is \$5 plus another \$2 if you wish to have it mailed to you.

Contact the MidWatch editor at communications@perch-base.org to order.



Perch Base July Birthdays



RAY LEE GRAYBEAL	1-AUG
ANGUS H. MCPHERSON	1-AUG
HAROLD J. BIDIGARE	3-AUG
THEODOR HUNT	6-AUG
JACK E. MOORE	8-AUG
RAYMOND MARSHALL	8-AUG
ROBERT A. LANCENDORFER	12-AUG
TOM CLONTS	12-AUG
SKIP HICKS	16-AUG
JOHN G. ZAICHKIN	18-AUG
WILLIAM K. GRISSOM	19-AUG
DOUGLAS M. LA ROCK	19-AUG
GEORGE LONG	20-AUG
DANIAL E. LUELLIG	21-AUG
DONALD J. WHITEHEAD	23-AUG
JOHN MANNETTI	26-AUG

WHAT'S NEW ONLINE

Have you checked out the “glossary” on our Perch Base web page (www.perch-base.org) recently? Click on the blackboard icon in the center of the home page or the named tab on the left side. There’s over 160 entries — both submarine and general Navy — many with pictures, actual sounds and elaborate descriptions.

But, like this newsletter, we’re always looking for input from our ship-mates. Do you have any thoughts or ideas on items we need to add? Drop me a line at communications@perch-base.org and I’ll check it out.

Like this newsletter, the web page belongs to the entire Base so pass on your input.

Shipmate



Shipmate

Now, This Ain't No Sh*t . . .

We're still looking for stories! All of us have heard the one about the difference between a fairy tale and a sea story. The fairy tale starts, "Once upon a time," and a sea story starts, "Now this ain't no sh*t!"

Well, that's what we are looking for; sea stories. And they only need to be as true as a sea story ALWAYS is! So send something in. Here are the rules (or not, whatever):

1. We can use your name or not: your choice just let me know.
2. Grammar and spelling DO NOT COUNT. I will edit and change just enough to make it somewhat readable!
3. Remember, this is from "boat" sailors to "boat" sailors. BUT, since this publication may fall into skimmer hands (or worse, decent civilians!.) I may have to substitute punctuation marks in place of letters in certain words, as in the title.
4. There is absolutely no limit on how many you can send in. I will publish AT LEAST one each month as we get them.

So send them to:

Chuck Emmett
communications@perch-base.org

or

7011 West Risner Road
Glendale, AZ 85308.



**SHIPMATE TO SHIPMATE
STORIES THAT ARE
"ABSOLUTLY, POSITIVELY, THE TRUTH!"**

We were on patrol in the north Atlantic, why we were doing is beyond my knowledge. But we are running low on stores and fuel, so we pulled into Londonderry, Northern Ireland for some rest and resupply.

We needed some shore time and asked where to go to have some liquid refreshment. The watchman on the dock told us we had to go over into the Free State (Republic of Ireland,) the part of Ireland that didn't recognize the QUEEN. He told us that we could either walk about 4-5 miles along the waterfront and then take a lorry (truck) around to the free state, or we could walk about a mile in the other direction and hail the fisherman on the point to ferry us across the river and walk about two miles up the road to the Free State.

Well some of us took the long way but my crew chose the short way and got the fisherman to give us a ride in his boat across the river.

You had to see this boat. It looked like a dugout with an old Evinrude open flywheel engine of the early 30 or 40s. Well, we got across the river and found ourselves at the gate crossing into the Free State, with the black and tans border guard on station. They must have known who we were because they just let us through like it was nothing.

Well to make a long story a short story, we had a ball. Every pub we went into our money was no good. The local people took good care of us and did we have a ball. I don't have to tell you what it was like, you can imagine what it was like when the ladies in Ireland outnumbered the man 7 to 1. This was probably due mainly to all the fighting amongst the IRA and the English with a lot of the young men no longer alive to take care of the young damsels of the town. Nothing further needs to be said on the subject.

It's now time to call it a night and head back to the boat so we go back the way we came. Of course it was some ungodly hour in the morning and the fisherman was sound asleep with the boat pulled up on the

(CONTINUED)

beach. So we launched the dugout-thing and using our white hats for oars we took off for our boat on the other side of the river

The fisherman's dog woke the old man up and he came out with shotgun in hand and opened fire on us! With our lives flashing before our eyes, we dove over the side and abandoned the dugout and swam for our ship. The topside watch couldn't believe what he saw as we all tried to scramble up the slippery ballast tanks to get aboard the boat!

We thought we were in for a royal ass chewing the next day but to our surprise nothing was said and we got under way and headed back to New London and home. It was a "helo-fagood-time-had-by-all" if you know what I mean.

SUBMITTED BY SHIPMATE WALT BLOMGREN

IT'S NOT RUNNING AWAY TO THE CIRCUS, BUT IT'S CLOSE . . .

Most of us participating in the Prescott, Arizona Frontier Days Parade on July 3 didn't notice the little girl who came out of the crowd at Shipmate Tim Moore's urging.

