



The "MidWatch"



May 2009
Volume 15 - Issue 5

The monthly newsletter of
Perch Base - USSVI
Phoenix, Arizona

<http://perch-base.org>

What's "Below Decks" in the Midwatch

ITEM	PAGE NO.
Title Page	1
Perch Base "Booster and Float Support Club"	2
List of Base Officers	3
Sailing Orders	3
<i>Our Generous Sponsors</i>	4
<i>Foundation Shipmates</i>	6
From the Wardroom	7
April Base Meeting Minutes	7
"Digging Deep"	10
From the Desk of the Sea Hag	11
Shipmate to Shipmate	11
Chaplain's Column	15
Lost Boat -- USS Lagarto (SS-371)	16
Submarines in History: Australia's WWI Submarine	21
Mailing Page	23



Lest We Forget Those Still On Patrol

MAY ETERNAL PATROLS

USS GUDGEON I (SS-211)	12 May 1944	78 Lost
Japanese Air/Surface Attack in Northern Marianas		
USS LAGARTO (SS-371)	04 May 1945	85 Lost
Japanese Surface Attack in Gulf of Siam		
USS SCORPION II (SSN-589)	22 May 1968	99 Lost
Possible Torpedo Detonation off Azores		
USS SQUALUS (SS-192)	23 May 1939	26 Lost
Foundered off Portsmouth, New Hampshire (boat salvaged and re-commissioned under a new name)		

NEXT MEETING

12 noon, Saturday, May 9, 2009
American Legion Post #105
3534 W. Calavar Rd., Phoenix, AZ 85053

2009 Booster and Float Support Members

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 with additional contributions. Shipmates, we salute you!

These are the 2009 Contributors. Have you given you support?

Jerry Allston, Reynaldo Altos, Gary Bartlett, Ken Becker, Walt Blomgren, Bradley Butler, Michael Dahl, Jim Denzien, Howard Doyle, Joe Errante, John Graves, Dave Harnish, Stephen Hough, Mike Keating, Darrell Lambert, DeWayne Lober, Burtis Loftin, George Marions, Ray Marshall, David Meese, Angus McPherson, Alan Miller, Tim Moore, James W. Newman, Craig Olson, Stan Reinhold, Robie Robinson, Stanley Rud, Frank Rumbaugh (in memory), Garry Shumann, Rick Simmons, William Tippet, Forrest Watson, Donald Whitehead, Ed Wolf, Jerry Yowell, John Zaichkin, Ron Zomok.

BASE OFFICERS

COMMANDER:

Jim Denzien
2027 South 85th Ln.
Tolleson, AZ 85353-8752
(623) 547-7945
jdenzien@cox.net

VICE COMMANDER & CHAPLAIN:

Warner H. Doyle
13600 W. Roanoke Ave.
Goodyear, AZ 85395
(623) 935-3830
d-hdoyle@msn.com

SECRETARY:

Tim Moore
5751 W. Bloomfield Rd.
Glendale, AZ 85304-1832
(602) 574-3286
seawolfssn575@quest.com

TREASURER:

Dave Harnish
6509 W. Devonshire Ave.
Phoenix, AZ 85033-3350
(623) 846-0367
daveharnish@cox.net

NEWSLETTER EDITOR:

Chuck Emmett
7011 West Risner Rd.
Glendale, AZ 85308-8072
(623) 466-9569
chuckster41@cox.net

COB:

Jim Edwards
3853 W. Calle Lejos
Glendale, AZ 85310-4151
(623) 780-4808
jmbarb@gwest.net

STOREKEEPER:

DeWayne Lober
8509 N. 16th Ave.
Phoenix, AZ 85021-5424
(602) 944-4200
dnlober@hotmail.com

FLOAT COORDINATOR:

Barry Bowers
9450 W. Cabela Dr.
Glendale, AZ 85305-1305
(623) 237-1121
barry85305@gmail.com

WEBMASTER:

Ramon Samson
13210 N. Lake Forest Dr.
Sun City, AZ 85351-3252
(623) 815-9247
rsamsonss328@cox.net

HISTORIAN:

James W. Newman
3422 North 51st Place
Phoenix, AZ 85018-6120
(602) 840-7788
jimnewmanss483@aol.com

Sailing Orders



MAY MEETING

The May Perch Base meeting, and future meetings, will be at 12 noon and on the second Saturday of each month and at the American Legion Post #105, located at 3534 W. Calavar Rd., Phoenix, AZ. This is 1/2 block northwest of the intersection of 35th Ave. and Thunderbird.

September 8 - 12, 2009

Don't wait! The next USSVI convention is right around the corner and this time, it practically next door. San Diego Base is hosting -- an easy few hours drive AND gas prices are low!

But the big news about this convention is that it's a joint venture with the ISA-USA (International) Convention. This is the first time (in recent memory) that the International is meeting in the US and the very first time, a joint convention is held.

Just think! Smooze with not just US boat sailors, but German, French, Russian and English.

Check the internet link just below to go to the special convention web site.

<http://www.ussvisandiego.org/Convention2009/index.htm>

SEE, FEEL & TASTE THE DIFFERENCE



Frank DeShong
(480)396-0486
toll-free (866)832-7611
2716 N. Ogden Rd. #107
Mesa, Arizona 85215
www.advantagepureflo.com
ROC 179358 Bonded & Insured

ADVANTAGE PURE FLO, INC.
"PURE WATER TECHNOLOGY SOLUTIONS"

ADVENT

SIGNS & PRINTING

9133 W. Thunderbird, Suite 105, Peoria, AZ 85381

Todd M. Horn
Owner
Graphics Designer

Phone: (623) 856-8434 Email: todd@adventad.com
Fax: (623) 856-8434 Web: www.adventad.com



TONY & RUBY CORDOVA
Owners



p 602.971.4200
f 602.971.4201
print@arcimpressions.com
www.arcimpressions.com
2650 E. Mohawk Lane, Ste. 156
Phoenix, Arizona 85050

Desert Oasis Floral

Flowers for all Occasions
Custom Designs Artist



15127 W. Van Horn, #208
Goodyear, AZ 85139
PH: 602-975-9158
Fax: (623) 923-0135
Toll Free (800) 662-7473

Cynthia & Robert Cannon
Owners

FAIRINGS - ETC

Bob Snedaker

623-536-0951 (business)
623-380-9795 (cell)
http://www.fairings-etc.com
bob@fairings-etc.com





Larry Harker's
AUTO REPAIR INC.
BOB & ELLEN FRISBY
Owners
(602) 278-5558
(602) 278-5550 (FAX)
3845 West Indian School Rd.
Phoenix, AZ 85019

Solving Your Car Care Puzzle

HOLLY'S CUSTOM SEWING

100 E. 1047
Glendale, AZ 85140
Rt. 10, Peoria, Arizona
Phone: (623) 331-1553
www.hollyscustomsewing.com



Holly Walker
Proprietor

MEESE, PLC

DAVID R. MEESE, JR., CPA, PLC
Certified Public Accountant

Taxation

- Individuals and Related Businesses
- Estates and Trusts
- Corporations, Partnerships, and LLCs
- Employee Plans and Exempt Organizations

Accounting

System Design • Business Startup
Accounting Services • Financial Statements

Consulting

- Income and Estate Tax Planning
- Deferred Compensation Planning
- Management and Operations Analysis

1646 North Litchfield Road Suite 200 • Goodyear, AZ 85339 (623) 935-1005 FAX (623) 935-1008

Osborne Jewelers

*Custom Remounts • Jewelry Repair • Appraisals
Watch Repair • Many Gift Items*

406 N. LITCHFIELD ROAD
SUITE 200 • GOODYEAR, AZ 85338
PHONE (623) 925-1815

KEN EARLS
REVERSE MORTGAGE SPECIALIST

Sun Valley

Financial



7178 E. Prairie Ridge Road Prescott Valley, Az 86315
Cell 928-308-4488 Hm-Ofc 928-772-0275 Fax 623-889-0359
Toll Free 1-888-623-0355 e-mail ken@sunvalleyfinancial.com

**More advertisers are up to you,
Perch Base members!**

Foundation Shipmates



These organizations and individuals have contributed to the Perch Base Foundation and deserve special recognition as "Foundations Shipmates." Perch Base members are encouraged to use these organizations as a way of saying, "thanks."

