

The MidWatch



December 2012
Volume 18 - Issue 12

**THE MONTHLY NEWSLETTER,
Perch Base, USSVI
Phoenix, Arizona**



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

LEST WE FORGET THOSE STILL ON PATROL

DECEMBER ETERNAL PATROLS

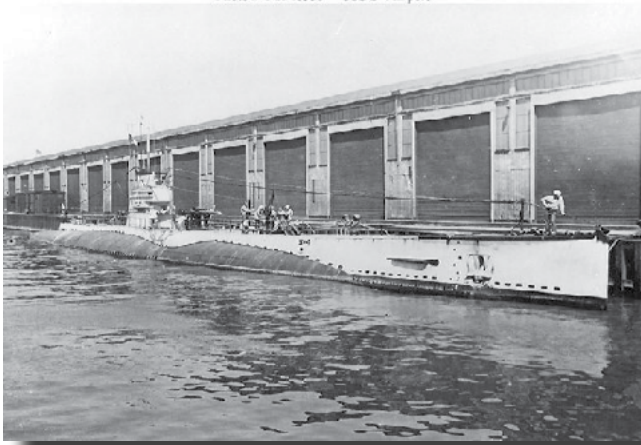
**USS F-1 (SS-20)
Dec. 17, 1917
19 men lost**

Collided with submarine *F-3* during maneuvers
off San Diego.



continued on next page

Photo # NH 46336 USS S-4 in port

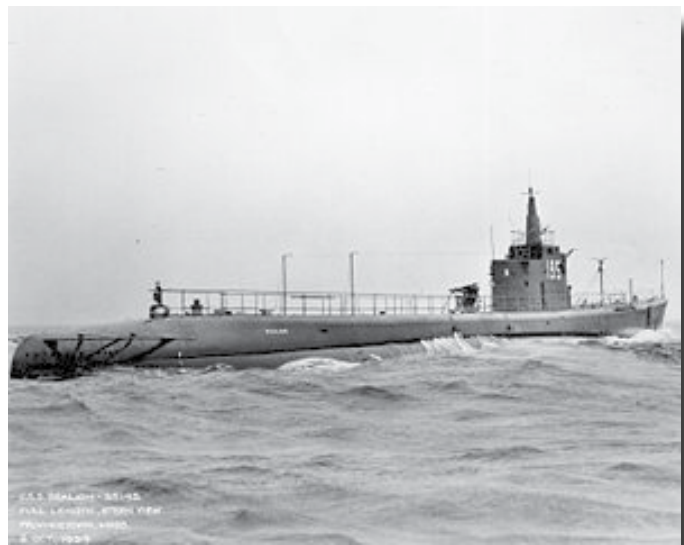


USS S-4 (SS-109)
Dec. 17, 1927
40 men lost

Rammed and sunk by Coast Guard destroyer Paulding near Provincetown, Cape Cod.

USS Sealion (SS-195)
Dec. 10, 1941
5 men lost

The first submarine sunk by enemy action in WWII, she was bombed by a Japanese war-plane at the Cavite Navy Yard, Philippines



USSVI CREED

Our organization's purpose is . . .

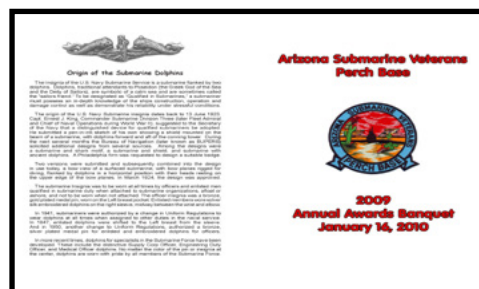
"To perpetuate the memory of our shipmates who gave their lives in the pursuit of their duties while serving their country. That their dedication, deeds and supreme sacrifice be a constant source of motivation toward greater accomplishments. Pledge loyalty and patriotism to the United States of America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

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

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



AWARDS BANQUET



No, we didn't forget to put information on the Annual Awards Banquet in the this issue, and no, this isn't the last issue before the big event.

This year, the Awards Banquet will be on February 2, so we have another issue (January) to bring you all the details.

But we can say . . . **THIS YEAR'S EVENT WILL BE BETTER THAT EVER.**

Watch for details in the January MidWatch.