The little girl, Gillian, who changed from spectator to participant and had the time of her life, was the granddaughter of long-time friends of Perch Base's Secretary. The 10-year old Gillian, didn't think twice when Shipmate Moore motioned to her as the Base's entry passed by.

"My whole life I have always dreamed of being in a parade," said little Gillian. "And I know veterans have done so much to make us free. Being with them, even for a little while, was neat."

Beaming the whole way, Gillian stayed with the Perch Base USS Phoenix (SSN-702) float entry for several blocks before rejoining her grandparents.





Eternal Patrol August 24, 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 Harder (SS-257)
August 24, 1944
79 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 38D8-1/2 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 submerged
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



An artist's re-creation of the USS Harder surfaced and rescuing downed allied flyers while enemy aircraft staff the scene.

USS Harder (SS-257), a Gato-class submarine, was the first ship of the United States Navy to be named for the harder, a fish of the mullet family found off South Africa. One of the most famous submarines of World War II, she received the Presidential Unit Citation. Her skipper, the resolute and resourceful Commander (Cmdr) Samuel D. Dealey, "a submariner's submariner," was posthumously awarded the Medal of Honor.

Her keel was laid down by the Electric Boat Company in Groton, Connecticut, on 1 December 1941. She was launched on 19 August 1942 (sponsored by Miss Helen M. Shaforth), and commissioned on 2 December 1942 with Cmdr Dealey, (Class of 1930) in command.

Operational History

First War Patrol

Following shakedown off the East Coast, Harder sailed for Pearl Harbor, and after a short stay there, she departed on her first war patrol 7 June 1943. Cruising off the coast of Japan, the submarine worked her way inside a picket line and sighted her first target 22 June. She made a radar approach on the surface and fired four torpedoes at the two-ship convoy, sinking Sagara Maru.(NOTE: Maru is Japanese for "ship") She returned to Midway 7 July.

Second War Patrol

Harder began her second war patrol 24 August 1943 from Pearl Harbor, and after touching at Midway Island, she again headed for the Japanese coast. While patrolling off Honshū on 9 September, she attacked and sank Koyo Maru and later that night ran by an escort ship at a range of 1,200 yards (1,100 m) without being detected.

Two days later the submarine encountered a convoy. After running ahead to improve her firing position, she sank cargo ship Yoko Maru with a spread of three torpedoes. Continuing her patrol, Harder sighted two more ships 13 September, but she was forced down by enemy planes while firing torpedoes. Escorts kept the submarine down with a severe depth charge attack which lasted for over two days and almost exhausted her batteries. After evading the Japanese ships, Harder detected her next target 19 September; a torpedo sent Kachisan Maru to the bottom almost immediately. Though running in bad weather, Harder continued to find good targets. On 23 September she sank a 4,500 ton freighter, Kowa Maru, and a 5,800 ton tanker, Daishin Maru, off Nagoya Bay. Her torpedoes expended, Harder turned eastward 28 September. After shooting up two armed trawlers 29 September, she touched Midway 4 October and arrived at Pearl Harbor four days later.

Third War Patrol

For her third war patrol Harder teamed with Snook (SS-279) and Pargo (SS-264) to form a deadly and coordinated attack group (a "wolf pack"). Departing 30 October 1943 for the Mariana Islands, Harder encountered a target 12 November. Promptly dispatching this one, she surfaced and sighted a trawler-escort damaged by the explosion of one of her own depth charges. Submerging again until sunset, the submarine sank the



damaged ship with gunfire, and then turned toward Saipan in search of new targets. Sighting three marus on 19 November, she radioed her companions and closed for attack. After passing close by an escorting destroyer, Harder fired six torpedoes at two ships, sinking Udo Maru. As depth charges began to fall, she pressed the attack; two more torpedoes finished Hokko Maru. Harder climbed to periscope depth after nightfall to finish off the third maru. Shortly before midnight, she fired several more shots at 6,000-ton Nikkō Maru, but the Japanese ship stubbornly refused to sink. A brave, but doomed, enemy crew kept the cargo ship afloat until Harder had expended all torpedoes, many of which ran erratically. Rough weather the next day finally sank the damaged target. Harder returned to Pearl Harbor on 30 November, and then sailed to the Mare Island Naval Shipyard for overhaul.

Fourth War Patrol

Returning to action in the Pacific, Harder reached Pearl Harbor on 27 February 1944 and departed on her fourth war patrol 16 March in company with Seahorse (SS-304).

She headed for the western Caroline Islands where she was assigned duty as lifeguard ship for downed aviators. During American air strikes against Woleai on 1 April, Harder received word of an injured pilot awaiting rescue from the beach of a small enemy-held island west of Woleai. Protected by air cover, she nosed against a reef, maintained her position with both propellers, and sent a boat ashore through breaking surf. Despite Japanese snipers, boiling shoals, and the precarious position of the submarine, the daring rescue succeeded, and the intrepid submarine returned to the open sea.

