



THE MONTHLY NEWSLETTER OF PERCH BASE, USSVI, PHOENIX, ARIZONA

WWW.PERCH-BASE.ORG

May 2011
Volume 17 - Issue 5

**THE USSVI CREED GUIDES OUR EFFORTS AS PERCH BASE.
SEE PAGE THREE FOR THE FULL TEXT OF OUR CREED.**

**FEATURED
THIS MONTH...**



**WHAT MADE
DIESEL BOATS
"DIESEL?"**

How boats were driven until real (nuclear) submarines were developed. Page 16.

What Else is "Below Decks" in the MidWatch

<u>Article</u>	<u>Page Number</u>
Title and "What's Below Decks".....	1
Less We Forget - Boats on Eternal Patrol.....	2
USSVI Creed - Our Purpose.....	3
Perch Base Foundation Supporters.....	3
Perch Base Officers.....	4
Sailing Orders (<i>What's happening with the Base</i>).....	4
Special Notice to Members	5
From the Wardroom - <i>Base Commander's Message</i>	6
April Base Picnic Photos.....	6
"That's Odd".....	7
Chaplain's Column.....	8
"Binnacle List".....	8
Our Holland Club Members.....	9
May Base Member Birthdays.....	10
What's New Online.....	10
Shipmate-to-Shipmate.....	11
Message from the Membership Chairman.....	12
Lost Boat - USS Gudgeon (SS-211)	13
"Nautical Nuances" or Did You Know?.....	15
Virginia-class Submarine; Not Up to the Job?.....	16
"That's Odd".....	16
FEATURE: What Made the Diesel Boats "Diesel".....	17
Digging Deep.....	20
Mailing Page.....	21

NEXT REGULAR MEETING
12 noon, Saturday, May 14, 2011
Dillon's Restaurant at Arrowhead
20585 N. 58th Avenue
Glendale, AZ 85308-6821



LEST WE FORGET THOSE STILL ON PATROL
MAY ETERNAL PATROLS

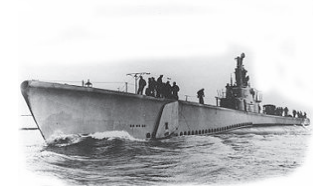
USS GUDGEON (SS-211) 12 MAY 1944 78 Lost

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 (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-COMMIS-
SIONED UNDER A NEW NAME)**



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.”



2011 Perch Base Foundation Supporters

These are the Base members and friends who donate monies 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 2011 Foundation Donors



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past-commander@perch-base.org



Sailing Orders



**Flagstaff, AZ
Armed Forces Day
Parade and Static Display
May 21**

**May 30
Memorial Day"
Phoenix National Cemetary**



EACH YEAR OUR BASE AND THE WWII VETS PARTICIPATE IN A WREATH LAYING CEREMONY WITH MANY OTHER VETERANS GROUPS AT THE MAIN REMEMBRANCE. THEN, THE BASE WILL ASSEMBLE AT THE SUBMARINE MEMORIAL (ABOVE) FOR A "TOLLING FOR THE BOATS" CEREMONY.



WE ARE STILL ON TRACK TO PARTICIPATE IN THE PRESCOTT RODEO DAYS PARADE AROUND THE 4TH OF JULY. GUDGEON BASE USUALLY TAKES THE LEAD ON THIS EVENT. MORE INFORMATION WILL COME LATER.

SPECIAL NOTICE TO MEMBERS

Our members deserve the enjoyment of lunch at our monthly meetings. We have for years had lunch available — catered in or provided by the meeting facility. We chose Dillon’s partially because of the excellent food available.

At our last meeting there (March, April’s was the picnic) both ourselves and Dillon’s staff realized there was a problem getting all members served correctly, efficiently, timely and with minimum meeting interruption.

Perch Base officers met with Dillon’s management and agreed that the best solution may be to limit the menu. In the kitchen, wait staff would have colored “chips,” a different color for each menu item. When a member orders, he is given that item’s colored chip. You change seats, you keep your chip with you. Meals are delivered by chip color, not by customer’s name. Beverages are handled by the bar wait-person.





**DILLON'S
RESTAURANT**



**Perch Base USSVI
Base Meeting - Food Menu**

The following selections are available for service during our monthly meetings. Full bar service is also available at regular prices.

Item	Price
Dillon's Famous Onion Rings	\$7.99
Turkey Sliders	\$9.49
Pulled Pork Sandwich	\$8.99
Hamburger/Cheeseburger	\$9.99
Soup of the Day (bowl)	\$5.99
Chicken Club Sandwich	\$9.99

- *All sandwiches come with french fries.*
- *Prices are plus tax and gratuity.*

From the Wardroom Base Commander's Message

Shipmates:

Although the picnic on April 9th at the White Tank Mountains Park was somewhat hampered by the weather, those of us who attended had a great time. I had the distinct pleasure of inducting another shipmate into the Holland Club. Congratulations Jim Wall!

We have two upcoming events, the parade in Flagstaff on May 21st and the Memorial Day service at the National Cemetery on May 30th. Put both dates on your calendar and be there to support the base. Remember, Memorial Day is one of our keystone events. Honor all those who have made the ultimate sacrifice.

See you at the next meeting on May 14th.

Fraternally,

Jim Denzien, Base Commander

April 2011 No Meeting - Perch Base Picnic

Although the picnic (April 9) was on a cold and rainy day amongst a string of great-weather ones, the spirit of about 45 faithful made it worthwhile. Past-Commander Stan Reinhold again fed the hungry with a suburb outdoor meal. See all the pictures on the web page, perch-base.org.



The grill is ready and the "dogs" are on



The float; where we go, she goes.



The Commander, the Treasurer and the COB. This could be trouble!



Cold? Wet? Not us!



Enough socializing, where is the food?



“Wanderer” (aka Events Coordinator Joe Varese) and his girlfriend Jill, led the group in synchronized shivering.



No, that is not a new member on a leash (Although perhaps some of them should be!)



Those are not clouds in the background (after all, this is Arizona.) It is that rare phenomenon called super-hydrated sunshine.