Sailing Orders



December 7

Pearl Harbor Rememberence

Wesley Bolin Plaza - State Capital Plaza

THIS IS A BIG ONE SHIPMATES

Not only will the battleship guns (Arizona and Missouri) site be dedicated, but we will actively solicit SOS funds.

WE NEED A BIG TURNOUT!

Details by **FlashTraffic**

December 8

Regular Base Meeting

Dillion's at 59th Ave just north of the 101

No host happy hour - 11 a.m. - noon

Regular Base Meeting - noon - ?

February 2, 2013

The 2012 "Awards Banquet"

Details will be out later by **FlashTraffic**



Scan for the Perch Base Web Site



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2012 Perch Base Foundation Supporters

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

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

These are the 2012 Foundation Donors



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

Jim Denzien - Commander



Shipmates:

All Veterans Day activities went along as scheduled. Always a hectic time; however, all of our hard work paid off. All events were well attended and at the very least, the weather cooperated this year. Having George Crider's trailer to carry shipmates was very much appreciated. Thanks, George!

We will be participating in the Pearl Harbor Day remembrance (static display) on Friday, December 7th at Wesley Bolin Plaza near the State Capitol. In addition to the remembrance, there will be a ground breaking for the gun barrels (USS Arizona and USS Missouri) to be installed next year. Look for Flash Traffics to provide additional details.

We still need a volunteer to be Base Secretary. Participate in the management of the base. Contact a base officer if you are interested.

Shipmate Lester R. Hillman, LT departed on Eternal Patrol on November 8th. Sailor, rest your oar!!

Join us at our upcoming event.

Fraternally,

Jim Denzien, Base Commander



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

Howard Doyle - vice-Commander

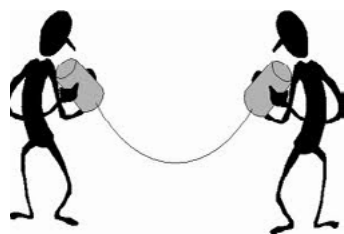


Need a Ride to a Base Meeting or Other Function?

Contact me, the Base vice-Commander [Howard Doyle \(602\) 228-2445](tel:6022282445) or any other Base Officer. All officers are listed near the front of every copy of the MidWatch.

The Base vice-Commander had no comments for this month.





"Soundings" Communications Officer's Message



Chuck Emmett - Comm. Officer

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

Well, shipmates, we've made it through another year of my producing and you reading the MidWatch. This marks almost seven years I've been doing this stuff. Sooner or later, I'm bound to get it right!

And, back by popular demand (well, at least one or two people,) I have again included Perch Base birthdays in the MidWatch. If your date is wrong then there is a pretty good chance you entered it wrong in the USSVI database.

My personal guarantee, this year's Awards Banquet (on February 6 of 2013) will be the best ever. We'll have all the details in a **Flash Traffic** as soon as we have them finalized. But mark it on your calendar -- and it will be affordable!

I've got to give a Bravo Zulu to our own Base officers. I've been after them for months (years?) to give me a monthly input to you for inclusion in the Midwatch. We're not at 100 percent but we're getting close. Thanks officers.

As I write this, it's Thanksgiving. There is so very much for Perch Base to be thankful for but we've had a lot of Eternal Patrols too. I think that is when we come together at our best. We really have been and are, in this together as brothers. Thanks for making me proud to be a member, shipmates.



"Member Mogul" Membership Chairman's Message

Rick Simmons - Membership

On November 16th, a "first" happened for Perch Base and maybe even USSVI. Two of our members, retired Command Master Chief Jerry Pittman and active duty YNC Heather Diaz became husband and wife. Mr. & Mrs. Pittman reside in Gilbert and we wish them every happiness.

Membership Items:

Here we are in December already. The busy Veterans Day activities are behind us and everyone is looking forward to the holidays.

Unfortunately, there is one activity that half of our members have not completed. I'm speaking of paying their 2013 USSVI and/or Perch Base dues. The deadline is December 31st and there is no grace period. USSVI dues are \$20.00 and Perch Base dues are \$10.00. One (1) check made out to "Perch Base" for the applicable amount to cover both payments is all that's needed. Any dues payments made after December 31st must include a \$5.00 late fee. Don't end up on the **Dink List**, get those dues payments in to the Membership Chairman ASAP. Don't forget to include the bottom portion of your dues letter to endure proper credit and to update your contact information. And remember, please, please, please make that dues check out to PERCH BASE.