On 13 April an enemy plane sighted Harder north of the western Carolines and reported her position to the patrolling Japanese destroyer Ikazuchi. As the enemy ship closed to within 900 yards (820 m) Harder fired a spread of torpedoes that sank the attacker within five minutes. Dealey's terse report became famous—"Expended four torpedoes and one Jap destroyer." Four days later Harder spotted a merchant ship escorted by destroyers. Firing four torpedoes, she sank 7,000 ton Matsue Maru and damaged one of the escorts. Then, adding to the enemy's misery, she returned to Woleai where she surfaced on the morning of 20 April to deliver a shore bombardment under cover of a rain squall. She terminated this highly varied and successful patrol at Fremantle, Australia 3 May.

Fifth War Patrol: Philippine Mission

Even greater successes lay ahead. Having sunk one destroyer, Harder joined the all-out hunt against Japanese destroyers, once considered the most dangerous of foes. Assigned the area around the Japanese fleet anchorage at Tawi-Tawi, Harder departed Fremantle on 26 May 1944 with Redfin (SS-272) and headed for the Celebes Sea.

On 6 June Harder entered the heavily patrolled Sibutu Passage between Tawi-Tawi and North Borneo and en-

countered a convoy of three tankers and two destroyers. She gave chase on the surface but was illuminated by the moon. As one of the destroyers turned to attack, Harder submerged, turned her stern to the charging destroyer, and fired three torpedoes at range of 1,100 yards (1,000 m). Two struck Minazuki and exploded; the destroyer sank within five minutes. After attacking the second escort without success, Harder was held down by a depth charge attack while the convoy escaped.

Early next morning an enemy plane spotted Harder. The submarine soon sighted another destroyer searching the area for her. As before, Harder took the initiative as the enemy closed the range. The sub fired three torpedoes at short range, and two of them struck amidships, one detonating the ship's magazine with a tremendous explosion. Hayanami sank a minute later. Following the inevitable depth charge attack, Harder transited the Sibutu Passage after dark and steamed to the northeast coast of Borneo. There on the night of 8 June she picked up six British coast watchers, and early next day she headed once more for Sibutu Passage.

That evening Harder sighted two enemy destroyers patrolling the narrowest part of the passage, just a mile from Tawi-Tawi. After submerging, she made an undetected approach and at 1,000 yards (900 m) fired four torpedoes at the overlapping targets. The second and third torpedoes blasted Tanikaze; she sank almost immediately, her boilers erupting with a terrific explosion. The fourth shot hit the second ship and exploded with a blinding flash. Within minutes Harder surfaced to survey the results, but both ships had disappeared. Soon afterward, she underwent the inevitable depth charge attack by enemy planes, then she set course for a point south of Tawi-Tawi to reconnoiter.



On the afternoon of 10 June Harder sighted a large Japanese task force, including three battleships and four cruisers with screening destroyers. An overhead plane spotted the submarine at periscope depth and a screening escort promptly steamed at 35 knots (65 km/h) toward her position. Once again, Harder became the aggressive adversary. As the range closed to 1,500 yards (1,400 m), she fired three torpedoes on a "down the throat" shot, and then went deep to escape the onrushing destroyer and certain depth charge attack. Within a minute two torpedoes blasted the ship with violent force just as Harder passed her some 80 feet (24 m) below. The deafening explosions shook the submarine far worse than the depth charges and aerial bombs which the infuriated enemy dropped during the next two hours. When she surfaced, Harder saw only a lighted buoy marking the spot where the unidentified destroyer either sank or was heavily damaged.

Harder reconnoitered Tawi-Tawi anchorage 11 June and sighted additional enemy cruisers and destroyers. At 16:00 she headed for the open sea and that night transmitted her observations which were of vital importance to Admiral Raymond A. Spruance's fleet prior to the decisive Battle of the Philippine Sea. Harder steamed to Darwin on 21 June for additional torpedoes, and, after patrolling the Flores Sea south of the Celebes Islands (with Admiral Ralph Christie aboard), she ended the patrol at Darwin on 3 July.

The important results of Harder's fifth war patrol have caused some to call it the most brilliant of the war. Not only did Harder further deplete the critical supply of destroyers by sinking four of them and heavily damaging or destroying another one in four days, but her frequent attacks and a rash of enemy contact reports on this fleeting marauder so frightened Admiral Soemu Toyoda that he believed Tawi-Tawi surrounded by submarines. As a result, Admiral Jisaburo Ozawa's Mobile Fleet departed Tawi-Tawi a day ahead of schedule. The premature departure upset the Japanese battle plans, and forced Ozawa to delay his carrier force in the Philippine Sea, thus contributing to the stunning defeat suffered by the Japanese in the ensuing battle.

Sixth War Patrol

Harder, accompanied by Hake (SS-256) and Haddo (SS-255), departed Fremantle on 5 August 1944 for her sixth and final war patrol. Assigned to the South China Sea off Luzon, the wolf pack headed northward. On 21 August Harder and Haddo joined Ray (SS-271), Guitarro (SS-363), and Raton in a coordinated attack against a convoy off Palawan Bay, Mindoro. The Japanese lost four passenger-cargo marus, possibly one by Harder.