- 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.
- The last large merchantman to be sunk by submarine during WW-II was the Hokozaki Maru, sunk March 19, 1945 by Balao (Worthington).
- The last Japanese warship afloat in the South Pacific, the light cruiser Isuzu, was sunk by Charr (Boyle) after she was previously hit and badly damaged by Gabilan (Parham)
- The Flasher sank more tankers than any other submarine.
- The largest merchant ship sunk by submarines during WWII, the Tonan Maru #2 was sunk by Pintado (Clarey) on 22 August 1944.
- Except for those officers who received the Congressional Medal of Honor, Commander Davenport was the most decorated man of the war.
- During 1944, 14% of the CO's were relieved for non-productivity, 30% in 1942 and 14% in 1943.
- A total of 7 reserve officers achieved command of a fleet submarine in WW-II.



CHAPLAIN'S COLUMN

A Submariner's Prayer

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

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

Shipmates,

This month, we have Memorial Day, the day set aside to remember our fallen shipmates and other warriors who have fallen in the service of our country. We also conduct a Tolling of the Boats ceremony for our submarine shipmates who remain on Eternal Patrol.

But let us remember in our thoughts and prayers those sailors who now patrol the ocean's depths in the cause of freedom. Grant also that those who toil on the ground and in the air for our country be given safe passage home when their job is done.

For those departed, remember the sacrifice. For those now serving, God speed and return soon.

Walt Blomgren, Base Chaplain

IMPORTANT

Shipmates, you should ensure that your next of kin is aware of the information in the box, right.

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".

SHIPMATES RUNNING ON LESS THAN A FULL BATTERY CHARGE



Binnacle List

Shipmate Ed Hawkins is in an extended care facility. Unfortunately, we don't have any other information at this time. As soon as more information is available, we will issue a **Flash Traffic** with details.



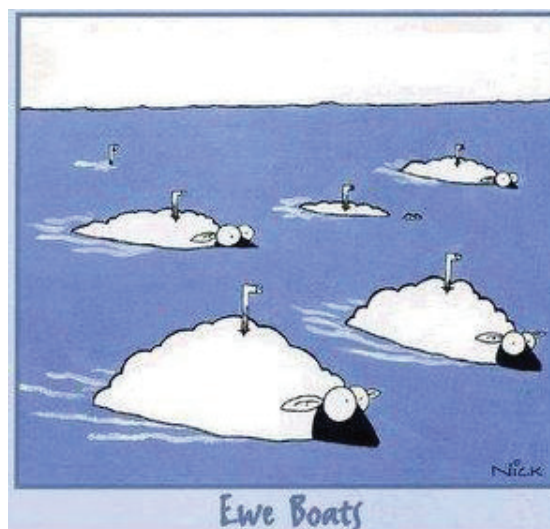


HOLLAND CLUB MEMBERS

Holland Club members are USSVI members who qualified in submarines at least 50 years ago.

FIRST NAME	LAST NAME	Qual Date			
Kenneth R.	ANDERSON	1950	Dennis	KERTON	1954
Jerome F.	BECKER	1948	Jack S.	KIMBALL	1961
Knneth E.	BECKER	1947	Dewight F.	KRAMER Sr.	1942
Karl G.	BERGSTROM	1954	Richard F.	KUNZE	1961
Richard A.	BERNIER	1960	Robert A.	LANCENDORFER	1955
Ronald B.	BEYER	1958	Robert W.	LENTS	1940
Harold J.	BIDIGARE	1945	George	LONG	1958
Walter	BLOMGREN	1957	George	MARIONS	1960
Wayne A.	BRAASTAD	1943	Raymond	MARSHALL	1941
Charles J.	BRADY	1959	Alexander J.	MARTIN	1954
Edgar T.	BROOKS	1959	Raymond C.	McKINZIE	1953
Robert "Dick"	CARAKER	1945	Roger R.	MILLER	1958
James J.	COOPER	1957	Jack E.	MOORE	1960
Roger J.	COUSIN	1953	Danny R.	MOSS	1957
Eugene	CRABB	1956	James W.	NEWMAN	1950
Samuel M.	CRIDER	1944	Royce E.	PETTIT	1953
George L.	CRIDER	1960	Ernest V.	PLANTZ	1941
George	DEBO	1952	Daniel J.	REEL	1958
Ron	DUTCHER	1959	Jack	RICHARDSON	1943
Harry	ELLIS	1953	Stanley I.	RUD	1945
Howard M.	ENLOE	1956	Mel	RYCUS	1952
Douglas R.	EWEN	1961	Ramon	SAMSON	1956
James R.	FOOTE	1957	Fred D.	SAUNDERS	1960
Howard S.	GOLDMAN	1957	Emil	SCHOONEJANS	1944
Billy A.	GRIEVES	1939	Carl	SCOTT	1959
Robert G.	HANSON	1941	Adrian M.	STUKE	1960
Eldon L.	HARTMAN	1953	Marion M.	TURNER	1940
Edward J.	HAWKINS	1951	Eugene B.	VEEK	1960
Joseph J.	HAWKINS	1955	James L.	WALL	1961
Harold	HELLER	1958	Forrest J.	WATSON	1952
Glenn	HEROLD	1960	Richard P.	WEBER	1943
Lester R.	HILLMAN	1952	Edward J.	WOLF	1955
Theodore	HUNT	1954	John G.	ZAICKIN	1960
Davy L.	JONES	1960	Ronald J.	ZOMOK	1960

YOU, OUR SENIOR SUBMARINERS, LEAD US ON TO FULFILL OUR MISSION TO THE YOUNGER PEOPLE OF AMERICA TO NEVER FORGET, THOSE WHO WENT DOWN TO THE SEA IN BOATS AND NEVER RETURNED.



May Base Birthdays



STANLEY N. REINHOLD	MAY 7
HARRY HELLER	MAY 8
RAMON SAMSON	MAY 8
RONALD B. BEYER	MAY 12
JOSEPH J. HAWKINS	MAY 18
GEORGE DEBO	MAY 21

WHAT'S NEW ONLINE

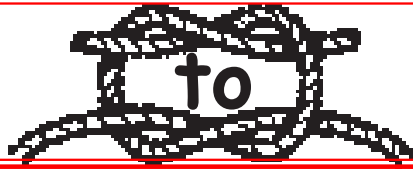
The biggest thing online -- and causing the most confusion -- is the addition of a video to the front page. The video is a candid collection taken at the April Base Picnic (not exactly Academy Award stuff!)

Even though the video format is optimized for the web, it isn't evident what to do to view it. It just sits there. So, for this, and other future videos, following the following:

- Move your mouse pointer over the picture (video.)
- Right-click your mouse (the right button on the mouse.)
- In the pop-up menu that appears, select "play."