Avondale Toyota

Larry Harker Auto Repair Inc.

Fairings - Etc

White Shears Flowers

Frank Bono Metal Design

Southwest Steel Sales LLC

United Parcel Service (UPS)

David L. Meese, Jr. CPA PLC

ARC Impressions

From the Wardroom Base Commander's Message

Shipmates:

Since last meeting we have participated in the "Salute to Veterans" parade in Riverside CA with our float. This parade continues to get larger each year and our float was well received. Tucson Base and Trieste Base also had floats in the parade so the Submarine Force was well represented.

We are beginning to see more requests to participate in parades and static displays with the "USS Phoenix". As a result we need more participation from base members. Help us out and support you base!

Remember that the National Convention in San Diego is coming in early September. There will also be a gathering of international submariners as a joint convention. Take advantage of this opportunity to meet and talk to other "Brothers of the Phin".

We are still collecting funds to purchase a sea van for our equipment and float storage. We are grateful to shipmate Butch DeShong for the use of part of his warehouse to store the float. Thanks again Butch!

See you at the May meeting.

Fraternally,

Jim Denzien. Base Commander

April Meeting Minutes

The regular monthly meeting of the Arizona Submarine Veterans, Perch Base was convened at the American Legion Post #105, Phoenix, AZ at 1300 hours, 11 Apr 2009. The meeting was called to order by Jim Denzien, Base Commander.

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

According to the sailing list, 22 members and guests were present. Three new members were introduced, they were; Henry Lines, David Coats and Richard Kunzes.

Jim Denzien announced that today, 11 April 2009, is the 109th anniversary of the Submarine Force.

A motion was made and seconded that the minutes from the March 2009 regular meeting be approved as published in the MidWatch monthly newsletter. The motion was carried by unanimous voice vote.

Base Treasurer Dave Harnish reported the Base's financial status as of 31 Mar 2009. A motion was made and seconded to accept the Treasurer's report as read. The motion carried by unanimous voice vote. Jim Denzien added that future Treasurer Reports will include the status of the Perch Base Foundation bank account information. This information will be reported in the Treasurer's Report effective with the May 2009 meeting.

Reports of Officers and Committee Chairmen

Base Vice-Commander/Chaplain – Howard Doyle, had nothing to report.

Base Secretary – Tim Moore had nothing to report

Base Treasurer – Dave Harnish had nothing to report.

Base Chief of the Boat – Jim Edwards was not present

MidWatch Editor – Chuck Emmett apologized for the clarity of the business card ads in the April edition of the MidWatch. It was decided that we would try out the idea of using a classified ads page which will solve the problem of clarity problem caused by the business card ad file size space requirements.

Base Storekeeper – DeWayne Lober reported that he has hats and shirts which have been donated that he is selling for \$10.00 each. Prices of products from future purchases will go up. Dave Harnish offered special recognition to DeWayne Lober for the good job he has been doing as Storekeeper. Our base treasury has been growing because of DeWayne's efforts.

Membership Chairman/Webmaster – Ramon Samson had nothing to report.

Historian – Jim Newman was not present.

Float Coordinator – Barry Bowers was not present.

Public Relations – Ben Acosta was not present.

Old Business

Jim Denzien reported that Bob Gilmore had inspected the Perch Base Memorial (torpedo) at the National Veteran's Cemetery and said it was in pretty good shape. Cemetery personnel told Jim that the large plaque affixed to the memorial is scratched and in need of maintenance. We need a work party to assist Bob Gilmore in the maintenance of our memorial site in preparation for the Memorial Day Ceremony.

The membership was reminded that our National Convention will be held September 8-12, 2009 in San Diego at the Town & Country Resort & Convention Center. Members were referred to the USSVI website for additional details. The ISA-USA conference is being held in conjunction with the USSVI event. It has been determined that the USSVI scheduled events are much more economical than the ISA-USA events. A number of the ISA-USA scheduled activities are cost prohibitive to many of our members.

The Perch Base By-Laws were published in the last issue of the MidWatch. The re-writing of the By-Laws was done so that we are in compliance with the USSVI National By-Laws. A motion was made and seconded that the new By-Laws be approved as published in the MidWatch monthly newsletter. There was no further discussion, questions or comments related to this re-write so a vote was taken and carried by unanimous voice vote.

It was announced that we will be participating in the Riverside "A Salute to Veterans Parade" next weekend in Riverside, CA. Participating members will depart on 17 Apr and return on 19 Apr, 2009. Additional information regarding this event can be found on the internet at a website at www.asalutetoveterans.com.

New Business

Jim announced that we are in need of a new Perch Base Chaplain. With Howard Doyle being elected Vice-Commander, we need someone to step up and take over the Chaplain responsibilities. If no one volunteers to fill this vacated position, Howard will continue in that capacity as long as needed. A notice will be published in the next edition of the MidWatch asking for volunteers to fill that position

There are a number of requests for float utilization coming up in the future. In addition to the Riverside event, other events include; the Goodyear Marketplace Car Show on 04 Apr 2009, the Goodyear Marketplace Service to Community Event (a military event) on 23 May 2009, and we may take the float to the Memorial Day Service on 25 May 2009. Beyond that, we are planning on participating in the 4th of July parade in Prescott and future events might include the USSVI National Convention in September in San Diego.

There was a great deal of discussion about float utilization and the scheduling of the same. We need adequate lead time to make arrangements to pick up the float and prepare it for events. To assure that we have adequate lead time it was recommended that the base be given one week advanced notice for the scheduling of all float activities. It was moved and seconded that the one week advanced notice be adopted as a recommended procedure.

After more discussion and clarification, the motion was carried by unanimous voice vote.

We will need a work party for float maintenance to prepare for the Riverside event. The float will be transported to Dave Harnish's house on Wednesday, 15 Apr 2009 for a maintenance work party commencing at noon. In the future, we will need to maintain a float utilization log so that we can properly schedule future float maintenance.

With regards to the SOS (Save Our Sail) project, Jim Denzien announced that the Phoenix Commission was officially disbanded as of the 1st of April because of budgetary issues. There are two bank accounts that will be transferred to our Save Our Sail Foundation accounts in the near future.

We will need members to step up and serve on both the Perch Base and Save Our Sail Foundations. Currently, there are only a few Perch Base members participating and we will need additional help to move these projects forward.

The SOS project will be a long term project, perhaps up to ten years and will require a long term commitment from the membership.

Howard reported that the Grand Marshals for the Anthem Daisy Mountain Veteran's Day Parade were our WWII Submarine Veterans Billy Grieves and Emil Schoonejans. The Daisy Mountain Veterans had a commercial photographer produce a DVD of the parade and they wanted to especially thank our WWII Vets for their participation and make sure that they each received complimentary copies of the DVD.

Our Western District 1 Commander, Jack Messersmith, is in El Paso today presenting the Charter for the newest base in District 1, which is the New Mexico Base. This will be the eighth chartered base in Western District 1. Jack has requested that we send "seed money" to help this base get started. It was moved and seconded that Perch Base donates \$100.00 from our treasury that does not need to be repaid to help the New Mexico Base get started. A voice vote was called for and there was opposition. As a result of the opposition, a hand vote was called for and the motion was carried by a majority hand vote of 14 to 5. And still another expenditure is made that will delay the purchase of a sea-van for the float.

Jim Denzien reported that there will be a meeting with the City of Phoenix to go over the Memorandum of Understanding regarding the Save Our Sail project. The MOU is simply a document that explains how we will work with the Parks and Recreation Department to further our project. According to Jim Denzien, this meeting should occur in the near future.