Battle of Dasol Bay

Early the next day, Harder and Haddo attacked and destroyed three coastal defense vessels off Bataan, Harder sinking frigates Matsuwa and Hiburi; then, joined by Hake that night, they headed for Caiman Point, Luzon. At dawn 23 August Haddo attacked and fatally damaged Asakaze off Cape. Enemy trawlers towed the stricken destroyer to Dasol Bay, and Haddo, her torpedoes expended, informed Harder and Hake the following night of the

attack and left the wolf-pack for replenishment at Biak.

Harder and Hake remained off Dasol Bay, searching for new targets. Before dawn 24 August they identified what they thought was a Japanese minesweeper and the three-stack Siamese destroyer Phra Ruang. It was later found out to be Kaibokan CD-22 and PB-102 (ex-USS Stewart (DD-224)). As Hake closed to attack, the destroyer turned away toward Dasol Bay. Hake broke off her approach, turned northward, and sighted Harder's periscope about 600–700 yards (550–640 m) dead ahead. Swinging southward, Hake then sighted the CD-22 about 2,000 yards (1,800 m) off her port quarter swinging toward them. To escape the charging escort, Hake started deep and rigged for silent running. At 07:28 she heard 15 rapid depth charges explode in the distance astern. She continued evasive action that morning then returned to the general area of the attack shortly after noon. She swept the area at periscope depth but found only a ring of marker buoys covering a radius of one-half mile.

The vigorous depth charge attack had ended the career of Harder with all hands. The Japanese report of the attack concluded that "much oil, wood chips, and cork floated in the vicinity."

Dubbed "Hit 'Em Again, Harder," she had wreaked havoc among Japanese shipping. Her record of aggressive daring exploits became almost legendary. All six of her patrols were designated successful.

Harder received six battle stars and the Presidential Unit Citation for World War II service. In accordance with Navy custom, the citation was presented to the second Harder upon commissioning.

EXCERPT FROM USS HARDER'S LOG

SUBJECT: U.S.S. HARDER (SS257) - report of Fifth War Patrol.

9 June (cont.)

2102

Sighted another destroyer. -- They were in line of bearing and patrolling the narrows on north-south, zig zag courses. Sounded "battle stations", submerged to radar depth and commenced the attack. The nearest destroyer, now at a range of 8000 yards (7300 m), was chosen as the first target and his angle on the bow was about 20 degrees port. At 4000 yards (3700 m), he headed directly for us but his actions were interpreted as a routine zig. Increased submergence to periscope depth. At 3000 yards (2700 m), both destroyers zigged 30 degrees to their right (with the first presenting a 30 degree port track) and the picture became "just what the doctor ordered" for the Harder. At a range of 1000 yards (900 m) on the nearest target, both destroyers were overlapping, with a 100 degree port track showing. Gyros were near zero and torpedoes set for running at 6 feet (1.8 m).

2124

Commenced firing the bow tubes. No. 1 appeared to pass just ahead of the first destroyer, No. 2 struck it near the bow, No. 3 hit just under the destroyer's bridge, and No. 4 passed astern of the near target. The sub was now swung hard right to avoid hitting the first destroyer and fire was withheld on remaining tubes until a new setup could be put into the T.D.C. for an attack on the second destroyer. About thirty seconds after turning, the second destroyer came into view just astern of what was left of the first one, then burning furiously. Just then No. 4 torpedo which had passed astern of the first target was heard and observed to hit the second target. - (No more torpedoes were needed for either.)

Meanwhile, a heavy explosion, believed to be caused by an exploding boiler on the first destroyer, went off and the sub then about 400 yards (400 m) away was heeled over by the concussion. At almost the same time a blinding explosion took place on the second destroyer (probably his ammunition going off) and it took a quick nose dive. When last observed, by the Commanding Officer and Executive Officer, the tail of the second destroyer was straight in the air and the first destroyer had disappeared. "Sound" now reported, "No more screws."

The above listed pandemonium may not be in exact chronological order but is as accurate as the happenings over that eventful few minutes can be remembered.



A COLD WAR “DID YOU KNOW?”



USS GUARDFISH (SSN-612) AND THE USSR's K-184



THE CONTINUING SAGA THAT'S A RARE ACCOUNT FROM BOTH AMERICAN AND RUSSIAN PERSPECTIVES. IN THE FOLLOWING, THE AMERICAN ACCOUNT IS IN ITALICS AND THE RUSSIAN STORY IS IN REGULAR FONT.

This is the continuing saga of the Permit-class submarine USS Guardfish (SSN-612), with Commander David Minton in command, as it trails the Soviet K-184, a Echo II class SSGN.

As the story continues, the K-184 gets jerked around by ships, dogged by Neptunes and Orions, averts another disaster and finds a new friend.