That's it, you should see a video with sound. This works no matter what browser you are using.

Shipmate



Shipmate

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

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

Well, that's what we are looking for; sea stories. And they only need to be as true as a sea story ALWAYS is!

So send something in. Here are the rules (or not, whatever):

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

So send them to:

Chuck Emmett

communications@perch-base.org

or

7011 West Risner Road

Glendale, AZ 85308.



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

And all our yesterdays

When a diesel submarine goes on patrol it is normal routine to shift working hours from day to night. This means that the noon meal will be served at midnight and breakfast and dinner will be reversed accordingly,

During a five day Operational Readiness Inspection, one of the test problems presented to a Pearl Harbor based boat was to shift to a Patrol routine. Upon completion, in order to return to a normal meal time schedule, the Executive Officer published the following note in the Plan of the Day:

"In order that Saturday's meals will be served during in-port hours Saturday, Saturday's meal will not be served starting Friday night. Instead, Monday night's evening meal, which was skipped (in order that Tuesday's meals could be served starting Monday night,) will be served Friday night at 1915."

QMCS M. W. Ridley USN



WHAT We've BEEN UP To ...

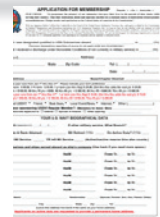
- After March's activities, April has been a welcome reprieve. April 9 was the Base's annual picnic and we would have been hard pressed to ask for worse weather especially with the fine days on either side. But about 40 members turned out for a great meal and good fellowship in spite of the rain and cold. The picnic took the place of the monthly meeting so there are no minutes to be published.
- We did conduct some very important business at the picnic, however. The Base Commander inducted **Jim Wall** into the Holland Club as a proud new member.



(The picture of Jim Wall was from an earlier event.)



A Message from the Membership Chairman



Shipmates,

It is important that you keep your contact information up to date with both Perch Base and USSVI. You can do this by logging into the USSVI website at ussvi.org and updating your profile. You will be prompted to establish a user name and password the first time. It's easy, just follow the instructions given. When you do update your information on the USSVI website Perch Base is notified of the change so we can update our records. You can also e-mail changes to the USSVI national office at ussvi@telebyte.net.

If you don't have access to a computer you can always call the national office at 360-337-2978 and they will help you. You always have the option of contacting me at membership@perch-base.org or 623-583-4235 and I will help you out. If you don't have a computer and want to know what is in the USSVI database about you let me know and I'll print out the information and bring it to the next meeting.

Snowbirds, it is especially important that you notify USSVI when you change your location. "American Submariner" is sent out a bulk mail so notifying the post office will not get it forwarded to you. It also costs USSVI extra when a copy is returned because it can't be delivered. You can accomplish this by (in order of preference) logging on to the USSVI website and update your profile, or, contacting the national office as described above, or, contacting your Primary Base, or, contacting me. No matter how you choose to do it, help us all out by doing it.

Rick Simmons, Membership Chairman





Eternal Patrol May 12, 1944

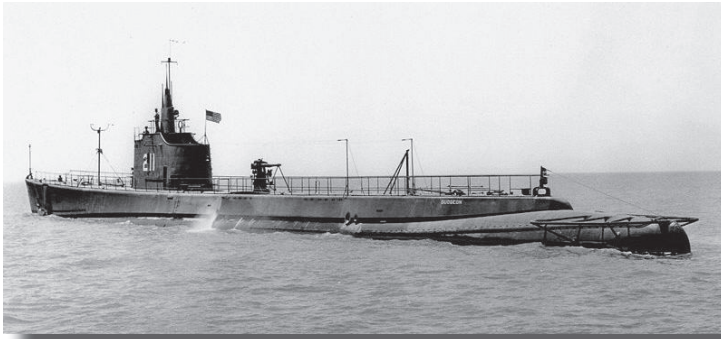
Editors Note: Less we forget, each month, one boat on eternal patrol will be highlighted in this newsletter. Sailors, rest your oars.

The Final Patrol

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



USS Gudgeon (SS-211) May 12, 1944 78 men lost



Tambor Class

Disp: 1,475 tons (surf); 2,370 tons (sub)
Length: 307' 2", **Beam:** 27' 3" in, **Draft:** 14' 7.5"
Speed: 20.4 knots (surf); 8.75 knots (sub)
Range: 11,000 nautical miles at 10 knots

Test depth: 250 ft

Propulsion:

4 × FM Model 38D8-1/8 9-cylinder diesels
2 × 126-cell Sargo batteries
4 × high-speed GE electric motors with reduction gears
5,400 shp (surf), 2,740 shp (sub)

Complement: 6 officers, 54 enlisted

Armament:

10 × 21" torpedo tubes, (6 fwd, 4 aft), 24 torpedoes
1 × 3"/50 caliber deck gun, 4 machine guns

USS Gudgeon (SS-211), a Tambor-class submarine, was the first ship of the United States Navy to be named for the gudgeon). Her keel was laid down by the Mare Island Navy Yard. She was launched on 25 January 1941, sponsored by Mrs. William S. Pye, and commissioned on 21 April 1941 with Lieutenant Commander Elton W. "Joe" Grenfell in command.

After shakedown along the California coast, Gudgeon sailed north on 28 August, heading for Alaska via Seattle, Washington. On her northern jaunt the new submarine inspected Sitka, Kodiak, and Dutch Harbor for suitability as naval bases. Continuing to Hawaii, she moored at the Pearl Harbor submarine base 10 October. Training exercises and local operations filled Gudgeon's time for the next two months. During the Japanese attack on Pearl Harbor on 7 December she was at Lahaina Roads on special exercises, but returned to base immediately.