Good of the Order

We received a "thank you note" from the City of Goodyear for our participation in the West Valley Safety Expo. The City of Goodyear was most appreciative of our participation with the float. The note was signed by P.J. Miller.

Jim Denzien reported that at the Del Mar event we raised over \$318.00. \$100.00 was used to establish the Save Our Sail Foundation account and the remainder went into the Arizona Submarine Veterans Perch Base Foundation account. It was further discussed that monies raised and not specifically designated to either of the foundations can go into the base general fund.

We had our spring picnic on Saturday, 28 Mar 2009. We had our Holland Club Induction Ceremony and four of six Holland Club inductees were present and inducted into the Holland Club. It was also reported that the base made a little money on this event.

As a result of the article about our float in the American Submariner, Jim received an e-mail from Gary Walters who is a member of the Great Lakes Base in Wisconsin. They built a model of the Skipjack which will be unveiled this Memorial Day. Jim is communicating with this base regarding insurance issues.

Tim Moore passed around copies of the two-sided handout we use in conjunction with float activities for the USS Phoenix SSN-702/ Save Our Sail project. This printing job was donated by ARC Impressions, a local printing and graphic arts company. The total retail value of this printing project was over \$900.00 and was contributed to the Perch Base Foundation. Jim is going to send ARC Impressions a thank you letter and kudos to Chuck Emmett for his design work.

Michael Bircumshaw sent an e-mail reminding all hands that boat sponsorships are up for renewal for all members who participate in that program.

Tim also reported that he received a telephone call from Lena Moore, the widow of Thomas Moore who was a USS Perch survivor and recently passed away in Florida. Tom was 86 and he and Lena had lived in Florida for twenty-six years. Lena said Tom had spent twenty years in the Navy. She mentioned that she had received an official certificate from President Obama. It was honoring the memory of Tom and his service to our country. She has requested that the issuing office send us a copy of this certificate for our historical archives

Future Perch Base meetings will convene at 1200 rather than 1300. We will not be having e-board meetings the same day as the general membership meeting. Our social hour will begin at 1100 followed by the general meeting at 1200. This change in scheduling will be announced in the next issue of the MidWatch.

Howard reported that Mobile Mini is holding our quoted price for the Sea Van until future notice. The quoted price was around \$3,900. Howard also reported that the Northwest Territorial Mint should have the design work done for our SOS Challenge Coin within the next two weeks so we should have something to see at our next meeting.

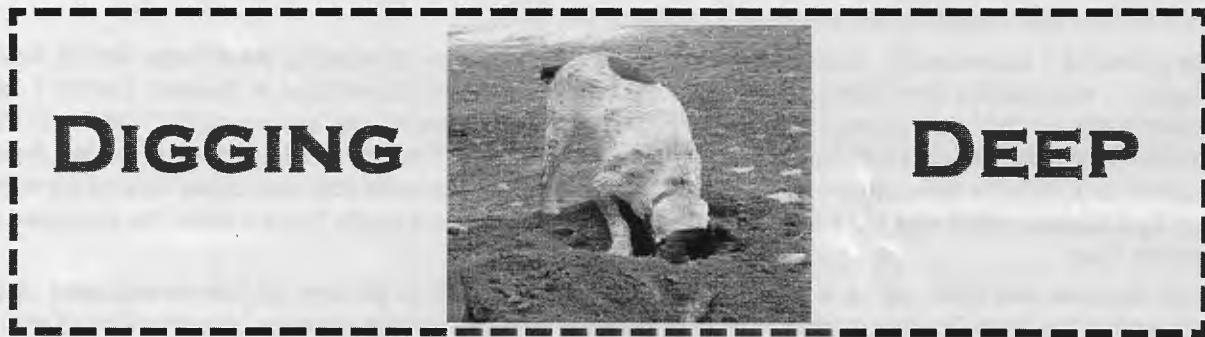
50/50 Drawing

The 50/50 drawing was held and the winner was Paul Miller who won \$34.00.

Adjournment

All the outstanding business having been concluded, it was moved and seconded that the meeting be adjourned. The benediction was offered by Howard Doyle and the meeting was adjourned at 1425 hours.

Tim Moore, Secretary, Perch Base USSVI



You have to dig deep for facts like these:

1. The first German serviceman killed in WW II was killed by the Japanese (China , 1937), the first American serviceman killed was killed by the Russians (Finland 1940); highest ranking American killed was Lt Gen Lesley McNair, killed by the US Army Air Corps. So much for allies.
2. The youngest US serviceman was 12 year old Calvin Graham, USN. He was wounded and given a Dishonorable Discharge for lying about his age. His benefits were later restored by act of Congress.
3. At the time of Pearl Harbor, the top US Navy command was called CINCUS (pronounced "sink us"), the shoulder patch of the US Army's 45th Infantry division was the Swastika, and Hitler's private train was named "Amerika." All three were soon changed for PR purposes.!
4. More US servicemen died in the Air Corps than the Marine Corps. While completing the required 30 missions, your chance of being killed was 71%.
5. Generally speaking, there was no such thing as an average fighter pilot. You were either an ace or a target. For instance, Japanese Ace Hirooyoshi Nishizawa shot down over 80 planes. He died while a passenger on a cargo plane.
6. It was a common practice on fighter planes to load every 5th round with a tracer round to aid in aiming. This was a mistake. Tracers had different ballistics so (at long range) if your tracers were hitting the target 80% of your rounds were missing. Worse yet, tracers instantly told your enemy he was under fire and from which direction. Worst of all was the practice of loading a string of tracers at the end of the belt to tell you that you were out of ammo. This was definitely not something you wanted to tell the enemy. Units that stopped using tracers saw their success rate nearly double and their loss rate go way down.
7. When allied armies reached the Rhine , the first thing men did was pee in it. This was pretty universal from the lowest private to Winston Churchill (who made a big show of it) and Gen. Patton, who had himself photographed in the act.
8. German Me-264 bombers were capable of bombing New York City (one way) , but they decided it wasn't worth the effort.
9. German submarine U-120 was sunk by a malfunctioning toilet.
10. Among the first "Germans" captured at Normandy were several Koreans. They had been forced to fight for the Japanese Army until they were captured by the Russians, and forced to fight for the Russian Army until they were captured by the Germans, and forced to fight for the German Army until they were captured by the US Army.

SAVING THE BEST FOR LAST

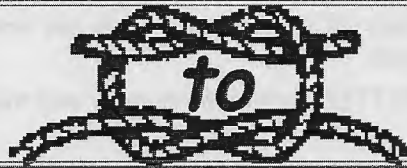
11. Following a massive naval bombardment, 35,000 United States and Canadian troops stormed ashore at Kiska, in the Aleutian Islands . 21 troops were killed in the assault. It would have been worse if there had been any Japanese on the island.



From the Desk Of the Sea Hag *Perch Base SubVettes*

I fear our beautiful weather is past us and I, for one, am being drug kicking and screaming into summer. The final accounting for the yard sale appears to be \$125.50 to the treasury! Many thanks to those who participated. We had a guest at the last meeting, Nanette Lines. She and her husband are moving to Sun City West in the fall. There was no quorum for our meeting – so we just enjoyed lunch! See you at the next meeting!

Shipmate



Shipmate

Want the Base Float for an Event?

Take charge and use the following checklist:

1. Contact Barry Bowers (see contact information, below) and make sure he has it free on the float calendar and places your event on it.
2. Plan on who will staff the event. What coverage is required and who will man it when
3. Plan on who will pick up the float and tow it. (Remember, its now located in eastern Mesa, an almost 50 mile trip from the west side
4. Ensure the vehicle/person towing the float has insurance that will cover this action.
5. Ensure that someone on the crew that will setup the float has been checked out fully on the electronics and other float equipment.