20 May. We have taken station in area number one. We came to periscope depth at 0830 to catch the broadcast and fix our position. Immediately, dead ahead at a range of 10 cables, I saw an American auxiliary ship heading directly for us. We filled the emergency dive tank and dove to a safe depth. Sonar didn't hear the ship. The bathymetry was bad – generally, we don't hear anything. Therefore every surfacing or PD was potentially dangerous due to the possibility of collision with a surface vessel.

David Minton writes: “Eight days the sub has patrolled at low speed in an area in the shape of a rectangle located about 700 miles from out from our carriers cruising along the coast of Vietnam and far outside the 200 mile range of her missiles. For now, the tracking party has tried not to lose contact with the Soviet boat . . .

If military conflict starts now, then the Sea of Japan will become a trap for the Pacific Ocean Fleet, like the Gulf of Finland became one for ships and submarines in 1943. The straits: La Perouse, Sangarskiy and the Korean Straits can quickly become anti-submarine barriers and right now, our likely foe most probably controls

the movement of our submarines. (Russian Editor Note: “I think the “Sangarskiy” Straits are actually better known as the Tartar Straits between Sakhalin Island and the Asian mainland.”)

22 May. We detected an ASW P-3 Orion's AN/APS-80, weak signal strength. We diverted course away from the aircraft.

23 May. We came to periscope depth at 0830 to catch the broadcast and get a position fix. Political information: “The Fleet Komsomol activities were held”. Not one word more. Of course, it was “very important” information for a submarine in the South China Sea. We detected an ASW P-3 Orion's AN/APS-80, weak signal strength. We diverted course away from the aircraft.

24 May. We received instructions along with K-45 and K-7 to report our positions. We sent our lat/long at 1200. We sent the message three times because atmospheric conditions in the area were bad. From the intel summary: “Nixon is holding talks in Moscow”. We detected a weak signal strength AN/APS-20 from a P-2 Neptune ASW aircraft and diverted course away from the aircraft. The last two AN/APS-20 intercepts were analyzed and we came to the conclusion that the aircraft was conducting an ASW search.

25 May. Sometime after lunch, the engineer, K2R M.S.Bayburin reported that there was a leak of KhGCEhN-601



Permit-Class - General Characteristics

Disp: (surf) 3,810 tons, (sub) 4,369 tons
Length: 278 ft 5 in; **Beam:** 31 ft 7 in, **Draft:** 25 ft 2 in
Propulsion: 1 S5W PWR, 2 steam turbines, 15,000 shp
Speed: (surf) 20 knots, (sub) 30+ knots
Range: Unlimited, except by food supplies
Test depth: 1,300 ft; **Complement:** 112
Sensors and Processing Systems: BQQ-2 sonar (later BQQ-5)
Mark 113 Fire-control system
Armament: 4 × 21 in torpedo tubes amidships,
12-18 × Mark 37 torpedoes, later replaced by Mark 48s
4-6 × UUM-44 SUBROC anti-submarine missiles
4 × UGM-84 Harpoon anti-ship missiles

from the port side reactor and I made the decision to cut it off since a buildup of the levels of radioactive gasses and aerosols began in compartment 6 (EDITOR: if there is anybody who knows what KhGCEhN-601 is, please let me know. This is what was included in the original but since the Russians used PWRs, I have no idea what it is.) We remembered the search operation we were on in the Sea of Okhotsk from 24 September to 05 October, 1971. The boat entered the search area on 26 September, took up the search area and began to look for the "blue" submarine. On 29 September at 1230 at a depth of 80 meters there was a release of radioactive gas in the forward equipment space in the 6th (reactor) compartment. The radioactive gas and aerosol levels quickly grew in the forward equipment space to 20 times the normal allowable limit on the second and third levels of the 6th compartment. The signal and announcement of "radioactive danger" was given immediately and a special emergency zone was declared



This is the reactor compartment of an Echo-class submarine. The passageway is equivalent to an S5W tunnel.

in the 5th, 6th and 7th compartments. The engineer, K2R Bayburin and the chemical defense officer, K3R G.B.Yagoshin reported the boats condition and suggested a course of action. I decided to surface and ventilate the 6th compartment to the open air. Ten minutes later we surfaced and began the ventilation. Literally two minutes later, ESM detected an AN/APS-80 and an American P-3 Orion appeared out of the clouds and began to over fly us at an altitude of 100 meters. I decided to alter course, emergency dive and clear the datum by 20 miles. By this time the situation with regards to the gas and aerosol radioactivity was more complicated: it was 300 times allowed levels on the third deck in compartment 6. In the forward equipment space it was 5000 times allowable. On the second deck, 1700 times and in the 5th and 7th compartments it was around 40 times. To leave personnel in these compartments any longer was impossible, and

since they were removed from the affected compartments, I sent a message to shore detailing the deteriorating situation. We began to ventilate compartments 5, 6 and 7 to the atmosphere. Sometime by 2400 on 29 September, the levels in the 5th and 7th compartments were down to normal and in the 6th compartment they were down to just 1-2 times the allowable levels. The levels had reached 5-10 times norms by this time in the other compartments. In the 5th, 6th and 7th compartments, the level of contamination reached 100 counts/minute and we began shutting down those compartments. By 1200 on 30 September, the situation on board had stabilized: the gas and aerosol levels throughout the boat fell to normal levels. We sent a message to shore on our condition and asked for permission to return to base submerged. We received permission an hour later. Part of the crew suffered head aches, chest pains and fatigue that didn't go away for a month. When we got back to base, no one bothered to examine us.