FIRST WAR PATROL

On 11 December, Gudgeon (commanded by Elton W. "Joe" Grenfell) departed Pearl Harbor on the first American submarine war patrol of World War II. Her commanding officer was provided with explicit written orders to carry out unrestricted submarine warfare. Gudgeon made her first contact on a target in Japanese Home Waters 31 December. When she returned 50 days later, Gudgeon had contributed two more impressive "firsts" to the Pacific submarine fleet. She was the first American submarine to patrol along the Japanese coast itself, as her area took her off Kyūshū in the home islands. On 27 January 1942, en route home, Gudgeon became the first United States Navy submarine to sink an enemy warship in World War II. Gudgeon fired three torpedoes, and I-73 was destroyed; though Gudgeon claimed only damage, the loss was confirmed by HYPO *

* Station HYPO, also known as Fleet Radio Unit Pacific (FRUPAC) was the United States Navy signals monitoring and cryptographic intelligence unit in Hawaii during World War II. It was one of two major Allied signals intelligence units, called Fleet Radio Units in the Pacific theaters, along with FRUMEL in Melbourne, Australia. The station took its initial name from the phonetic code at the time for "H", as in "Hawaii". The precise importance and role of HYPO has been the subject of considerable controversy, reflecting internal tensions amongst US Navy cryptographic stations.

HYPO was under the control of the OP-20-G Naval Intelligence section in Washington. It was located, prior to the attack on Pearl Harbor of December 7, 1941, and for sometime afterwards, in the basement of the Old Administration Building at Pearl Harbor. Later on, a new building was constructed for the station, though it had been reorganized and renamed by then.

SECOND AND THIRD WAR PATROLS

On her second war patrol, 22 February to 15 April 1942 Gudgeon scored two kills, first sinking an unknown freighter maru on 26 March and then dispatching the 6,526-ton Nissho Maru on 27 March in the East China Sea southeast of Kumun Island. She then checked into dry-dock for overhaul, but un-docked three weeks early and readied for sea in a remarkable 40 hours to participate in the momentous Battle of Midway. Departing Pearl Harbor on 18 May, Gudgeon took station off Midway Island as part of the submarine screen which encircled the two giant fleets clashing there. Although she had a ringside seat for the action, which saw Japan handed its first naval defeat in 350 years, Gudgeon was prevented from offensive action by the confusion of battle and the possibility of mistaken identity. She returned to Pearl Harbor on 14 June.

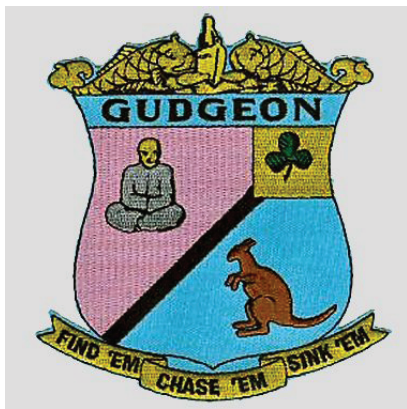
FOURTH WAR PATROL

Departing for her fourth patrol 11 July, Gudgeon sank the 4,853-ton transport Naniwa Maru in a night submerged attack off Truk on 3 August, her only kill of the patrol. In her other attack of the fourth patrol USS Gudgeon carried out an aggressive attack on a four-ship convoy 17 August, torpedoing and damaging the Japanese tankers Shinkoku Maru (10,020 BRT) and Nichiei Maru (10,020 BRT) northwest of Truk before the patrol ended at Fremantle, Australia, on 2 September.

FIFTH AND SIXTH WAR PATROLS

Now a part of the Southwestern Pacific submarine forces, Gudgeon sank the 6,783-ton Choko Maru west-northwest of Rabaul on 21 October during her fifth war patrol, 8 October to 1 December, and carried out a daring attack on a seven ship convoy on 11 November, torpedoing several ships but sinking none.

The submarine's sixth war patrol, from 27 December 1942 to 18 February 1943, was unsuccessful terms of ships sunk, but she carried out two special missions. On 14 January 1943 Gudgeon successfully land six men on Catmon Point, Negros Island, Western Visayas, Philippines, to carry out the vital guerrilla resistance movement there. Returning from her patrol area, Gudgeon was diverted to Timor Island on 9 February, and the following day rescued 28 men—Australian, English, Portuguese, and Filipino—for passage to Fremantle.



SEVENTH AND EIGHTH WAR PATROLS

Gudgeon's seventh war patrol, from 13 March into April 1943, netted her two more Japanese ships before she ran out of torpedoes and had to return to Australia. On 22 March she sank the 5,434-ton transport Meigen Maru as well as seriously damaging two other ships in the Java Sea convoy some 30 miles north of Surabaya, Java, Netherlands East Indies. Five days later Gudgeon took on 9,987-ton tanker Tōhō Maru in a night surface attack in the

Makassar Strait punctuated by bursts of gunfire as the Japanese ships spotted and fired on the submarine. It took five torpedoes to sink Toko Maru, and most of Gudgeon's crew enjoyed the rare treat of watching her slide into the depths. Another attack later the same day damaged the 1,192-ton tanker Kyoei Maru.

On her eighth war patrol, conducted as she sailed from Australia to Pearl Harbor on 15 April to 25 May 1943, Gudgeon chalked up three more kills. Her first came 28 April as she sank Kamakura Maru, a former ocean liner, southwest of Naso Point, Panay, Philippines. The 17,526-ton transport was the largest Japanese transport, and one of the largest enemy ships sunk by an American submarine. Special operations interrupted Gudgeon's patrol as she landed six trained guerrilla fighters and three tons of equipment for the guerrilla movement on Panay on 30 April. After sinking the 500-ton trawler Naku Maru with her deck guns west of Panay 4 May, Gudgeon battle-surfaced again that same day and left a coastal steamer burning and settling. Eight days later, on 12 May, she torpedoed and sank the 5,861-ton freighter Sumatra Maru off Bulusan, Luzon, Philippines. Returning to Pearl Harbor, the veteran submarine was sent to San Francisco, California, for badly needed overhaul, her first since commissioning two years earlier.

NINTH AND TENTH WAR PATROLS

A refreshed sub and crew departed Pearl Harbor for their ninth war patrol 1 September 1943 in the Mariana Islands area. Before returning to Midway Island on 6 October with all torpedoes expended, Gudgeon had sunk the 3,158-ton Taian Maru, torpedoed and damaged the 3,266-ton auxiliary gunboat Santo Maru north of Saipan, as well as seriously damaging several other ships.