The COB's Comments



From the Chief of the Boat:

November has been filled with many events for Perch Base. We are pleased by the participation and support given by members that have been able to attend these activities. The Veterans Day celebrations are always a busy time for us.

We were at two static display celebrations. The first was with the city of Gilbert on Nov. 8th with eleven members present. The second was at Higley High School in Mesa with eight members present. Besides the display and Veterans remembrance show, we were treated to a breakfast and lunch at Higley.

We also participated in three parades. The appreciation and response from the spectators along the parade route is always enthusiastic and appreciated by all of us that ride. It is very heartwarming to hear the cheers and "thank you for serving" as we roll along. We were in the Anthem Veterans Parade Saturday Nov. 10 and weather was cool. Seventeen members participated in the parade and then most of us met at the Rock Springs Café for lunch before we staged for the Black Canyon City parade that afternoon. We had eight members braved the cold (really cold) afternoon parade there. The Perch Base entry was awarded Second Place by the parade judges and we were awarded a \$75.00 check which will go into the Base Foundation.

The third parade was the VA, Phoenix Veterans Day Parade on Monday Nov 12th. The weather was nice and we had fifteen members and one prospective member participate. Again the spectators were very receptive of our float and service. As of this writing the Base has been informed that we have won an award in this parade also, but it will not be awarded until an awards dinner Nov. 30th.

We have one more event before the December meeting and it is a static display with the float downtown Phoenix, near the Capital Building, December 7th commemorating Pearl Harbor Day. More information will be put out in a FLASH message, Please attend if you are able.

Have a Merry Christmas and a Happy New Year

Richard Kunze

cob@perch-base.org



- *Alexander the Great (356 to 323 B.C.) ruler of Macedonian and conqueror of the known world in his time, is the first person known to have descended into the sea in a vessel of any kind.*
- *Over three hundred years ago, Mother Shipton, famous English prophetess, predicted the coming of the submarine when writing, "under water men shall walk, shall ride, shall sleep, shall talk."*
- *Insignia of the Navy's submarine service is a submarine flanked by two dolphins. Dolphins, or porpoises, the traditional attendants to Poseidon, Greek God of the Sea and patron deity of sailors, are symbolic of a calm sea, and are sometimes called the 'sailors' friend. In addition to the Dolphins, those World War II submariners who participated in successful combat patrols may wear the coveted Submarine Combat Insignia.*
- *The first submarine which actually sank another enemy vessel under combat conditions was the CSS HUNLEY built during the Civil War. The Union frigate HOUSATONIC on blockade station off Charleston, S. C. was the victim. The incident occurred on February 17, 1864.*

• *Emperor Hirohito, upon learning of the Bataan death march at the conclusion of the war, stripped General Homma, the responsible commander, of his medals and decorations.*





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



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

The SOS Committee will be meeting after the December 8th base meeting to discuss the latest revision of the city’s MOU, current developments of transportation of the sail via Union Pacific RR’s “Transportation of Historical Artifacts” program. This was used by the state when the Arizona/Missouri guns were brought to Phoenix. We also have an update on the latest construction costs. Various other agenda items will also be discussed.

The Committee plans on actively soliciting donations at the Pearl Harbor Remembrance Day event on December 7th at the state capital. All hands are encouraged to attend this event which will include the official dedication of the “big guns” and tour the outstanding military memorials at Wesley Bolin Park. If you have not had the opportunity to visit Wesley Bolin Park, it should definitely be on your “bucket List.”



CHAPLAIN’S COLUMN



Base Chaplain - Steve Leon

Greetings

I want to thank all of you who participated in in the memorial services for Shipmate Lester Hillman, especially those who fulfilled my responsibilities in my absence.

I wish every base member and his/her family a blessed Holiday Season. Let us never forget our fellow veterans who are in need, at this time, nor the service men and women on duty around the globe, away from their families.