26 May. We came to periscope depth at 0200. I immediately saw a 10,000 ton displacement ship dead ahead, range 10 cables. Sonar didn't hear anything. We made an emergency deep to a safe depth. The next broadcast we got a message from shore ordering us to return to base.

David Minton writes: "...world events began to take on a more peaceful tone. After long negotiations, President Nixon went to Moscow, where he held an historic meeting with General Secretary Brezhnev. During this meeting with Brezhnev on 24 May, the National Security Advisor Henry Kissinger informed Brezhnev that the US knew about the deployment of Soviet submarines and that their presence so close to the combat zone in Vietnam was a provocation and very dangerous. Two days after this standoff, the Soviet Echo II submarine turned north.

27 May. That night we received a message canceling the order to return to base. Instead they gave us an order to take up a new position in the Philippines Sea which was in the shape of a circle with a radius of 30 miles. What we were to do in that circle, they didn't say. K-57 and K-189 also received water space in the Philippines Sea. We passed through the Bashi Strait and fixed our position visually using an island. During the broadcast, we detected a radar operating in single sweep mode bearing 172 relative. In the periscope, the horizon was clear. We couldn't determine the parameters of the radar. I started the tracking board with the goal of identifying our pursuer during every PD excursion. On it I noted the incoming messages, the weather, visual observations and our maneuvering. It was possible that the radar was a BPS-9 belonging to a Permit-class nuclear attack boat.

EDITOR: The deployment turns into the "Seinfeld" of deployments - a patrol about nothing. K-184 aimlessly punches holes in the ocean very slowly as Guardfish follows, at least until K-184 makes up for the deafness of her sonar shack...

28 May. We took station in the Philippines Sea. Two messages were received in which there was an order to take up a new area in the form of a circle with a radius of 50 miles; also it was reported that it was leaked to the American press that Soviet submarines were discovered in the South China Sea. Admiral N.I. Smirnov, the Commander of the Pacific Ocean Fleet calls upon us to maintain our covert posture and curses K-57 for reporting the fact that she took station. Covertiness was lost by Headquarters during our workups for deployment: the transit route was available to anyone who wasn't lazy, all the boats set out on the same route, they ordered us to report our position by radio, there wasn't any sort of cover story created to cover our departure from base. During our PD to receive the broadcast we detected a radar operating in single sweep mode bearing 170 relative. The horizon was clear. We weren't able to determine the pulse repetition frequency (PRF) or the pulse duration since the radar operated only three seconds. It's possible that it's a BPS-9 carried by a Permit class SSN.

David Minton writes: After passing through the Bashi Straits, the Echo II established a new patrol zone in the Philippines Sea south of Okinawa. It was the worst acoustic conditions that you could imagine. At night, natural ambient noise and frequent rains deafened sonar. It became ever more difficult to maintain contact so Guardfish had to maintain trail of the Echo II at an even closer distance. Shore worked out a detailed procedure for handing off the Echo II to another US boat. We got that message on the broadcast.

29 May. We took position in the new water, speed 6 knots, with no explicit mission. I made the decision to begin a search for American and Japanese surface ships. During the broadcast, we detected a radar operating in single sweep mode bearing 175 relative. The horizon was clear. We weren't able to determine the pulse repetition frequency (PRF) or the pulse duration since the radar operated only five seconds. Its possible that it's a BPS-9 carried by a Permit class SSN.

30 May. During the broadcast, we detected a radar operating in single sweep mode bearing 175 relative. The horizon was clear. I heard out a suggestion from the XO and Combat Systems Officer on how to flush out the foreign submarine and break off contact.

31 May. We got a message on the broadcast ordering us to yet another area and also received word that supposedly the US found out about the locations of all of our boats in the South China Sea. Other areas were assigned to K-7, K-45 and K-57. The transit lane to these areas border some reefs and bars. The Pac Fleet Command reminded us about navigational safety. The ASW carrier "Ticonderoga" is approaching the Philippines Sea. President Nixon flew to Iran and his Secretary of Defense gave the order to shut down the "Safeguard" anti-ballistic missile system.

01 June. During the broadcast, we detected a radar operating in single sweep mode bearing 175 relative. The horizon was clear. We got the intel summary: "The ASW carrier "Ticonderoga" arrived in port Guam for refueling. There are three CVAs in the Gulf of Tonkin and one CVA to the east of Saigon."

02 June. We carried out a special maneuver to attempt to flush out the foreign submarine that was possibly following us. We didn't find anything. That day we came to PD for the broadcast and we observed a 10,000 ton displacement transport bearing 280 true, range 40 cables. Sonar didn't detect anything before coming to PD because the acoustics were so bad.