Heading along the China coast for her tenth war patrol, form 31 October to 11 December, Gudgeon chalked up two more marus. Early in the morning of 23 November she spotted a convoy of four ships in the East China Sea some 70

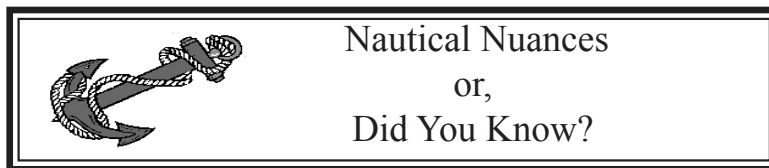
miles north of Shusan Island and closed for attack. Gudgeon fired a spread of six torpedoes with gratifying results. The 870-ton frigate Wakamiya, hit by one torpedo, broke in two, sinking almost immediately. The two tankers in the convoy, the 5,106-ton Ichiyo Maru and the 8,469-ton Goyo Maru, were also hit but managed to escape. Gudgeon closed in to finish off the 6,783-ton troop transport Nekka Maru.

ELEVENTH WAR PATROL

Gudgeon's 11th war patrol saw a few successful sinkings of Japanese vessels, the first on 11 February. Before this sinking the submarine had a spell of bad luck where, on 2 February 1944, she had sighted a damaged aircraft carrier with two escorts. Gudgeon had closed for attack, but the escorts spotted her and attacked. A down-the-throat shot with four torpedoes temporarily discouraged the destroyers and allowed Gudgeon to seek deep water and safety, but when she surfaced the Japanese men-of-war were gone. Later in the same patrol Gudgeon was forced to try another down-the-throat shot at an enemy escort, but no hits. Success came only on 11 February. This date saw her torpedoing and sinking the already damaged (by Chinese air attack) 3,091-ton merchant Satsuma Maru off Wenchow, China. On 17 February Gudgeon sank a Japanese sampan with gunfire in the East China Sea, another sampan being damaged in the attack. She returned to Pearl Harbor on 5 March 1944.

LOSS

Gudgeon sailed for her 12th war patrol on 4 April 1944. The submarine stopped off for fuel at Johnston Island on 7 April, and was never seen or heard from again. On 7 June 1944, Gudgeon was officially declared overdue and presumed lost. Uboat.net claims Gudgeon was sunk 18 April 1944 at a known location by the Japanese southeast of Iwo Jima. Some sources say the submarine was more likely to have sunk by attack near Maug Islands.



- The first Japanese casualty to American arms during WW-II was an aircraft shot down on Dec. 7th, 1941 by the Tautog.
- The first submarine force casualty suffered in WW-II was G. A. Myers, Seaman 2, shot through the right lung when Cachalot was strafed during the Pearl Harbor raid.
- The first "live" torpedoes to be fired by a Pearl Harbor submarine were fired by the Triton (Lent), 4 stern tubes fired on the night of Dec. 10, 1941.
- The first Pearl Harbor boat to be depth charged was the Plunger (White) on Jan. 4, 1942, 24 charges.
- The first "down the throat" shot was fired by Pompano on Jan. 17, 1942.
- The first Japanese warship to be sunk was torpedoed by **Gudgeon** (Grenfell) at 9 AM on Jan. 27, 1942, the IJN I-173 (SS).
- The first major Japanese warship lost to submarines during WW-II was the heavy cruiser Kako which fell victim to S-44 Moore) on Aug. 10, 1942.
- The first submarine to fire on a battleship was Flying Fish (Donaho) Sept. 1942, damaging a Kongo class BB.
- The first submarine to fire on an aircraft carrier was Trout (Ramage), damaging Taiyo, August 28, 1942.
- The first Japanese ship to be sunk by gunfire was by Triton (Kirkpatrick), near Marcus Island on Feb. 17, 1942. At the time, Kirkpatrick was the youngest skipper to get command at Pearl.
- The first man to die in submarine gun action was Michael Harbin, on Silversides, May 1942.
- The first rest camp for submarine crews was established at a military encampment at Malang, in the mountains of Java, 89 miles from Surabaya. Three days were allotted to submarine crews there in January 1942.
- The first TDC (Mark 1) was installed in the Cachalot.
- The Plunger was the first boat to sustain an "arduous" depth charge attack and survive.
- In September 1936, Cdr. C. A. Lockwood Jr., assumed command of SubDiv 13 composed of the new boats Pike, Porpoise, Shark and Tarpon.



VIRGINIA-CLASS SUBMARINE; NOT UP TO THE JOB?

Aviation Week and Space Technology© magazine reported in the April 4 issue that improvements in an anti-submarine helicopter (the MH-60R) has the Navy rethinking the way it conducts antisubmarine warfare directly impacting the new Virginia- class submarines.

The magazine states that the Navy recently acknowledged that it prohibits Virginia-class submarines from participating in exercises against the diesel-electric subs of allies for fear that the Virginia's stealth capabilities could be compromised. The Virginia was the service's planned top undersea ASW weapon, designed to fight in the littorals, specifically against diesel-electric subs and similar threats.

But, as reported, the Defense Department's director for operational testing and evaluation (DOT&E) says the subs may never develop the kind of passive sonar capability to detect and destroy diesel-electrics that the Navy had anticipated.

The magazine indicates that those familiar with Navy ASW programs say these boats would have to use active sonar, putting the submarines in extreme risk by giving away their positions.

"Passive sonar is very questionable technology if they're up against a diesel-electric," says a senior naval editor for the consulting group, Forecast International. "It's like trying to find a black cat in a dark cellar at midnight. The black cat has a nasty habit of getting you first."

AW&ST added that last year, the DOT&E noted, "Navy security rules prohibit operating the Virginia in the vicinity of foreign SSKs." Naval Sea Systems Command (NAVSEA) says it is "inaccurate" to say the service prohibits operating Virginias in the vicinity of foreign SSKs, but the agency acknowledged it enforces such a rule "during exercises with allied forces" as steps "taken to protect the submarine force's greatest asset, its stealth, from being compromised."

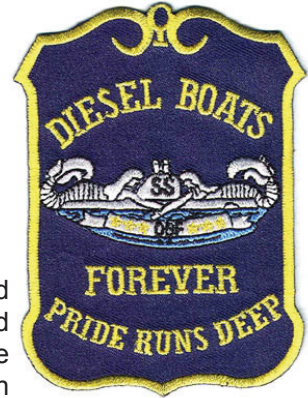


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That's Odd . . .