Now that Perch Base has a world-class float, the USS Phoenix (SSN-702), the demands for usage have skyrocketed. So the base has a new position, the FLOAT COORDINATOR. If you know of a chance to show off the float, contact:

Barry Bowers
(623) 237-1121
barry85305@gmail.com

A Message from Rita Krue, President of the Ladies Aux.

Submitted by: Pat Householder on 4/15/2009

The purpose of SUBVETTES:

"The purpose of the organization shall be to aid and assist our husbands (father, son, brother, grandfather, and grandson) as helpmates in our mutual pursuit of the goals, objectives, projects, and activities in support of the Creed of the United States Submarine Veterans, Inc."

Rita wants you to know that SubVettes are offering a Life Membership to all Regular members of Ladies of Submarine Veterans of WWII for \$20.00 and this offer is good until 30 June 2009.

We have gotten very good response from the WWII ladies.

They have a Membership Chairman, Marygrace Veek, who is contacting all the USSVI Base Commanders that do not have a SubVettes Auxiliary and asking if they are interested in forming one.

SubVette President Rita Krue says "It would be nice if we could get a response from the men and in a courteous manner. In the past this has not always been the case."

Shipmates, Regardless of your interest in seeing a SUBVETTES chapter established in parallel with your own base, please remember these ladies are our wives and sweethearts. They are working to support their men in USSVI and they deserve our respect and consideration.

If you are contacted by anyone in SUBVETTES, common courtesy and mutual respect should guide your prompt response.

Please show respect with the courtesy of your reply, regardless of your intentions. We all understand that some bases prefer to enroll women as Base Associate members and some of the women will not want to take the steps required to charter a separate base for the ladies. But there are those who will, so take their wishes into account.

Rita further comments, "Lastly please let them know that we do assist the men with their projects. And we have several of our own such as supporting a Veterans Transition Center, visiting several Veterans Hospitals, Operation SS Care Package (for the Individual Augmentees from Subbase Groton) and supplying the Chaplains Closet at Landstuhl Army Hospital in Germany with clothing for the wounded soldiers to wear on their evacuation back to the States.

The last two are dear to my heart since the ladies started them for Groton and they are still growing strong.

Thanks for your support.

Rita

subvette1@gmail.com

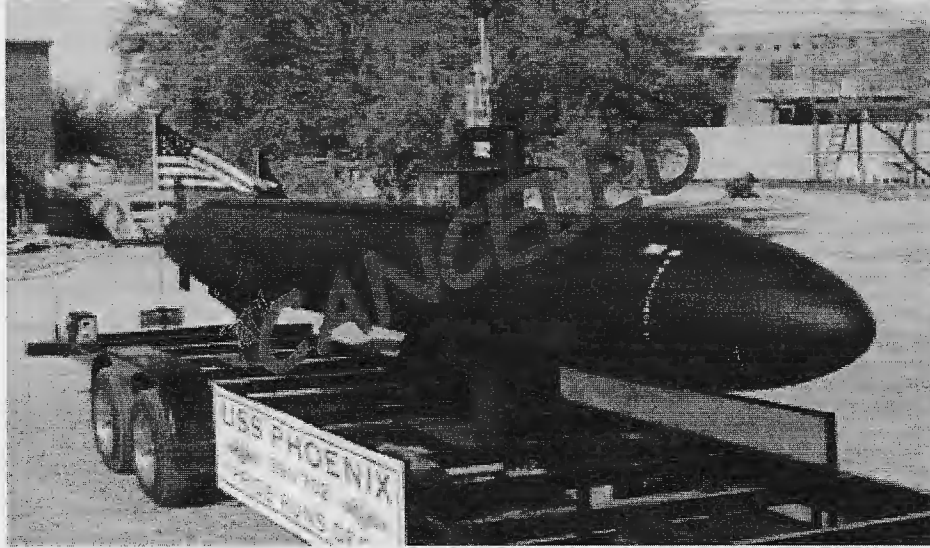
Link to SUBVETTES Newsletter

<http://subvettes.com/ladies08.doc>

<http://subvettes.com/>



Do We Want to Keep This?



Perch Base has had the USS Phoenix float for about six months. Since it was completed, the float has been an object of praise and pride at many static and parade events. And, always it is with the same four or five members carrying the load.

As an organization, the float represents the entire Base – with over 100 members. There is no reason why more members can't step forward to participate, especially at the local events. It would be a shame if the four or five said "enough," and the float is parked . . . permanently!

Perch Base at Riverside

The Perch Base float (USS Phoenix SSN-702) makes its first appearance, Saturday, April 18, in the Riverside, CA Military Parade. We were one of approximately 100 entries in the annual event.



Perch Base Picnic - Holland Club Induction Ceremony



Beautiful weather, great food and a scenic location all help make the Perch Base picnic on March 28 at the White Tanks Regional Park a great success.

Perch Base Inducts New Holland Club Member



"The requirement's for membership in the Holland Club is determined by Section 5 of the USSVI Constitution. Basically a member must be qualified 50 or more years, and is either, a life member and a member in good standing for one year, or an annual member in good standing for 5 consecutive years."



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."

We need a chaplain. Our previous volunteer is now the Base vice commander and, with the membership size we have, there is no reason why someone else can't step forward to fill this spot.

The primary duty of the Chaplain is as a point of contact within the base for sick or otherwise laid-up shipmates. This task does not take an especially religious individual just someone who cares about his shipmates.



ETERNAL PATROL PREPARATIONS

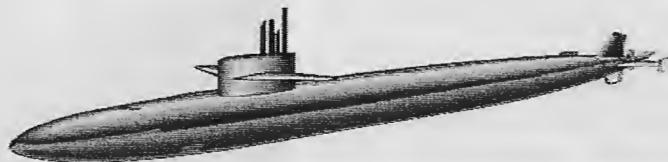
Shipmates, while we hope your day and those of your shipmates is far off in the future, we must nevertheless prepare. Please copy this notice and place it with your will or important papers.

IMPORTANT

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 chapter's Base Commander with this information as well (they can look it up in their membership records).

This information can alternatively be E-Mailed to the National Office at office@ussvi.org.





Eternal Patrol May 4, 1945

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

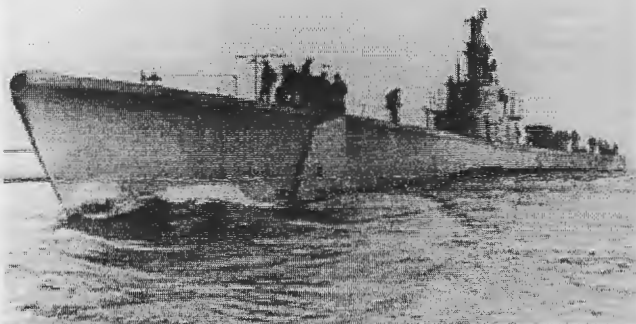
The Final Patrol



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 Lagarto (SS-371)
May 4, 1945
85 men



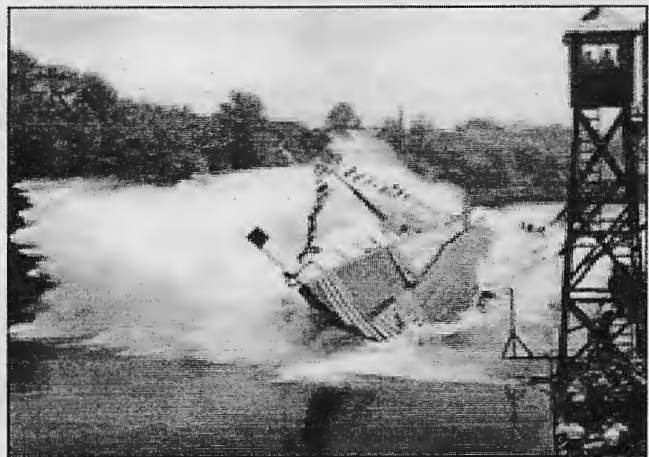
The Balao Class was an evolutionary improvement over the earlier *Gato* class, the boats had slight internal differences. The most significant improvement was the use of higher yield steel in the pressure hull, which increased their test depth to 400 feet. There were 132 submarines ordered in this class (10 cancelled toward the end of World War II.)