03 June. We read in the intel summary: "The ASW carrier "Ticonderoga" is transiting to the Philippines." K-45 was ordered to transit the Bashi Straits to occupy new water, once again past the bars and reefs. And again came the warnings on navigation from Fleet Headquarters. Soon we'll have spent a whole month at sea, splitting atoms for no apparent reason, although they could have given us the task of searching for and following a carrier. For a month we cruised at 6 knots in the same 50 mile radius circle, hearing and seeing nothing.

04 June. Intel summary: "The ASW carrier "Ticonderoga" is entering the Luzon Strait.

05 June. Intel summary: "The ASW carrier "Ticonderoga" has arrived in port, Subic Bay." I called the department heads together to discuss the patrol report, warning that I didn't want any whitewashes and to write what happened in actuality.

06 June. From 29 May to 06 June during our time at periscope depth receiving the broadcast, we were making brief detections of a radar operating astern of us, following us in our baffles at low speed, executing special maneuvers,



Having been reclassified as CVS-14, the USS Ticonderoga is shown as she was in this account.

although we couldn't detect anything. At 1200, we came to PD and caught the broadcast. I made a low power periscope sweep and followed it up with a high power examination of the horizon, and there it was in our port quarter – I see a submarine periscope at a range of 5 or 6 cables about 2 meters out of the water. I gave the scope to the XO, K3R L.V.Shaipov and he confirmed that he saw a periscope. When I went to look again, it was gone. Sonar didn't detect anything. I immediately sent a message to shore informing them of the detection of an American submarine. We detected a radar in single sweep mode operating astern of us and assumed it was a BPS-9 belonging to a Permit class SSN. We dove to 80 meters, turned about to search our baffles, speed four knots. After 30 minutes, we broke off from the American boat, changing speed and course, using active acoustic countermeasures.

David Minton writes: “Shore has worked out detailed procedures for turning over trail of the Echo II SSGN to another American boat. We got the message on the broadcast. As Guardfish was at periscope depth, we got an urgent message that the Echo II had suddenly come to PD and visually detected Guardfish. Maneuvers subsequent to this were aggressive and at high speed. To continue the trail of an alerted foe wasn't possible and we lost contact with the Echo II.

07 June. We got a message from Pacific Fleet Command: “Maintain caution, do not execute a trail of the American submarine.” We detected a possible BPS-9 bearing 172 relative in single sweep mode. By the end of the broadcast, sonar detected and held propeller sounds bearing 090 relative for five minutes. We detected a leak of KhGT-sEhN-601 (TR Note: again, in Russian ХГЦЭН – 601) from the starboard reactor and I decided to vent it since the level of radioactivity and aerosols began to rise in the 6th compartment. The crew heard the propeller noises from a possible submarine on the port side throughout the boat.

08 June. Our break-off maneuver from the American submarine didn't yield any results. Sonar could still detect it periodically. We sent three messages about detecting the American submarine. During the broadcast that night all the lights on the “Nakat” ESM screen were lit up (“flash” type), which gave the impression that there was, maybe 1-2 cables away, a radar operating nearby, so we immediately dove to 60 meters. The next time we came to PD to catch the broadcast, we detected a BPS-9. We continued our break-off course, speed and depth while using active countermeasures.

09 June. Sonar detected a submarine bearing 150 relative. I decided to break contact with the American boat, creating two pockets of water turbulence, placing two active countermeasures between the boats and opening range by changes in course, speed and depth. I went to the navigator's stand when the junior navigator, Junior Lieutenant A.V.Konev (now a Vice Admiral and Deputy Commander of the Pacific Ocean Fleet) told me a joke: “Comrade Commander, isn't it just like a circus ring, where our boat runs in a circle while the American boat plays trainer?” I

smiled. Right then the Political Assistant, K2R G.Ya.Antonov, called me up and asked, “Can't we just talk to the Americans?” Once the joking started, I answered back in jest, “Don your IDA-59s!” The situation on the conn was tense. You could read on people's faces the weight on their souls, but if you joked around a little bit, it meant that everything would be okay. We broke off from the Americans, since we couldn't detect them anymore. An Orion ASW aircraft flew in the area of the lost datum, conducting a search, but we were already gone. We got the order to begin searching for an SSBN along a route measuring 400 NM and then return to base, arriving on the 19th of June. The route back to base was exactly the same as the route out.

10 June. We took up our assigned position and began to search for the SSBN at 0600. Periodically we executed a maneuver to uncover any submarines following us. None were found.

11 June. Mid-day we came to PD for the broadcast and detected a ship visually bearing 070, range 40 cables. Sonar once again didn't detect anything. Acoustic conditions for us were terrible. At 1837, sonar heard propeller sounds. While maintaining caution, we came to periscope depth. At periscope depth we saw the stern of a 15,000 ton displacement ship heading away from us at a distance of about 9 cables. In this way, you can say that we determined the effective range versus surface contacts of our passive sonar.