- On December 31, 1941, Captain Wilkes evacuated Corrigidor on board the Seawolf to establish a new base at Surabaya, Java. Simultaneously Capt. Fife boarded Swordfish and sailed to Darwin, Australia.
- Expressing the view that Japan could not hope to be victorious in a war with the U.S., Admiral Yamamoto was "shanghaied" to the post of Commander of the Combined Fleet (from the Naval Ministry) to thwart a possible assassination at the hands of his many dissenters.
- A survivor of the Japanese carrier Kaga, at the Battle of Midway, told how some of his shipmates saved themselves by clinging to the air flask of a torpedo fired from Nautilus which hit the carrier and failed to explode, the concussion separating the warhead from the airflask.
- LCDR. Francis White was the only skipper who lost two submarines in combat, the S-39 and the S-44.
- The IJN I-176 (Cdr. Kosaburo Yamaguchi) was the only Japanese boat to sink an American submarine (Corvina) during the war.
- The last Japanese submarine to be sunk in the Pacific, the I-373, was torpedoed by Spikefish (Monaghan) on the morning of 13 Aug. 1945, in the East China Sea.
- As late as July 1945 Japanese guns on the cliffs of Lombok Strait shelled the Loggerhead as she proceeded through the strait on the surface

WHAT MADE DIESEL BOATS "DIESEL?"



IN THE BEGINNING . . .

A 45 horsepower gasoline engine powered Holland (SS1) on the surface and was used to charge her batteries. Any flaw in the exhaust system threatened the crew with asphyxiation, while minor fuel leaks could produce explosive concentrations of gasoline vapor. Such casualties were fairly common until diesel oil replaced gasoline. This boat used an Otto engine and carried 1,050 gallons of fuel.

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During World War I, USSA-7 (ex Shark) and her sister ships, based at Cavite, carried out patrols at the entrance to Manila Bay. In the early spring of 1917, shortly after the submarine torpedo boat's engine had been overhauled, gasoline fumes ignited and caused an explosion and fire while in the course of a patrol in Manila Bay. This boat used

160 HP gasoline, Otto engine. The gasoline capacity was 767 gallons.

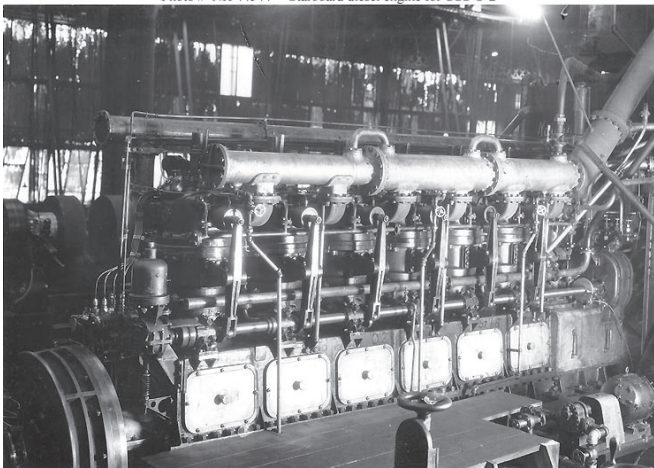
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USS B-1 (SS-10) launched on 30 March 1907 by the Fore River Shipbuilding Company — subcontractor for the Electric Boat Company (Successor to the John P. Holland Torpedo Boat Company of New York) — at Quincy, Massachusetts, as USS Viper (SS-10). The 10th submarine ordered built for the Navy. When commissioned, USS Viper; carried 1,880 gallons of gasoline which fueled a Craig gasoline internal combustion engine of 250 brake horsepower, which could drive the submarine at 9 knots when on the surface.

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USS C-1 (Submarine Number 9) launched on 4 October 1906 as USS Octopus by the Fore River Shipbuilding Company at Quincy, MA, which had taken over the patents of the John P. Holland Torpedo Boat Company of New York in 1904. When commissioned, the lead ship of the C Class had a normal displacement of 238 tons on the surface and 275 tons submerged; drew an average of 10' of water when in diving trim on the surface; was designed to dive to 200'; could make 10½ knots on the surface and 9 knots submerged; carried 3,900 gallons of gasoline that fueled 2 gasoline internal combustion engine that was designed to develop 240 brake horsepower (each) for surface propulsion.

Photo # NH 44544 Starboard diesel engine for USS O-2



C class submarines were the first submersibles in the United States Navy to be fitted with two propeller shafts and two propellers

The C-3 submarine carried 3,900 gallons of gasoline to power two 240 brake horsepower gasoline internal combustion engines manufactured by the James Craig Machine and Engine Works at Jersey City, New Jersey.

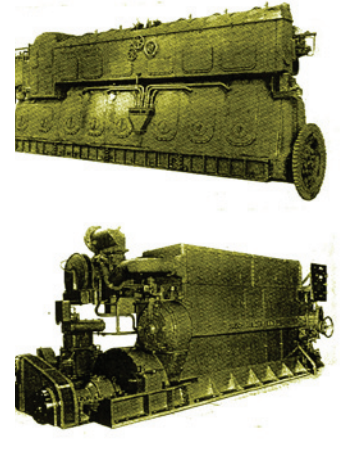
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When commissioned, the R-1 Class coastal and harbor defense submarine was of riveted construction. The full load of diesel oil carried was 18,880 gallons, which fueled two 440 designed brake horsepower diesel engines manufactured by the New London Ship and Engine Company (NELSECO) at Groton, Connecticut. These could

Starboard diesel engine, prior to installation in the submarine O-2 (later SS-63), circa 1917-1918. This is presumably a 6 cylinder, 440 BHP, New London Ship and Engine Company (NELSECO) 6-EB-14 type engine.

drive the boat via a direct drive system at 13½ knots on the surface.

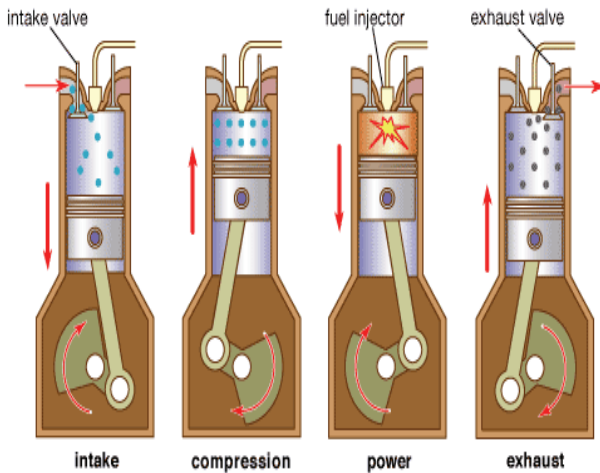
The engines known as NELSECO's were not reversible. Maneuvering was done on battery power with engines shut down. There were air compressors as part of each engine for producing compressed air to actuate the injectors. Engines were normally started electrically. These engines could be started with compressed air in emergencies.