In closing, I ask you to consider the wisdom of the 14th century theologian, Meister Eckhart, who said, “If the only prayer you ever say in your whole life is ‘thank you’, that would suffice.”

Ave Deus,

Steve Leon

Binnacle List

On Nov. 8, 2012, Lester Hillman embarked on Eternal Patrol.

Please keep the following crewmembers in your thought and prayers:

- Joe “Wanderer” Varese; in chemotherapy treatment.
- Adrian Stuke; will be undergoing ten weeks of radiation therapy, at Barrows Nuerological Institute, to remove a brain tumor.

Inspirational Reflections

A Different Christmas Poem

The embers glowed softly, and in their dim light,
I gazed round the room and I cherished the sight.
My wife was asleep, her head on my chest
My daughter beside me, angelic in rest.
Outside the snow fell, a blanket of white,
Transforming the yard to a winter delight.

The sparkling lights in the tree I believe
Completed the magic that was Christmas Eve.
My eyelids were heavy, my breathing was deep
Secure and surrounded by love I would sleep.
In perfect contentment, or so it would seem,
So I slumbered, perhaps I started to dream.

The sound wasn't loud, and it wasn't too near,
But I opened my eyes when it tickled my ear.
Perhaps just a cough, I didn't quite know, then the
Sure sound of footsteps outside in the snow.
My soul gave a tremble, I struggled to hear,
And I crept to the door just to see who was near.

Standing out in the cold and the dark of the night,
A lone figure stood, his face weary and tight
A soldier, I puzzled, some twenty years old,
Perhaps a Marine, huddled here in the cold.
Alone in the dark, he looked up and smiled,
Standing watch over me, and my wife and my child.

"What are you doing?" I asked without fear,
"Come in this moment, it's freezing out here!
Put down your pack, brush the snow from your sleeve,
You should be at home on a cold Christmas Eve!"
For barely a moment I saw his eyes shift,
Away from the cold and the snow blown in drifts.

To the window that danced with a warm fire's light
Then he sighed and he said, "It's really all right,
I'm out here by choice. I'm here every night.
"It's my duty to stand at the front of the line,
That separates you from the darkest of times.

No one had to ask or beg or implore me,
I'm proud to stand here like my fathers before me.
My Gramps died at ' Pearl on a day in December,"
Then he sighed, "That's a Christmas 'Gram always remembers."
My dad stood his watch in the jungles of ' Nam ',
And now it is my turn and so, here I am.

I've not seen my own son in more than a while,
But my wife sends me pictures, he's sure got her smile."
Then he bent and he carefully pulled from his bag,
The red, white, and blue... an American flag.
"I can live through the cold and the being alone,
Away from my family, my house and my home.

I can stand at my post through the rain and the sleet,
I can sleep in a foxhole with little to eat.
I can carry the weight of killing another,
Or lay down my life with my sister and brother.
Who stand at the front against any and all,
To ensure for all time that this flag will not fall."

"So go back inside," he said, "harbor no fright,
Your family is waiting and I'll be all right."

"But isn't there something I can do, at the least,
"Give you money," I asked, "or prepare you a feast?"

It seems all too little for all that you've done,
 For being away from your wife and your son.”
 Then his eye welled a tear that held no regret,
 “Just tell us you love us, and never forget.
 To fight for our rights back at home while we're gone,
 To stand your own watch, no matter how long.
 For when we come home, either standing or dead,
 To know you remember we fought and we bled.
 Is payment enough, and with that we will trust,
 That we mattered to you as you mattered to us.”

-Courtesy of the Town of Marshfield, Massachusetts Veteran's Services Office (<http://www.townofmarshfield.org/government-departments-veterans-poem.htm>)