Displacement: 1,526 tons surf., 2,424 tons sub.
Length: 311ft 9 in, Beam: 27 ft 3in, Draft: 15 ft 3in
Test depth: 400ft., Speed: 20 knots surf., 9 knots sub.
Armament: 10 x 21 in torpedo tubes (6 forward, 4 aft, 24 torpedoes)
1 x 5/25 cal AA gun, 1 x 40mm AA Canon, 1 x 3/50 cal and 2 x .30 cal machineguns
Crew: 80 – 85 officers and men
Powerplant: •4 x 1350 hp 16cyl GM 278A diesels
(except SS228-239 and SS275-284 10cyl Fairbanks-Morse 38D-178),
•2 x 1370 hp GE electric motors
(except SS228-235 Elliott Motor or SS257-264 Allis-Chalmers)
(two 126-cell Exide main storage batteries
{except SS.261, 275-278, & 280 Gould})
Range: •11,800 nm at 10 knots surf, 100nm at 3 knots sub.
Submerged Endurance: 48 hours

USS Lagarto (SS-371), a Balao-class submarine, was the only ship of the United States Navy to be named for the lagarto, a lizard fish.

Her keel was laid down on 12 January 1944 by the Manitowoc Shipbuilding Company of Manitowoc, Wisconsin. She was launched on 28 May 1944 sponsored by Emily Taft Douglas, Congresswoman from Illinois, and later United States Senator from Illinois, and commissioned on 14 October 1944 with Commander Frank D. Latta in command. Latta was a veteran of nine war patrols and holder of the Navy Cross, earned while commanding officer of Narwhal (SS-167).

Floated high and dry in a floating dry-dock down the Mississippi River, among the islands and channels of which her captain had first "felt the call of the sea" as "a mere youth," Lagarto departed New Orleans, Louisiana, on 12 November 1944, for Panama, escorted by the submarine chaser SC-512. Releasing her escort on 15 November, Lagarto reported to Commander, Panama Sea Frontier, to begin her shakedown two days later. Captain John G. Johns supervised the boat's training during the period between



20 November and 5 December 1944. Sadly, during that period, on 3 December, Chief Machinist's Mate Pat Cole died of coronary thrombosis while Lagarto lay at Saboya Anchorage, off Perlas Island, Panama.

Clearing Balboa, Canal Zone, on 9 December 1944, Lagarto reached Pearl Harbor on Christmas Day 1944. The following day, she commenced a period of training (supervised by Captain Jesse L. Hull for its duration) and a special availability. The latter saw the installation of a second 5-inch (13 cm) gun and replacement of the 20-millimeter with two 40-millimeter mounts, installation of additional topside ready-use lockers, eight topside mounts for .50-caliber machine guns, in addition to other internal work, including the alteration of the small arms magazine to accommodate additional 5-inch (13 cm) ammunition stowage, bringing the boat's total capacity to 220 rounds. Additionally, a Panama Bay sound test having revealed a "singing" port propeller that was replaced. The special training and availability period concluded on 23 January 1945.

January – March 1945

Lagarto, accompanied by Haddock (SS-231), departed Pearl Harbor on 24 January 1945, escorted initially by PC-486. Releasing their escort four and a half hours out, the two boats proceeded in company, conducting dives and drills daily and acting as targets for each other on alternate days. Ultimately, the pair reached the Marianas on 4 February, exchanging recognition signals with friendly planes as they neared Saipan. Escorted in by the infantry landing craft LCI-677 on 5 February, Lagarto moored in a nest alongside Angler (SS-240) as she lay alongside Fulton (AS-11) in Tanapag Harbor. Haddock moored out-board.

Tragedy struck the next day, however, when an automobile accident on Saipan resulted in serious injuries to two of Lagarto's more experienced officers: Lieutenant Walter R. Shaw, a "mustang" (commissioned from the enlisted ranks) veteran of three war patrols, and Ensign Allen G. Brewington, who, like Shaw, was a mustang but a veteran of nine patrols, including one in Haddock for which he had earned the Silver Star. In addition, the mishap incapacitated three of Haddock's officers, including Commander John P. "Beetle" Roach, her skipper and a Naval Academy classmate of Lagarto's commanding officer. Consequently, Lieutenant Robert J. Williams (five war patrols) and Lieutenant, junior grade Walter B. Phelps (four war patrols) arrived by air from Guam, reporting on board Lagarto late in the forenoon watch on 7 February to replace Shaw and Brewington.



Underway during the first dog watch on 7 February 1945, escorted by the motor minesweeper YMS-426, "Latta's Lancers" (Task Group 17.13) formed column—Lagarto, Haddock, and Sennet (SS-408)—and headed for the Bonin Islands to destroy "picket boats" in advance of the carrier strikes planned to be launched by Task Force 38 in mid-month. Releasing YMS-426 at midnight, Lagarto decoded a dispatch a little over two hours into the mid watch on 8 February, however, communicating the sad tidings that Lieutenant Shaw had died ("His loss was a serious blow to the Lagarto," wrote Captain Willard J. Suits, Commander, Submarine Squadron 22, "and the submarine service.") of the injuries suffered in the automobile accident on the 6th. At noon the same day (8 February), while Lagarto mourned her loss, Commander Latta informed the "wolf pack" that its being behind schedule would not permit coordinated practice firing.

12 February – 13 February

Entering the assigned patrol area on 11 February 1945, "Latta's Lancers" commenced searching for their quarry. A quarter of an hour into the first dog watch on 12 February, Lagarto sighted four B-29s; contacting two over her VHF (very high frequency) radio equipment, she "received [the] dope on [the] picket vessels" they sought. Haddock likewise obtained contact data from the Superfortresses. Thus forewarned, Haddock obtained the first radar contact an hour before the end of the first watch on 12 February; opening the range, she commenced tracking what proved to be the "guard boats" (converted trawlers) No.8 Kotoshiro Maru (109 tons) and No.3 Showa Maru (76 tons), neither vessel underway.

"With excellent SCR communication," Commander Latta "outlined [the] plan to [the] other skippers as easily as if we were in the same wardroom." He ordered Sennet to westward, maintaining contact with her SJ radar, while Lagarto kept in touch with Haddock in like fashion. With the coming of the mid watch on 13 February 1945, the Japanese craft still lay-to, "apparently not alerted." Consequently, Latta ordered Haddock to break contact and his boat formed a line of bearing on Sennet. Lagarto began opening to westward at 04:15, and at 05:40 began heading in on the surface toward the last known position of No.8 Kotoshiro Maru and No.3 Showa Maru. With Sennet on the left flank and Haddock on the right, and Lagarto as guide in the center, the boats some 3,000 yards (2,700 m) apart, Latta planned to close to 7,000 yards (6,400 m), then turn right about 50 degrees, to put the seas and wind in a most favorable position and still close the range, allocating Sennet the picket to the north, Haddock the one to the south; Lagarto, meanwhile, would direct the fire to whichever vessel "appeared to be offering the most opposition."

At 06:20 on 13 February 1945, Lagarto manned her battle surface stations, and opened fire with her number one 5-inch (13 cm) gun 12 minutes later on the clearly unsuspecting enemy that lay "nicely outlined against [the] red eastern sky" 7,200 yards (6,600 m) distant. "Japs began jabbering in high gear at 4,475 KCS!" Latta reported subsequently, as one of the guard boats managed to transmit a dispatch as chaos descended suddenly upon her: "Gun attack by submarines in position 30-00N, 136-30E..." Lagarto's photographer seemed elated (in a "happy daze," the commanding officer reported) at the apparently photogenic aspect of the action he was recording, repeating "Oh boy, Oh boy!"

