



Troop 141 Scoutmaster's

Weekly Update September 24th 2010



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ROOSEVELT LAKE PICTURES:

Are now up on the Gallery Page, <http://www.scouttroop141.org/gallery/gallery.html> The easiest way to find them is to click on the top of the Date column (Twice) to bring them right to the top. Mrs. Jones and Mr. Bailey contributed some EXCELLENT Shots.

JACOB'S EAGLE PROJECT ON SUNDAY:

he Community Gardens of Tucson (CGT) are a non-profit organization devoted to providing space, tools, and the knowledge needed for growing vegetable in a sustainable manner. The Community Gardens of Tucson has established gardens in several locations around Tucson to foster gardening in the community and teach interested members how to grow their own vegetables in our desert environment. Each garden has need of a secure shed to store expensive gardening supplies so that they are not stolen or exposed to the weather. I have worked with CGT to select their garden at the Chaverim Synagogue where an existing shed has been broken into resulting in the loss of expensive equipment. My project is to replace the current shed with a more secure structure, allowing the current shed to be moved to a less exposed location at another garden. I am doing this project because I feel that the gardens are helping our community and I feel it is important for me to assist them.

We will meet on Sunday at the **Chaverim Synagogue Garden starting at 0730am** . [MAP](#) I will have bagels and juice to start the day. I will supply lunch and we should be done by **4pm**.
Chaverim Garden (Eastside)]

Where: Near Speedway & Craycroft

Site Coordinator: – Stephanie Bourn-MacDonald

Directions:

On Speedway, about 0.5 miles west of Wilmont,
Turn South on Sahuara Way (at Gold's Gym)

About 1 block south, Chaverim Synagogue ia on the west side of the Sahuara
Garden is on the north side of the Synagogue

What to bring:

Gloves and older clothes are required as we will be working with older wood and painting later in the day. Safety glasses, hammers, drills or power screwdrivers, and paint brushes would be appreciated if you can bring them.

Hope to see you there,
Jacob H.

Popcorn Show & Sells

These are great opportunities to earn money in your account to pay for Scout stuff, like Summer Camp, Yellowstone, etc. Mrs. Juhasz has arranged several times:
ONE LEFT TOMORROW!!!! DON'T MISS OUT THIS GREAT OPPORTUNITY

Walgreens Tanque Verde/Catalina Hwy
Sept 25th 9-11am two scouts+ one adult

Please contact Kim at bizzybee@comcast.net or 405-2268/ 749-0701 to sign up. First come first served.



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NEXT MEETING IS SEPTEMBER 27TH.

We will be continuing to talk about Tracking, but We'll also have a brief discussion about the upcoming Canoe Trip to the Verde River. There will be a lot to do But remember, still have fun! Be Sure to bring your NEW Scout book. (If you need to transfer OLD dates over to your new book, please bring your OLD book as well.

CONTEST UPDATE:

I did **three scoutmaster conferences** last week. How many MORE scouts can advance? Which patrol will win?

VERDE RIVER CANOE TRIP, OCT 2ND & 3RD



Paul H. Is setting this one up and will have some more information for us on Monday night. Right now we are planning on leaving early Saturday morning, but that could change to Friday night if the troop decides that is the way to go.

This is a Semi Car camp, meaning we'll drive to our campsite, but we won't have troop tents/chuckboxes,etc with us. You will have to bring your backpack and your own food.

Cost for this is: \$15.00 (\$10.00 FOR Canoe rental, \$5 for gas). We currently have seats left for 5 Scouts. FINAL SIGN UP is Monday Night. **Bring your \$15.00 Monday.**



VENTURE UPDATE

Meetings are now on Wednesdays

VENTURING · BSA

Upcoming:

October 2- Canoe Trip

Meeting Locations:

First Wednesday at the TVLC Café

Third Wednesday at the TVLC Gym

Election Results

President –*Nathan Vita*

Vice President Administration- *Will Mitchell*

Vice Presidents of Activities- *Kevin Brown, Shenay Bailey*

Vice President Summer Trip- *Zack Winston*

Secretary- *Megan Juhasz*

Treasurer- *Emily Scully*

Sweatshirt Design- *Cales Wilson*

Communications- *Megan and Emily*

CITIZEN SHIP IN THE WORLD – LAST CHANCE

Monday, September. 27, will be Mr. Czapko's last meeting with the Troop. Anyone who attended the Citizenship in the World merit badge class I presented and wants to finish it up, please bring your workbook and blue card so we can go over work and get your blue cards signed off. This also includes those who started with another counselor and have the completed requirements already initialed by the previous counselor. It only takes a little effort to complete this Eagle required MB!