- **When the loss of Saipan was announced to the Japanese people on July 18, 1944, Prime Minister Tojo and his entire cabinet resigned.**
- **On Feb. 22, 1945 the Flounder fired four fish at a Japanese patrol boat. Two of the fish ran in a circle, causing Flounder to maneuver frantically to avoid disaster. On the following day she collided with Hoe.**
- **The Flounder (Stevens) sank the only German U-boat that was credited to U.S. Submarines in the Pacific.**
- **The last of the German commerce raiders, the Michael, was sunk by Tarpon (Wogan) on Oct. 18, 1943 while enroute to a Japanese port.**
- **On December 28th the Dace (Cole) torpedoed the Japanese collier Nozaki, the last ship to be sunk in 1944.**
- **Traditionally, United States submarines have been named after fish and other marine creatures. One exception was the Navy's first submarine HOLLAND which was named after its inventor, John Philip Holland. Today, ballistic missile submarines are named for famous American patriots, with the newest class, the OHIO class, named after states. The LOS ANGELES class of attack submarines are named for United States cities.**
- **Records for enemy shipping sunk by U.S. submarines during World War II are held by two boats built by Electric Boat. The USS FLASHER sank 100,231 tons of Japanese shipping, while the USS TAUTOG holds the record for the most ships - 26.**
- **Per cubic inch, there is more science packed into a submarine than into any other warship. Submariners say 'There is room for everything aboard a submarine except a mistake.'**
- **In 1921, a United States submarine, the R-14, having run out of fuel at sea, rigged sails from blankets, hammocks, curtain rods and the ramrod of a 3-inch gun, and sailed 100 miles to port at a speed of two knots.**
- **More decorations for valor have been awarded, per man, to the submarine service than any other Navy Branch.**
- **Habitability is heavily stressed in the construction of modern submarines. Specially designed color schemes, mechanical conveniences, air conditioning, and the best chow in the Navy are supplied to make the vessels more livable. A full time staff is maintained by Electric Boat Division to work out 'human engineering' problems.**

Shipmates, if you have not already done so, cut out the instructions on the dotted line below and place it with your final instruction papers (i.e., will, power of attorney, living will, living trust, etc.) for your next of kin. Don't let them languish as to your Final Patrol desires.

**** IMPORTANT INSTRUCTIONS ****

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

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

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

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

Other Important Information:

Veterans Death and Burial Benefits

http://www1.va.gov/opa/publications/benefits_book/benefits_chap07.asp

Navy Burial at Sea Information

<http://usmilitary.about.com/cs/generalinfo/a/seaburial.htm>

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

**** IMPORTANT INSTRUCTIONS ****

Base Meeting Minutes September 2012

Chuck Emmett
Acting Secretary

There was no Base meeting in November -- the events surrounding Veterans Day pre-empted it -- so no minutes to produce.

Flash Traffics

. . . for November 2012.

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

Flash Traffic #11-01_2012: Veterans Celebration: Gilbert, Higley HS

Flash Traffic #11-02_2012: Anthem and BCC Parade Notice

Flash Traffic #11-03_2012: Eternal Patrol Notice: Lester Hillman

Flash Traffic #11-03a_2012: Followup: Lester Hillman Noticen 10-03-2012

Flash Traffic #11-04_2012: Phoenix Veterans Day Parade

Flash Traffic #11-05_2012: Reminder, Military Honors for Shipmates

Flash Traffic #11-06_2012: Naval Commandery's Meeting

Perch Base Shipmate's Birthdays - December -

Happy Birthday

Walter BLOMGREN	Dec. 12
Thomas P. BURKE	Dec. 9
James J. COOPER	Dec. 12
Herbert J. COULTER	Dec. 31
Charles EMMETT	Dec. 20
Thomas E. FOOSHEE	Dec. 22
DeWayne LOBER	Dec. 28
Paul V. MILLER	Dec. 4
Jeff NELSON	Dec. 17
Pete SATTIG	Dec. 12
James H. STRASSELS	Dec. 27
Gary WATERBURY	Dec. 29
Ronald J. ZOMOK	Dec. 12
Dwayne REED	Dec. 31
Donald UNSER	Dec. 16

Eternal Patrol

December 17, 1927

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 S-4 (SS-109) **December 17, 1927** **40 men lost**



Class and type: S-class submarine, Type II
Displacement: 876 tons (surf.), 1,092 tons (sub)
Length: 231'; Beam: 21'10", Draft: 13'4"
Speed: 15 kn (surf.), 11 kn (sub.), Test depth: 200 ft
Range: 5,000 naut. miles at 10 knots surfaced
Propulsion: 2 × M.A.N diesels, 1,000 hp each;
2 × Westinghouse electric motors, 600 hp (447 kW) each;
120-cell Exide battery; two shafts
Bunkerage: 148 tons oil fuel
Complement: 42 officers and men
Armament: 1 × 4 in (100 mm) deck gun
4 × 21 in (530 mm) torpedo tubes

Article is from Wikipedia

USS S-4 (SS-109) was an S-class submarine of the United States Navy. In 1927, she was sunk by being accidentally rammed by a Coast Guard destroyer with the loss of all hands but was raised and restored to service until stricken in 1936.