12 June. At 2200, we finished our ASW search for the SSBN and began to transit back to base. Forty days on deployment and there wasn't one message that came in that wasn't inflammatory in some way, and this was peace time!

13 June. We got the intel summary: “The ASW carrier “Tripoli” is en route Oki-



This is a Russian IDA-59, a fully closed circuit re-breather. The original purpose of the device is to be a submarine bailout apparatus. Maximum operation depth is 300m (1000ft) according to the original manual.

nawa". We will soon pass Okinawa and exit the East China Sea.

14 June. We continue in the East China Sea.

15 June. We came to PD that night for the broadcast and nothing came to our address. Cloudiness was 3, sea state 2, visibility 3 miles. We shot stars and used Loran to determine our position. The crew is preparing the boat and the reports for the return to base.

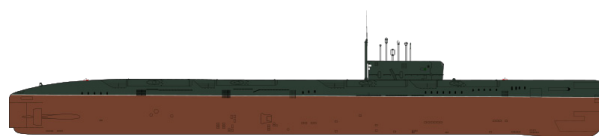
16 June. At 0200 we fixed our position near the island of Dandzo: we got a visual bearing to the light and distance to the island using the radar in single sweep mode. At 0600, we fixed our position again and entered the Korean Straits submerged at a depth of 40 meters. At 1200 we fixed our position using Loran A (four lines intersecting in one spot). On the approach to Tsushima, I wanted to confirm our position, but sonar heard the sounds of propellers bearing 148 which escorted us for 40 minutes. Sonar couldn't classify the noise. After that we again came to PD to confirm our position. The weather: still, hazy, visibility 20-30 cables.

17 June. We passed Ulin-Do island in front of surfacing point one. The depth there went to 2000 meters and more. Weather: fog, sea state 2.

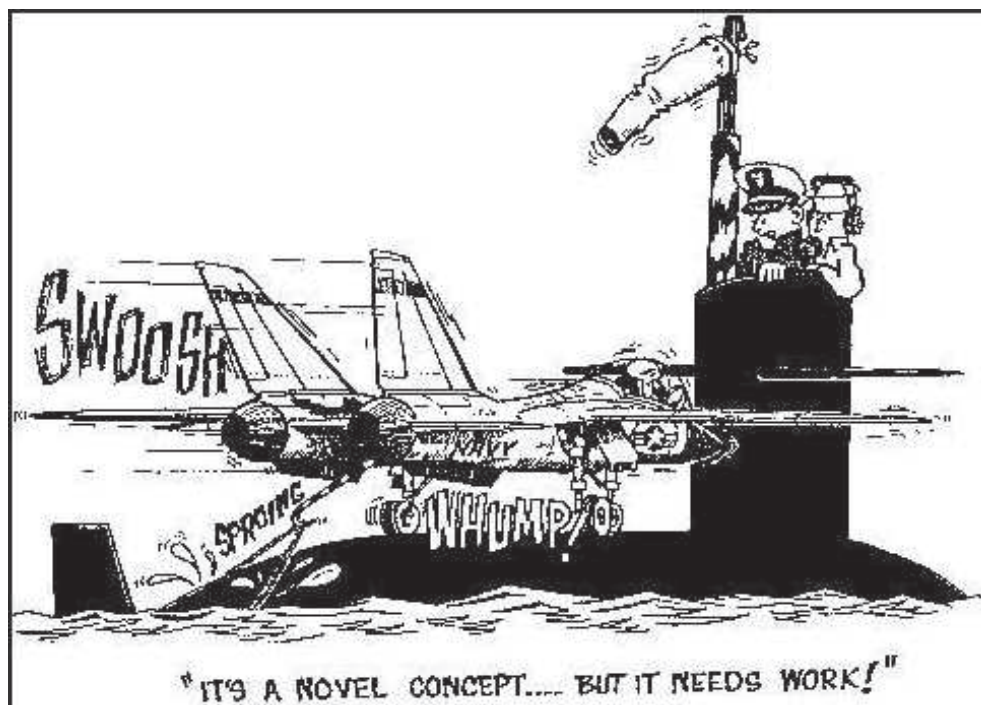
18 June. There is a mass hair cutting and showering amongst the crew and everyone changes into their special clothes.

19 June. And now we have moored. The staff, an orchestra and the division commander, Kontra-Admiral I.I. Verenikin met us. A new task was put before the crew: meet the Minister of Defense of the Soviet Union, who will inspect the boat and the shore accommodations. They just took away our rest and relaxation.

Next: The conclusion...



EDITOR: THERE SHOULD BE ONE MORE "CHAPTER" TO COME FOR THIS NARRATIVE. IF WE CAN GET IT, YOU'LL GET IT! STAND BY.



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Glendale, AZ 85308
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<http://www.perch-base.org>



NEXT MEETING

12 noon, Saturday, August 14, 2010
American Legion Post #105
3534 W. Calavar Rd., Phoenix, 85053
(1/2 block northwest, 35th Ave. & Thunderbird)