Mr. Czapko has been one of our great parents with two great scouts for the last several years. He's heading to Washington DC for a new Job working for the Department of Homeland Security. He will be Greatly Missed. Troy and Travis will be following him after the December Court of honor. Please take a Moment on Monday night to wish him well.



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ASTRONOMY MERIT BADGE:

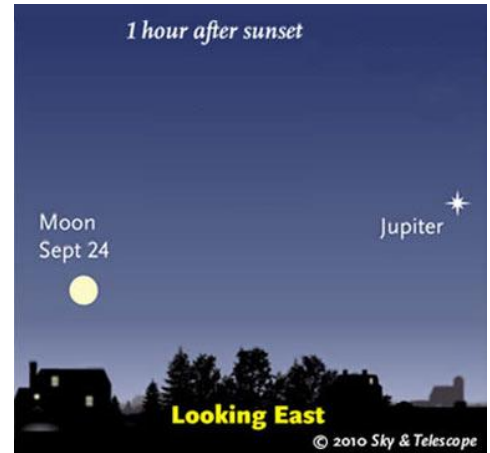
Even though this is not an eagle required Merit badge it takes a lot of work observing, drawing and pointing out astronomical objects. THERE IS A TON OF STUFF TO LOOK AT RIGHT NOW at Sunset. (4 Planets are in the western Sky at about 7:30 pm)

SO, time for a follow up class and STAR Party. Keep eyes on the calendar for a night at the telescope coming up soon.

<http://www.skyandtelescope.com/observing/ataglance>

Friday, Sept. 24

- As twilight descends this evening, the Moon and Jupiter come into view far apart low in the east, as shown here. The Moon is two days past full.



Saturday, Sept. 25

- Jupiter's Great Red Spot should cross Jupiter's central meridian (the imaginary line down the center of the planet's disk from pole to pole) around 11:50 p.m. Eastern Daylight Time. The "red" spot appears very pale orange-tan. It should be visible for about an hour before and after in a good 4-inch telescope if the atmospheric seeing is sharp and steady. A light blue or green filter helps. For all of the Red Spot's central-meridian crossing times, good worldwide, use our [Red Spot calculator](#) or our [list for the rest of this observing season](#).



Now at naked-eye visibility, Mira in Cetus climbs the eastern sky in late evening — in this case, over hills in Iran. Click image for larger view.

Copyright Babak Tafreshi (www.twanight.org/tafreshi)

Sunday, Sept. 26

- Mira, the prototype red long-period variable star in Cetus, is now visible to the unaided eye. It was magnitude 4.6 as of September 21st, on its way to a predicted maximum of about 3.7 in early October. Cetus is in good view in the east-southeast by about 11 p.m. daylight saving time. Estimate its brightness using the comparison star chart in the September [Sky & Telescope](#), page 58.

Monday, Sept. 27

- After the waning gibbous Moon rises in late evening, look for the Pleiades just to its left, by about 2° (depending on where you live).
- Jupiter's Red Spot should transit around 1:28 a.m. Tuesday morning EDT; 10:28 p.m. Monday evening PDT.

Tuesday, Sept. 28

- This is the time of year when, after nightfall, the dim Little Dipper (you'll need a dark sky!) dumps water into the bowl of the Big Dipper far below it in the north-northwest.
- Now that the Moon is gone from the evening sky, start keeping an eye on Comet Hartley 2. It's about 7th magnitude and excellently placed in western Cassiopeia. Hartley 2 should brighten to 5th magnitude in the next three weeks. See the article and finder chart in the October [Sky & Telescope](#), page 56, or [online](#).
- Jupiter's Red Spot should transit around 9:19 p.m. EDT.

Wednesday, Sept. 29

- As evening grows late and Jupiter rises high in the southeast, look for Fomalhaut, the Autumn Star, sparkling far to its lower right in the south-southeast.