Her keel was laid down on 4 December 1917 by the Portsmouth Navy Yard in Kittery, Maine. She was launched on 27 August 1919 sponsored by Mrs. Herbert S. Howard, and commissioned on 19 November 1919 with Lieutenant Commander Percy K. Robottom in command.

Service

Following acceptance trials, a visit to Havana, Cuba from 14-19 January 1920, and subsequent operations along the Gulf of Mexico and New England coasts, S-4 departed New London, Connecticut on 18 November to rendezvous off New Hampshire with her assigned unit — Submarine Divisions 12 (SubDiv 12) — and SubDiv 18. The two divisions were about to embark on a historic voyage which, at that time, was to be the longest cruise undertaken by American submarines. Assigned to Submarine Flotilla 3 of the Asiatic Fleet at Cavite in the Philippine Islands, they sailed via the Panama Canal and Pearl Harbor and arrived at Cavite on 1 December 1921.

S-4 operated out of the Cavite Naval Station, with occasional visits to Chinese ports, until late 1924, when the two divisions were reassigned to the West Coast. Departing Cavite on 29 October, they arrived at Mare Island, California on 30 December.

Remaining at Mare Island in 1925, she operated along the West Coast through 1926, mainly at San Francisco, San Pedro, and San Diego. She departed Mare Island on 10 February 1927 and sailed to the Panama Canal Zone, where she operated through March-April, then proceeded to New London, Connecticut, arriving on 3 May. For the remainder of the year, she operated off the New England coast.

Sinking

On 17 December 1927, while surfacing from a submerged run over the measured-mile off Cape Cod near Provincetown, Massachusetts, she was accidentally rammed and sunk by the Coast Guard destroyer Paulding.

Paulding stopped and lowered life boats, but found only a small amount of oil and air bubbles. Rescue and salvage operations were commenced, only to be thwarted by severe weather. Heroic efforts were made to rescue six known survivors trapped in the forward torpedo room, who had exchanged a series of signals with divers, by tapping on the hull. As the trapped men used the last of available oxygen in the sub, a diver placed his helmeted ear to the side of the vessel and received this morse-coded message, "Is ... there ... any ... hope?" Sadly, there was no reason for hope and all six men perished.

The six men who were trapped were:

Lieutenant Graham N. Fitch
Torpedoman's Mate Russell A. Crabb
Seaman Joseph L. Stevens
Seaman George Pelham
Torpedoman's Mate Roger L. Short
Torpedoman's Mate Frank Snizek

Despite best efforts all were lost. S-4 was finally raised on 17 March 1928, by a salvage effort commanded by Captain Ernest J. King. Several of the salvage divers, including Eadie and Frank W. Crilley, were awarded the Navy Cross for their actions during the operation. The submarine was towed to the Boston Navy Yard for dry-docking and was decommissioned on 19 March.

Return

S-4 was recommissioned on 16 October, after repairs and conversion to a test vessel for submarine rescue experimentation. She served at Key West, Florida early in 1929-1930, and in the northeast during the remainder of those years. In 1931, she operated again at New London until departing there on 3 January 1932 for Pearl Harbor. Sailing via the Panama Canal, she arrived at Pearl Harbor on 29 August. On 7 April 1933, S-4 was decommissioned and laid up. Sh was stricken from the Naval Vessel Register on 15 January 1936 and destroyed on 15 May by sinking.

When Japan Bombed the U.S. Mainland

(from) Brookings, Oregon

By: Norm Goyer

September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. Japan had attacked Pearl Harbor less than a year ago and the captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack their country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens. Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire. If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction, each capable of carrying three single-engine Yokosuki E14Ys float equipped observation and light attack aircraft (U.S. code name "Glen.")