No such elation seized the enemy, however, who determinedly fought back against his heavier adversaries, as the action progressed, with whatever caliber weapon lay at hand. No.8 Kotoshiro Maru and No.3 Showa Maru began turning to the northward, returning fire with what appeared to be approximately "40-millimeter size" weapons. Lagarto recorded "numerous splashes within twenty yards (18 m) of ship..." Lagarto, followed by Sennet and Haddock, concentrated her fire upon No.8 Kotoshiro Maru, the leading and northerly vessel as she appeared to be laying a smoke screen to obscure her smaller sister; Haddock silenced the lead boat's forward gun. Inside of ten minutes, the Americans' fire began to tell, as the first quarry began to burn; smoke began obscuring her from view. Haddock, meanwhile, shifted fire to No.3 Showa Maru, noting one particularly defiant Japanese sailor firing back with a rifle, while Sennet, being blanked out by Lagarto, swung left in a full circle and fell in astern of the pack commander's boat, shifting her fire to Haddock's target as well.

As No.3 Showa Maru began to burn, however, the smoke cleared away from the larger guard boat, revealing her still underway and full of fight. Sennet "commenced hot pursuit" of No.8 Kotoshiro Maru. Lagarto likewise closed the range with the larger patrol vessel, opening up with her 40-millimeter guns at 2,000 yards (1,800 m); by 06:45, No.8 Kotoshiro Maru's guns had fallen silent and she wallowed in the sea, burning fiercely, while No.3 Showa Maru likewise lay in extremis. Haddock, having expended the last of her 5-inch (13 cm) ammunition, headed for the latter, lying riddled and burning, to finish her off, but No.3 Showa Maru sank before the submariners could man her 40-millimeter guns. Haddock circled the wreckage several times "to see if we could pick up any Japs or material but neither could be found." Sennet neared No.8 Kotoshiro Maru's side "to see if anything worth salvaging was left," but apparently found it "too hot" and pulled clear. Latta ordered her to sink the wreck. Sennet hastened No.8 Kotoshiro Maru's demise with "a couple rounds of 5" from close range."

"Latta's Lancers" having summarily disposed of the two guard boats (there were no survivors from either Japanese vessel) with no loss to themselves, Lagarto, Haddock, and Sennet formed a scouting line and continued their search. A little less than four hours later, a lookout in Lagarto spotted a patrolling "Betty" (Mitsubishi G4M Type 0 land attack plane) crossing astern, heading for Haddock; Lagarto submerged; Haddock spotted the Betty and did likewise; both boats logged the presence of explosions that, fortunately, caused no damage.

During the first dog watch on 13 February 1945, a lookout in Haddock, despite poor visibility conditions, spotted two more guard boats lying-to about 10,000 yards (9,100 m) distant. Sending a contact report to her two pack-mates, Haddock maintained contact as the day went on. Lagarto exchanged calls with Sennet on the SJ, and ordered that boat to close Haddock. "Our choice of direction is biased," Latta later explained, "neither boat [Lagarto nor Sennet] having a sight in two days." At 22:49 Lagarto contacted Haddock by the SJ. "When within range of good SCR communication [such as had facilitated the destruction of No.8 Kotoshiro Maru and No.3 Showa Maru] [Latta] outlined to both skippers a plan previously proposed by Commander [George E.] Porter [Jr., Sennet's commanding officer.]" Since Haddock had expended the last of her 5-inch (13 cm) ammunition in the engagement with the two pickets that morning, Latta ordered her to maintain contact while Lagarto and Sennet opened to the westward as before. Those two boats would strike at dawn with gunfire and Haddock would make a close range submerged torpedo attack. Ironically, Haddock's skipper, Commander William H. Brockman, Jr., had arrived at the same solution independently.

14 February

garto began her easterly approach for the attack at 05:50 on 14 February 1945. "No likelihood of bright eastern sky today," commanding officer later recounted, "all heavy gray overcast and seas less favorable to gun firing." Going to "battle surface" minutes later, Lagarto opened fire on the right-hand vessel at 5,600 yards (5,100 m), swinging to the right to bring both of her 5-inch (13 cm) mounts to bear, "cold seas washing over [the] gun crews." The Japanese fought back more spiritedly than they had before. "Return fire heavier than yesterday," Latta noted in his patrol report, "but targets slower getting underway." Sennet reported numerous holes in her superstructure and one man wounded from the "extremely accurate" fire, but Lagarto emerged from the encounter unscathed. Haddock fired one torpedo at 300 yards (270 m) at one of the guard boats, but missed. Lagarto and Sennet, having expended the last of their 5-inch (13 cm) ammunition, broke off the action by 07:00 and stood away from the scene of the action, leaving behind one guard boat, No.3 Kanno Maru (98 tons), damaged.

February

After instructing Sennet to proceed to her assigned patrol area and Haddock to hers, Lagarto proceeded to carry out the remainder of her patrol. Outside of aircraft sightings on 17, 19 February and 20 February, it seemed devoid of contacts until the forenoon watch on 24 February 1945 off Okino Shima. Identifying a "RO-class submarine" at 10:58, Lagarto maneuvered into position and fired four torpedoes at 11:18; she logged the sound of what appeared to be an explosion on the target, and a second explosion that seemed to reflect the impact of the torpedo with an underwater cliff. Her quarry got off a report: "Torpedo attack in position 32-41N., 132-36E. Damage sustained..." The target's screws appeared to stop shortly after the explosion, followed less than ten minutes later by a "heavy underwater explosion like [a] collapsed hull..." The identity of Lagarto's victim appears to have been the Japanese submarine I-371 (Lieutenant Kamijukoku Yasuo), which had departed Truk for Yokosuka on 31 January 1945. However, the credit of the 880-ton merchantman Tatsumomo Maru to Lagarto seems questionable in view of Lagarto's only carrying out one attack on one target, reported as a submarine, in excellent visibility conditions. Sweeping the area with her periscope soon thereafter, Lagarto saw only empty ocean. Later that day, she heard "distant, heavy depth charge explosions," prompting Latta to write: "Hope Haddock is not paying for our attack..."

Lagarto submerged to conduct a patrol of Van Diemen Strait the following day, 25 February 1945, and the heavy seas encountered rendered control difficult; she encountered 8–10 degree rolls at depths of 80 feet (25 m) between periscope observations. She conducted a submerged patrol off Bungo Suido the next day, sighting a veritable parade of guard boats similar to those encountered and destroyed less than a fortnight before. She photographed the nearest one (2,500 yards) and later, "nothing following these lads," secured from battle stations. On the 27th, she encountered what she reported as a midget submarine without success. Ultimately, a few more fruitless days passed, after which she exchanged patrol areas with Haddock on 7 March.

March

Approximately departing her patrol area on 13 March 1945, bound for Subic Bay and a refit, Lagarto shaped course for a rendezvous with Haddock the following morning. At 06:12 on 14 March, Lagarto sighted a submarine through her high periscope, and began calling Haddock on the SCR. At 06:48, however, Lagarto sighted another submarine on an opposite bearing. "One of them," Latta later recounted, "is probably enemy—but which?"

Establishing voice communication with Haddock at 07:03 identified her as the first contact, so Lagarto advised her sister boat of a second—obviously enemy—contact. Hobbled by her number two main engine being temporarily out of commission, Lagarto (Haddock has four engines to our three," Latta lamented) directed Haddock to make an end-around and then attack once she had achieved a favorable position to do so. Tracking the enemy all morning allowed Lagarto to improve the bearing, identifying her as an "I-class submarine." Decreasing the range, both American boats gained on the enemy, but "Haddock found a few more turns and began to pull ahead rapidly." Latta wished Commander Brockman luck. Ultimately, however, the Japanese boat frustrated the Americans' designs, submerging and escaping both. "After [a] final talk with Comdr. Brockman and mutual well-wishing," Latta wrote subsequently, "[Lagarto] took departure and set course for previously assigned route to Subic Bay."