When commissioned, the R-21 Class coastal and harbor defense submarine's full load of diesel oil was 17,922 gallons, which fueled two 1,000 designed brake horsepower diesel engines manufactured by the Busch-Sulzer Brothers Diesel Engine Company at Saint Louis, Missouri. These could drive the boat, via a diesel direct drive propulsion system, at 14 knots on the surface in relatively calm seas.

The S-1 Class coastal and harbor defense submarine (not to be confused with the later "S" class fleet boat) had a normal surface displacement of 854 tons, and, when in that condition, had a mean draft of 15'11". Submerged displacement was 1,062 tons. The full load of diesel oil carried was 41,921 gallons, which fueled two 600 designed brake horsepower Model 8-EB-15NR diesel engines manufactured by the New London Ship and Engine Company (NELSECO) at Groton, Connecticut. These drove the boat, .via a diesel direct drive propulsion system, at 14½ knots on the surface.

Simon Lake's last S-boats, the so called 4th group USS S-48 (SS-159), USS S-49 (SS-160), USS S-50 (SS-161), and USS S-51 (SS-162) were powered with two side-by-side Busch Sulzer 2 cycle Model 6M150 diesel engines of 900 BHP, each. USS S-48, after rebuild, had 2 Busch Sulzer 2 cycle diesel engines of 1,000 BHP, each. These were direct drives; mechanical power from the engine through a clutch to the dynamo (motor/generator) through another clutch then to the propeller.

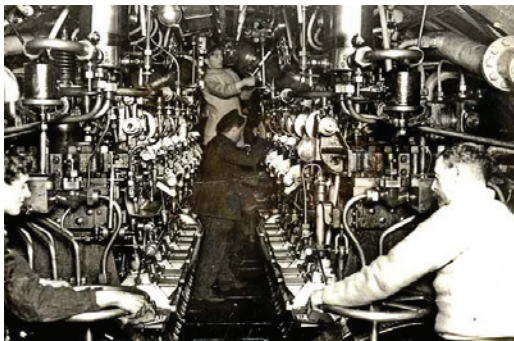


SS S-48 (SS-159,) laid down on 22 October 1920, had a normal surface displacement of 903 tons, and, when on the surface in that condition, had a mean draft of 13'6". The submarine displaced 1,230 tons when submerged. Stowage was provided for 44,350 gallons of diesel oil, which fueled 6-M-85 six-cylinder 500 brake horsepower (at 410 rotations per minute) diesel engines, that had a total output of 1,800 horsepower. These were made by the Busch-Sulzer Brothers Diesel Engine Company at Saint Louis, Missouri and could drive the boat at 14½ knots when operating on the surface.

When commissioned, the S-48 Class submarine was equipped with two periscopes. She had a double hull in the center portion of the boat; a single hull at each end of the ship. This S-boat could completely submerge in one minute to periscope depth. Maximum operating (test) depth was 200'. Stowage was provided for 44,350 gallons of diesel oil by utilizing some of the ballast tanks as fuel oil tanks. This gave the boat a maximum operating radius of 8,000 miles at ten knots when transiting on the surface. The normal fuel oil load was 23,411 gallons. Two 6-M-85 six-cylinder 900 brake horsepower (at 410 rotations per minute) diesel engines, that had a total output of 1,800 horsepower.

The first USS Permit, laid down on 6 June 1935 as USS Pinna (SS-178). Her name was changed to USS Permit (SS-178) on 13 August 1935. This was a Plunger Class submarine and could dive safely to 250 feet. They had a partial double all-welded hull, seven watertight compartments plus the conning tower all of 25# mild steel pressure hull plating approximately 5/8ths of an inch thick; Her submerged endurance was ten hours at 5 knots and 36 hours at minimum speed (about 1 3/4ths knots). USS Permit could carry 92,801 gallons of diesel fuel. This quantity gave her a patrol endurance of 75 days.

Propulsion was diesel-electric reduction gear drive with 4 main generator engines and 2 auxiliary generator engines — all contained in one engine room — for a total of 4,300 shaft horsepower. Eight main motors provided a maximum of 2,366 shaft horsepower. Two 120-cell storage batteries provided the electricity for submerged propulsion.



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The first USS Barracuda (SS-163) was launched as USS V-1 (SF-4). When commissioned, this V-1 class submarine could safely dive to 200' (the test depth); had a partial double and riveted hull; 10 watertight compartments; had a 9/16 inch mild steel pressure hull; could make 18.71 knots on the surface and 9 knots submerged; had a maximum cruising range on the surface at 11 knots of 10,000 miles and could run submerged at 5 knots for 10 hours. She carried 90,935 gallons of diesel fuel; and was designed to patrol for 45 days unsupported.

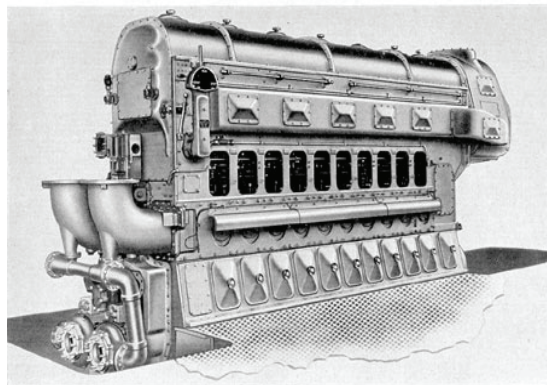
The submarine had two engine rooms: In the after portion of the hull were two 2,250 brake horsepower diesel engines built by the Busch Sulzer Diesel Engine Company at Saint Louis, Missouri. These main propulsion engines moved the submarine on the surface through a diesel direct drive system. In the forward part of the hull two 1,000 brake horsepower Maschinenfabrik-Augsburg-Nurnberg (M.A.N.) type diesel engines were installed for auxiliary power. These engines turned generators that, through a diesel-electric drive system, could propel the vessel via two 1,200 horsepower main propulsion motors manufactured by the Elliot Motor Company at Jeannette, Pennsylvania. These motors could also be driven for submerged propulsion by power from a 120-cell main storage battery, which was divided into two 60-cell batteries. Total shaft horsepower developed on the surface during trials was 6,200; total shaft horsepower available for submerged propulsion was 2,400.