Pilot Chief Warrant Officer Nobuo Fujita and his crewman Petty Officer Shoji Okuda were making last minute checks of their charts making sure they matched those of the submarine's navigator.

September 9, 1942: Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower

between Gold's Beach and Brookings, Oregon. Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify friend or foe, almost immediately. It was cold on the coast this September morning, and quiet. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings, just a few miles north of the California-Oregon state line.

Aboard the submarine the Captain's voice boomed over the PA system, "Prepare to surface, aircrew report to your stations, wait for the open hatch signal."



During training runs several subs were lost when hangar door were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signaled the "All Clear."

The crew assigned to the sprang into action. They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded, and two 176 pound incendiary bombs were attached to the hard points under the wings. The "Glen" was a small two passenger float plane with a nine cylinder 340 hp radial engine.

It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, and checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States. When the gauges were in the green the pilot signaled and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast.

Johnson was sweeping the horizon but could see nothing; he went back to his duties as a forestry agent, which was searching for any signs of a forest fire as the morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye.

The small Japanese float plane had climbed to several thousand feet altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.

The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering.

The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.

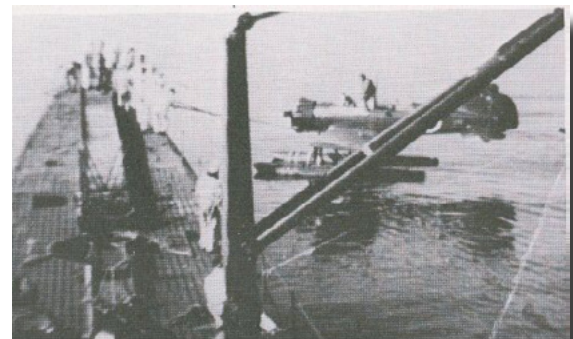
Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific, Johnson could not understand what was happening. He locked his binoculars onto the plane and followed it as it headed inland.

The pilot activated the release locks so that when he "pickled" the bombs they would release. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine.

Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what was unfolding as he watched.

The bombs tumbled from the small seaplane and impacted the forests. The pilot circled once and spotted fire around the impact point. He executed a 180 degree turn and headed back to the submarine. There was no air activity, the skies were clear.

The small float plane lined up with the surfaced submarine and



landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck; the plane's crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan.

This event, which caused no damage, marked the only time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was coastal fog, mist and heavy doses of rain made the forests so wet they simply would not catch fire.

Fifty years later the Japanese pilot, who survived the war, would return to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted. The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942.

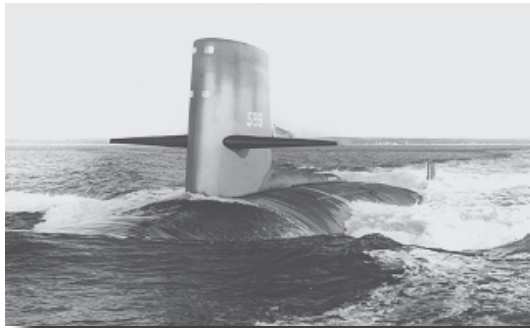


USS Scorpion SSN-589



18:20:44 GMT till 18:42:34 GMT had to be 22 minutes of the worst underwater hell any of us could ever imagine. God rest the souls of all who served in the 589 Boat and rode her to the bottom. May they always rest in peace.

(Another) Why the Scorpion (SSN-589) Was Lost on 22 May 1968



When the US nuclear submarine Scorpion was lost in the east central Atlantic on 22 May 1968, the event produced a series of acoustic signals detected by underwater sensors on both sides of the Atlantic.

By comparing the detection times of these signals, the position of the Scorpion was determined. That position provided the basis for the search that identified the Scorpion wreckage.

The first reanalysis of these acoustic signals in 40-years, in combination with conclusions drawn in 1970 by the Scorpion Structural Analysis Group (SAG), has provided the following new information:

The initiating events that caused the loss of Scorpion were two explosions with an energy yield of not more than 20-lbs of TNT each. These explosions, which occurred one-half second apart at 18:20:44 Greenwich Mean Time (GMT) on the 22 May 1968, were contained within the Scorpion pressure-hull.