Lagarto joined her escort, Douglas A. Munro (DE-422) an hour into the morning watch on 20 March 1945, and after anchoring for a sound test in Subic Bay, moored alongside the submarine tender Howard W. Gilmore (AS-16) to commence a refit. She returned from patrol "clean and shipshape with a minimum number of material defects."

April – May 1945

Lagarto departed Subic Bay on 12 April 1945, bound for the South China Sea, and received orders on 27 April to patrol the outer waters of the Gulf of Siam. A little under an hour into the forenoon watch on 2 May, Baya (SS-318) exchanged calls with Lagarto on her SJ radar. Later, an hour into the afternoon watch on 2 May, Baya sighted a Consolidated PB4Y-2 Privateer and contacted her on by VHF. While "he had no dope for us," Baya's skipper wrote later, the submarine informed the aviators of the proximity of Lagarto and Caiman (SS-323). At 20:55, Baya again exchanged calls with Lagarto; less than an hour later, she slowed to take soundings, recording seven fathoms. She changed course to parallel the coast.

May

Baya's SJ picked up four contacts at 15,000 yards (14,000 m) at 21:55 on 2 May 1945; her battle stations tracking party took their places. At 22:10, Baya sent a contact report to Lagarto. Latta responded at 22:45 that his boat was in contact with a convoy, tracking it on a base course of 310° (T), speed nine knots (17 km/h), running along the 5 to 7 fathom curve (10 m). There was one large ship, one medium, and two escorts, both of which appeared to be equipped with 10-centimeter radar. Beneath a clear, dark, sky, Baya began her attack at 12 knots (22 km/h) through the flat sea, from off the convoy's starboard bow, setting her torpedoes to run at four feet. Soon she began encountering SJ and 10-centimeter radar interference "all around the dial." Two additional contacts materialized—one turned out to be a large three-masted junk, the other proved to be Lagarto. Baya, however, soon had her hands full; as her commanding officer later reported: "Jap gunnery poor but plenty of it. Tracers passing down both sides of the periscope shears and overhead..." Both escort vessels—one of which Baya identified as a "Shiretaka-type minelayer"—gave a good account of themselves; at 23:33, Baya informed Lagarto "that we had been driven off by gunfire." Baya's skipper later ruminated: "It is nothing short of a miracle that we came through so much gun fire without a single hit." "We were in a continuous hail of lead, fire, and steel and sustained not a scratch."

3 May

The dogged defenders, who skillfully utilized searchlights and withering gunfire of calibers from 4.7-inch (120 mm) to 25-millimeter, elicited grudging admiration from the American submariners. During the mid watch on 3 May 1945, Baya rendezvoused with Lagarto and their captains discussed plans. The latter's proposed to dive on the convoy's track to make contact at 14:00, in the middle of the afternoon watch; Baya would be 10 to 15 miles (24 km) further along the track, "if no contact was made we [Baya] were to intercept at 20:00 at convoy's possible 21:30 position." That having been arranged, the boats set course for their arranged stations.

At 15:00 on 3 May 1945, Baya sent the first "of numerous contact reports to Lagarto." By 23:47, "having sent Lagarto contact reports almost half hourly with no receipt," Baya decided to go it alone. Again, however, the Japanese escorts drove off Baya when she attacked during the mid watch on 4 May, again saving their charges from destruction.

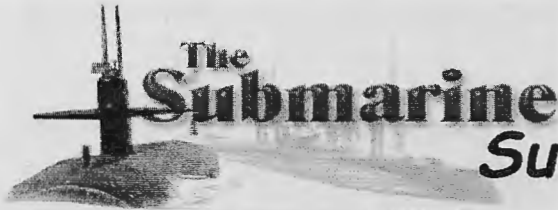
Post-war examination of Japanese records revealed the most likely reason for Lagarto's silence. One of the two escorts, the minelayer Hatsutaka, made an attack on 3 May against a submerged submarine in 30 fathoms of water. Announced as "overdue from patrol and presumed lost" on 10 August 1945, Lagarto was stricken from the Naval Vessel Register on 1 September 1945.

Discovery, 2005–2006

In May 2005, a group of private deep-sea divers, led by British wreck diver Jamie MacLeod, discovered the wreck in 70 m (225 ft) of water in the Gulf of Thailand. The wreck is mostly intact and sitting upright on the ocean floor. During the dive, a large rupture was discovered on the port bow area, suggesting a depth charge as the catalyst to her sinking. Also observed during the dive was an open torpedo tube door, with an empty torpedo tube behind it, suggesting the possibility that Lagarto fired off a torpedo shortly before her sinking.

In June 2006, Navy divers from the Salvor (ARS-52) surveyed and photographed the wreck for 6 days. More evidence was seen that this is the Lagarto. Twin 5"-gun mounts were seen on the forward and rear parts of the ship. "Manitowoc" was seen on the propellers providing a connection to the Manitowoc, Wisconsin shipyard. The pictures were sent back to naval archeologists for further review. After viewing the evidence provided by the Salvor divers, it was confirmed that this was indeed the Lagarto.





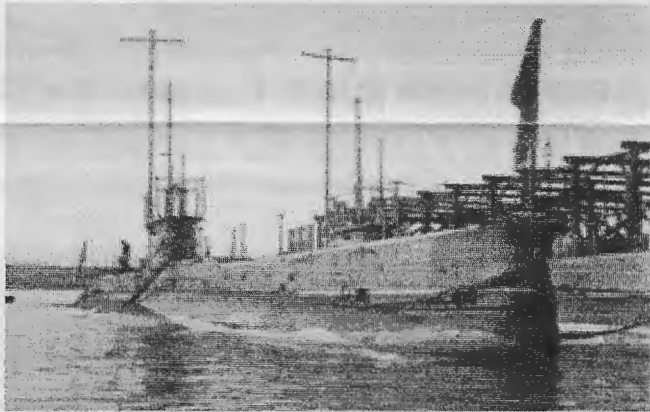
Submarines in History

Australia's WWI Submarine

HMAS AE2 commissioned at Portsmouth, England, on 28 February 1914 under the command of LCDR Henry H.G.D. Stoker RN.

Accompanied by her sister ship HMAS AE1, the other of the Royal Australian Navy's first two submarines, she reached Sydney from England on 24 May 1914, manned by Royal Navy officers with a mixed crew of sailors drawn from the Royal Navy and Royal Australian Navy.

On the outbreak of World War I, AE2 joined the naval forces assigned to the capture of the German Pacific colonies. With AE1, which was lost on 14 September 1914, she took part in the operations leading to the occupation of German



Sydney.

On 19 December 1914 AE2 departed Sydney en route for Albany in Western Australia, where she joined the 2nd Convoy of AIF troops assembling in King George's Sound. The convoy of 17 transports sailed on 31 December for Suez. There were no escorting warships. Berrima led the convoy with AE2 in tow. On 28 January 1915 the convoy reached Suez following an uneventful passage across the Indian Ocean.

Arriving in the Mediterranean, AE2 was attached to the British squadron engaged in the Gallipoli campaign. Prior to Anzac Day, 25 April 1915, her part in the operations had been uneventful, but on that day VADM de Robeck, Commander-in-Chief Eastern Mediterranean Fleet, ordered her to attempt a passage through the Dardanelles into the Sea of Marmara and there endeavour to block enemy traffic between the Bosphorus and the Dardanelles. All previous attempts by submarines to pass through the Straits had failed. Obstructions natural and artificial appeared and had thwarted the most determined attempts.

In his report LCDR Stoker commented, "Having proceeded from the anchorage off Tenedos, I lay at the entrance off the Dardanelles until moonset and about 0230 hrs on 25 April, entered the Straits at 8 knots. Weather calm and clear.