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Thursday, Sept. 30

- Last-quarter Moon (exact at 11:52 p.m. EDT).
- Jupiter's Red Spot should transit around 10:57 p.m. EDT.
- The bright eclipsing variable star Algol should be in one of its periodic dimmings, magnitude 3.4 instead of its usual 2.1, for a couple hours centered on 1:39 a.m. Friday morning EDT; 10:39 p.m. Thursday evening PDT. Algol takes several additional hours to fade and to rebrighten. Use our [comparison-star chart](#). (For all times of Algol's minima this month, good worldwide, see the October [Sky & Telescope](#), page 59, or use our [Algol predictor](#).)

HISTORIC MERIT BADGES

Our plan is to get all four of these done this fall before the December Court of Honor. Anyone that can be a counselor for these please let Mr. Long know as soon as possible so we can plug you in to the calendar:

We Started the *Tracking MB* on Monday Night. There is a LOT of work to do with a Digital camera on this one. There will be a Final Turn in meeting for Tracking MB on Tuesday October 12th. The *Signalling MB* is now on the calendar for Tuesday October 26th.

WE NEED A VOLUNTEER TO TEACH Carpentry and Path finding merit Badges

100th



Carpentry

100th



Pathfinding

100th



Signaling

100th



Tracking

Read more about the program here:

http://www.scouting.org/scoutsource/BoyScouts/AdvancementandAwards/historical_mb_program.aspx



CHEMISTRY MERIT BADGE (POSTPONED)

Due to logistical challenges this MB has been postponed with a reschedule time to be determined.

Mr. Matsunaga is teaching the Chemistry Merit badge at the UofA labs this Saturday. It's a whole day merit badge event and has been described as the "Most Fun Merit badge ever!" There will be a Sign Up sheet at the Monday COH meeting on Sept 13th. Click here for the Workbook [in MS Word](#), and [in .PDF](#)



DOG CARE MERIT BADGE

Scouts,

Ok guys we have two boys that have already completed the DCMB so we have gone over all the requirements at least once. I'm showing that there are 8 more scouts that started the class originally, some boys are very close to finishing. I have the blue cards for Andrew B, Joey F, Kyle F, Zach H, Nick J, Greg R, Wyatt W and Clint W. I will have an open general DCMB meeting next Tuesday the 28th at the TVLC, we will meet at the normal advancement meeting time of 7 PM to 8 PM, we are starting to get into the darker hours in the evening so please don't bring your dogs unless you coordinate with me first. I will also be at the Troop meeting on Monday the 27th if anyone wants to do any of their requirements there. Contact [Mr. Bailey](#) Here Or Call him at 740-8488



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SPANISH TRAILS CAMP LAWTON SERVICE WEEKEND

Due to A Lack of signed up scouts, we will NOT be participating as a Troop. However, if you choose to go on your own to help out Spanish trails, the information is still below. You need to RSVP so they can have food for you.

UPCOMING EVENTS_ (Color Coding RED

TEXT is an event that has changed, Color coding /Shading other colors indicates a new event since the last email).

As you can see we are getting a full schedule already. Additional details are available by viewing the Troop Calendar. As you can see we have a FULL month once again!

Spanish Trails District
Service Weekend
*Calling All Scouts and
Scouters!*
Looking for 300+ Volunteers

Major Projects:
• Removal of Fallen Trees at Chapel Area and Other Regions of Camp
• Seating Area at Main Lodge

*Free Firewood
from Fallen Trees
bring a chainsaw*

*Free BBQ Dinner Saturday
Saturday Night Campfire*

Where: Camp Lawton
When: Fri-Sun Sep 24-26, 2010
Stay Free Overnight, Fri &/or Sat



Free Camping!
Friday &/or
Saturday

REGISTER ON LINE @
www.catalinacouncil.org

Questions? Contact Dale Swiss
swiss77@cox.net 520.290.2575

09/24/2010	Spanish Trails Camp Lawton Service Weekend
09.25.2010	POCORN SHOW AND SELL – Walgreens (Catalina Hwy)
09/25/2010	Chemistry Merit Badge – POSTPONED
09/26/2010	Jacob's Eagle Project
09/27/2010	Patrol Leaders Conference (6:00)
09/27/2010	TROOP MEETING
09/28/2010	Dog Care MB
10/02/2010	Verde River Canoe!
10/04/2010	TROOP MEETING
10/08/2010	Centennial Camporee! Camp Lawton
10/11/2010	TROOP MEETING
10/12/2010	Committee Meeting
10/12/2010	Tracking MB
10/13/2010	Eagle BOR – Spanish Trails
10/14/2010	O/A Monthly Meeting
10/16/2010	Greg's Eagle Project
10/11/2010	TROOP MEETING
10/23/2010	Nick's Eagle Project
10/11/2010	TROOP MEETING
10/26/2010	Signaling MB
10/30/2010	Cops & Rodders