Based on the examination and microscopic, spectrographic and X-ray diffraction analysis of a section of the Scorpion TLX-53-A main storage battery cover recovered by the U.S. submersible, Trieste-II, the SAG determined the battery exploded before flooding of the battery well occurred.

Collectively, the acoustic data and the physical evidence confirm Scorpion was lost because of two explosions that involved the ignition of hydrogen out gassed by the battery, i.e., these explosions were the initiating events responsible for the loss of Scorpion.

These explosive events prevented the crew from maintaining depth-control. The Scorpion pressure-hull and all internal compartments collapsed in 0.112-seconds at 18:42:34 GMT on 22 May 1968 at a depth of 1530-feet. The energy yield of that event was equal to the explosion of 13,200 lbs of TNT, the essentially instantaneous conversion of potential energy (680 psi sea pressure) to kinetic energy, the motion of the water-ram which entered

the pressure-hull at supersonic velocity.

The more than 15 acoustic events that occurred during the 199-second period following pressure-hull collapse were produced by the collapse of more pressure-resistant structures, including the six torpedo tubes, within the wreckage.

Reanalysis of the acoustic data also confirmed:

1. Scorpion did not reverse course to deal with a torpedo conjectured to have become active in its launch tube;
2. there were no acoustic detections of either a torpedo or any other naval surface ship or submarine when Scorpion was lost,
3. there were no explosive events external to the Scorpion pressure-hull.

In summary, Scorpion was lost because two battery-associated explosions created onboard problems the crew could not overcome. There was no Soviet involvement.

This information has been provided to the Chief of Naval Operations, OPNAV N87, the Office of Naval Intelligence (ONI), Commander Submarine Forces, and the Naval History and Heritage Command.

Source: analysis of acoustic data that has been in the public domain for over 40-years.

Analyst: B. Rule, for 42-years, the lead acoustic analyst at ONI, the national laboratory for passive acoustic analysis.

Text courtesy of Chuck Haberlein.[Former Director of the Naval History and Heritage Command]



- ***A typical modern submarine may require as many as 2,000 working drawings for the more than 7,000,000 items used in its construction. Blueprints from these drawings if placed end to end would make a strip 250 miles long.***
- ***The first periscope used by the United States Navy was not built for a submarine. The ironclad monitor OSAGE utilized a periscope to discover a Confederate cavalry unit taking cover behind the high banks of the Red River in Arkansas.***
- ***In World War II the Germans lost 782 submarines, the Japanese lost 130, and the United States lost only 52 submarines. Twenty-three of the Japanese subs lost were victims of the American Submarine Service.***
- ***Submarine tenders, or 'mother ships' of the U.S. Navy usually bear the names of characters of mythology, the names of submarine inventors, or the names of persons who have made contributions to the Submarine Service.***
- ***A submarine, the TURTLE, was employed by the American revolutionary army to attack the British. It was built by David Bushnell at Saybrook, Connecticut, just a few miles from the present site of Electric Boat Division of the General Dynamics Corporation, and the U.S. naval Submarine Base.***
- ***George Washington endorsed the use of the first American submarine, David Bushnell's TURTLE, during the Revolution. Following the vessel's attack on a British man-of-war, he discussed the potential use of submarines in a letter to Thomas Jefferson.***
- ***USS GEORGE WASHINGTON, the world's first ballistic missile nuclear powered submarine, constructed in record time, set a record of its own by remaining submerged 67 days on its initial Polaris missile deterrent patrol in the Atlantic.***
- ***Insignia of the Navy's submarine service is a submarine flanked by two dolphins. Dolphins, or porpoises, the traditional attendants to Poseidon, Greek God of the Sea and patron deity of sailors, are symbolic of a calm sea, and are sometimes called the 'sailors' friend. In addition to the Dolphins, those World War II submariners who participated in successful combat patrols may wear the coveted Submarine Combat Insignia.***
- ***The first submarine which actually sank another enemy vessel under combat conditions was the CSS HUNLEY built during the Civil War. The Union frigate HOUSATONIC on blockade station off Charleston, S. C. was the victim. The incident occurred on February 17, 1864.***

Return To:

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

NEXT BASE MEETING
December 8, 2012
Dillion's Restaurant
59th Ave. and Loop 101