Type E Class Submarine

Laid down 10 February 1912 Launched 18 June 1913

Builder Vickers Ltd, Barrow-in-Furness, England

Commissioned 28 February 1914

Displacement 800 tons (sub) 660 tons (surf)

Length 181 feet, Beam 22 feet 6 inches

Draught 12 feet 6 inches

Armament ; 4 x 18-inch torpedo tubes

Main Machinery: 2, 8 cylinder diesel engines,
battery driven electric motors

Horsepower 550 (sub) 1,750 (surf)

Speed 10 knots (sub), 15 knots (surf)

Complement 35

New Guinea, including the surrender of Rabaul on 13 September 1914 and the general surrender of the New Guinea territories on 22 September 1914.

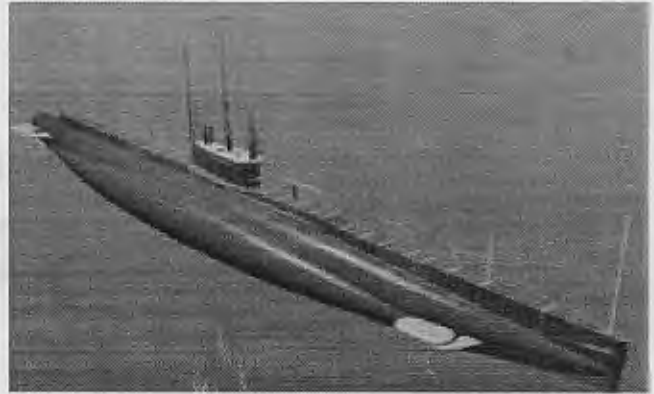
On 4 October 1914 she proceeded to Suva as a unit of Admiral Patey's force (HMAS Australia, HMAS Sydney, MHAS Encounter and HMAS Warrego,) AE2 and the French light cruiser, Montcalm under orders to counter any threat from the German cruisers Scharnhorst and Gneisenau, which had attacked the French Society Islands on 22 September.

Following three uneventful weeks based at Fiji, AE2's service in the Pacific came to an end when he detached from Patey's squadron at Suva on 8 November. On 16 November the submarine returned to

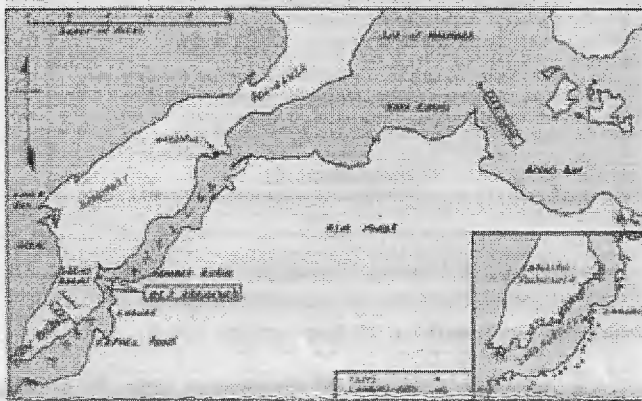
As the order to run amok in the Narrows precluded all possibility of passing through unseen, I decided to travel on the surface as far as possible."

Twice on 28 April she made attacks only to see the torpedoes narrowly miss the target.

"At dawn on 29 April I dived towards Gallipoli and observed a gunboat patrolling ahead of Strait off Eski Farnar Point. Dived under gunboat down Strait, and returned up Strait showing periscope to give the impression that another submarine had come through. Destroyers and torpedo boats came out in pursuit; having led them all up towards Sea of Marmara, I dived back and examined Gallipoli anchorage but found nothing to attack."



Movements of the AE2 in the Dardanelles and Sea of Marmara



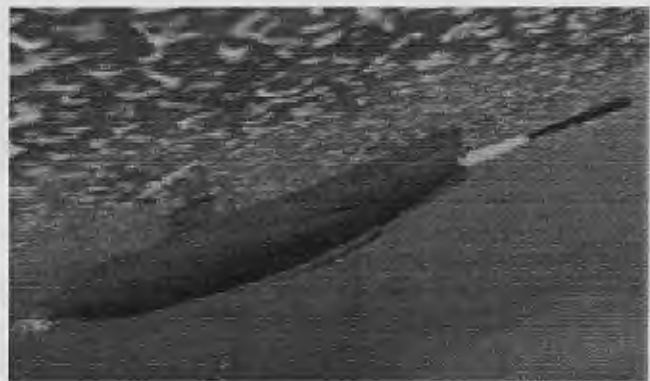
AE2 then proceeded out into the Sea of Marmara pursued by anti-submarine units. She surfaced half an hour later, spotted the gunboat, fired and missed by one yard.

On the same day, off Kara Burnu Point, she met HMS E14, the second British submarine to successfully pass through the Dardanelles. A new rendezvous was arranged for 10:00 am the following day.

On the night of 29/30 April, AE2 lay on the bottom north of Marmara Island. Arriving at the rendezvous at 10:00 am she sighted a torpedo boat approaching at high speed. Stoker commented on subsequent events:

"Dived to avoid torpedo boat. Whilst diving sighted smoke in Artaki Bay, so steered south to investigate. About 10:30 the boat's nose suddenly rose and she broke surface about a mile from the torpedo boat. Blew water forward but boat from Artaki bay, a gunboat was also firing; flooded a forward

would not dive. Torpedo boat firing very close and ship from Artaki bay, a gunboat was also firing; flooded a forward tank and boat suddenly assumed big inclination down by the bows and dived very rapidly. AE2 was only fitted with 100 foot depth gauges. This depth was quickly reached and passed. After a considerable descent the boat rose rapidly, passed the 100 foot mark and in spite of efforts to check her broke the surface stern first. Within seconds the engine room was hit and holed in three places. Owing to the inclination down by the bow, it was impossible to see torpedo boat through the periscope and I considered any attempt to ram would be useless. I therefore blew main ballast and ordered all hands on deck. Assisted by LEUT Haggard, I then opened all tanks to flood the sub and went on deck. The boat sank in a few minutes in about 55 fathoms, in approximate position 4 degrees north of Kara Burnu Point at 10:45 am. All hands were picked up by the torpedo boat and no lives lost."



Thus AE2's game of hide and seek was brought to an end, and her Commanding Officer and crew were on their way to spend the next three-and-a-half years in a Turkish prison camp. Four ratings died in captivity.

In early 1996, Mr. Selçuk Kolay, director of the Rahmi Koç Museum in Istanbul, discovered what he believed to be the wreck of AE2 lying in 86 metres of water. With the assistance of an Australian diving team, which visited Turkey to dive on the wreck in October 1997, it was determined that the wreck was that of an old steamer.

After a further thorough side-scan sonar and magnetometric survey of the reported scuttling site of the AE2, Mr Kolay located AE2 in June 1998, lying in 72 metres of water, and was first dived upon the following month. An Australian dive team again visited Turkey in October 1998, with further dives confirming the identification of AE2.



Return to:
 Mr. J. J. [unclear]
 1234 N. [unclear] St.
 [unclear] [unclear] [unclear]

[Faint, illegible text, possibly a return address or recipient name]

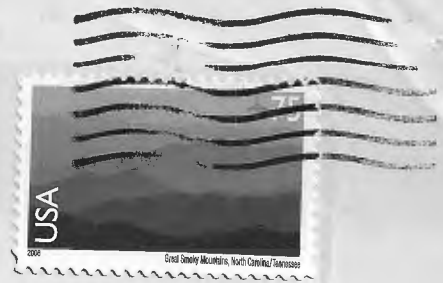


1125 North [unclear] St.
 American Legion Post #102
 3304 W. Colfax Rd. Denver, CO 80202
 Next Meeting: May 9, 2009

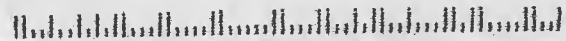
Return To:

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

<http://perch-base.org>



9500601128 0014



NEXT MEETING
12 noon, Saturday, May 9, 2009
American Legion Post #105
3534 W. Calavar Rd., Phoenix, 85053
(1/2 block northwest, 35th Ave. & Thunderbird)