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THE POPULAR WWII ENGINES

Fairbanks Morse: 8 cylinder, opposed piston diesel (based on the German Junkers Jumo), similar in configuration to Sun's. It had a one piece welded steel frame. A silent chain transmitted power from the upper to the lower crankshaft (later engines used vertical drive gearing). The upper crankshaft drove the scavenging blower. The early 8 cylinder 38A8 was superseded by a 1,365 BHP 8 cylinder 38D-8-1/8 and then by a 9 cylinder, 1,535 BHP 38D-8-1/8; wartime submarines (from SS 381 on) used a 10 cylinder, 1,600 BHP 38D-8-1/8.

Winton Engine Corp. (later the Cleveland Diesel Engine Division of General Motors): a 12 cylinder, 950 BHP 2 cycle vee, Model 201, with exhaust valves in the cylinder head for uniflow scavenging (i.e., for the scavenging air to flow one way, up the cylinder, rather than across and down, as in a Sulzer). Its unit fuel injectors combined the functions of fuel injection valve and fuel injection pump into one unit in each cylinder, operated by a single cam; and it was the first to use a welded steel housing. The 1,535 BHP 16-248 used larger cylinders at a sharper V-angle, with a stronger crankcase and more reliable pistons and rings. It was superseded by the 1,600 BHP (aluminum pistons) and then 16-278A (steel pistons). After WWII, Cleveland Diesel became The Electro-Motive Division of General Motors.



THE UNPOPULAR WWII ENGINE

Hooven, Owens, Rentschler (HOR), was a 1,300 BHP, 2 cycle, double acting engine, identical to that in the German cruiser Leipzig except that it had 8 cylinders. HOR was the only firm to offer a double acting engine. It used a one-piece welded steel frame. This engine excited interest because it offered more power than either General Motors or Fairbanks Morse (in a tight double-action package), but it soon gained a reputation for gross un-reliability. The HOR was noisy, and it needed 40 percent more air than the other two engines.

There were 16 new submarines commissioned in 1937, 1938, 1939 and 1940. These submarines were of three classes: Salmon (SS-182) class, Sargo (SS-188) class, and Seadragon (SS-194) class. It was decided to give them

names starting with S. Apparently everyone forgot about the old S-type submarines still serving with the fleet, because the class numbers S-1 through S-16 assigned to the new fleet-type submarines duplicated names already held by some of the older S-boats. This source of confusion was ultimately eliminated when the class numbering system was abolished in 1939 and the SS hull numbers were painted on the conning tower fairwater for peacetime identification



- In July 1945 Bugara (Schade) operating in the Gulf of Siam, sank 12 junks, 24 schooners, 16 coasters, 3 sea trucks and one naval auxiliary, all by gunfire.
- In the early morning hours of June 22, 1945, Barb, (Fluckey) fired a dozen 5-inch rockets into the town of Hokkaido from 5000 yards off shore.
- A Japanese prisoner, recovered from a wrecked aircraft by Atule (Mauer) had the following items in his pockets: 7 packs of Japanese cigarettes, 1 pack of British cigarettes, calling cards, ration books, club tickets, diary, note book, flight record and two magnetic detector tracers, with notes concerning them, a thick wad of money, a vial of perfume and a number of other personal items.
- On the night of 8-9 December 1944, in a coordinated attack with Sea Devil, Redfish heavily damaged the aircraft carrier Hayataka; ten days later she sank the newly built carrier Unryo.
- When Robalo was sunk, presumably by a mine, on 26 July 1944, five of her crew swam ashore and were captured by Japanese military police and jailed for guerrilla activity. They were evacuated by a Jap destroyer on 15 August and never heard from again.
- On 27 Oct. 1944 Rock fired 9 torpedoes at Darter, stranded on Bombay Shoal. In Feb. 1943 Tautog (Sieglaff) laid mines off Balikpapan, Borneo. In April 1944, the Japanese destroyer Amagiri struck one of these mines and sank. This was the same destroyer which rammed the PT-109, commanded by J.F. Kennedy.
- The first boat to be equipped with QLA sonar for locating mines, was Tinoso.
- When Admiral Nimitz assumed command of the Pacific Fleet in Jan. 1942, he raised his flag on the submarine Grayling. Relinquishing command nearly four years later, he lowered his flag on the submarine Menhaden.
- America's first Japanese POW was Sub-Lieutenant Sakamaki, captured when his midget submarine, launched from the I-18, struck a reef in Kaneohe Bay and he swam ashore and surrendered.
- The second Japanese submarine sunk, a midget caught inside Pearl Harbor and sunk by the seaplane tender Curtiss, was later raised. Too badly damaged for intricate examination, it was used as fill-in material in the construction of a new pier at the submarine base.
- During 520 war patrols in 1944, submarines fired 6,092 torpedoes, more than in 1942-43 combined (5,379). Statistically it took 8 torpedoes to sink a ship in 1942, 11.7 in 1943, 10 in 1944.
- During 1944, 117 navy and air force personnel were rescued by U.S. Subs; The Tang (O'Kane) picked up 22 for the leader in this category.
- During 1944 Japan lost 56 submarines, 7 to U.S. Submarines.
- On Nov. 21, 1944, Sealion II (Reich) fired a salvo of fish at each of two BB's, the Kongo and Haruna. The Kongo was hit and sunk, but the DD Urakazi intercepted the fish meant for Haruna and was instantly sunk.
- Message to all submarines on 13 April 1944: "Until further notice give fleet destroyers priority over Maru types as targets for submarine attacks.
- During 1944 U. S. submarines sank 1 BB, 7 CVL's, 2 CA's, 7 CL's, 3 DD's and 7 SS's of the Japanese navy.
- So numerous were submarine attacks on the Singapore-to-Empire trade routes in 1944 that a common saying in Singapore was that "one could walk from Singapore to Tokyo on American periscopes.
- 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.
- 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.

Return To:

U. S. Submarine Veterans, Perch Base
7011 West Risner Road
Glendale, AZ 85308
E-Mail: communications@perch-base.org

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



NEXT REGULAR MEETING
12 noon, Saturday, May 14, 2011
Dillon's Restaurant at Arrowhead
20585 N. 58th Avenue
Glendale, AZ 85308-6821