DEN CHIEFS NEEDED (FROM MR. OBRIEN)

I was talking with my neighbor last evening and his son is a member of Pack 141. Last year Eric, Andrew B and Garrison A were Den Chiefs for this Pack. This year they have a new Leader and he could use some boys as Den Chiefs. If any one is interested in additional Leadership experience this is a great opportunity. Pack 141 meets Wednesday at 7pm at Collier Elementary on Bear Canyon in the cafeteria. Maybe you could add this to your scoutmaster blast.





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EVENT HELP 2010-2011

(A HUGE Thank you to parents that volunteered to help out at ROOSEVELT LAKE Trip) NEED ADULT HELP

FOR VERDE RIVER

As you can see there is a HUGE amount of FUN planned for this year. We'll not exactly PLANNED yet, but simply identified. Mr. LONG NEEDS YOUR HELP. I need a parent to be the lead on every trip/outing or event. What does this mean?

- Promote (Via Web page, PowerPoint, personal experience, etc).
- Arranging Permits/Reservations, etc.
- Setting the Sign Up sheets out
- Collecting money and giving it out to the patrol Grub Master
- Designating an Adult Grubmaster –

These kinds of things are very tough to do when acting the part of Scoutmaster. (I would much rather be the target of a dodge ball ☺) So I need your help. If everyone would choose just ONE event / outing to help with, it would make the year go so much more smoothly. So Look over the list at the top of this Blast, and see what outing might interest you. Any one of the bullets above you could help out with would be very appreciated as well.

Thanks! (Thanks to Mrs. Barone who has already offered to help out with Hikes!)

LONG TERM EVENTS

Camporee October 8th – 10th – Spanish Trails Camporee at Double V Ranch. This is the 100 year BSA celebration for the rest of us!

SAVE THE DATE
More Information will follow.

Spanish Trails Centennial Camporee

NOT SCOUTS OF AMERICA THE YEAR OF SCOUTING
BSA 2010
CELEBRATING THE 100TH ANNIVERSARY OF THE ORGANIZATION

Scouting Across the Decades
October 8-10, 2010 at Camp Lawton
Fun activities, a service project and witness a radio broadcast by
President Franklin D. Roosevelt

If you would like to help in any way, big or small, please contact Dave Germain at dkgermain@aol.com, or call 885-8106.

<http://www.scouttroop141.org/outings/Camporee/stcamporee2010.pdf>

EAGLE SCOUT DINNER NOV 18TH:

Scouters;

I am writing because you each have 2010 Eagle Scouts who have not RSVP'd for the Eagle Banquet yet. Can you help me out and encourage them to do so, ASAP. Otherwise the room will fill with us OLDER, Eagle Scouts, and there will just be a bunch of people milling around with canes and walkers, and it won't be a pretty site. It is November 18th at the Hotel Arizona at 6:30PM. The 2010 Eagles are FREE !!! Family, Scoutmasters, etc. are \$35.00 each. Please encourage them to attend.

T141 – Nathan Vita
Gregory Lochner
James Steinke



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Yellowstone July 2011! THIS IS SO HUGE, SO EXCITING that it has burst out into its own Category!

YELLOWSTONE: (DATELINE AUGUST 2010 – MR. WINSTON DEADLINE IS HERE!)



Yellowstone Update: IMPORTANT CHANGE PLEASE READ

The group campgrounds for the dates we had initially planned are completely booked therefore the troop trip to Yellowstone has been shifted to July 21-28 (camping dates of July 22-27). These were the only dates available for stays longer than 2 nights. I have reserved the site for 60 (based on those who signed up by the deadline published in the last few scoutmaster blasts) at the Grants Village campground (<http://www.nps.gov/yell/planyourvisit/grantcg.htm>) at the cost of \$100.65/night for the group. If you have reserved a spot and now have a conflict, please contact Mr. Winston. A waiting list will be started, first come, first serve for those who are still interested in joining the troop but have not yet signed up. Please contact Mr. Winston to sign up for the waiting list.

Here is what I have so far. Here is my initial cost estimate:

- \$60 for hotels (one night each way, 4 scouts/room with \$120 room fee)
- \$50 for Yellowstone camping costs and admission fees

Other costs TBD would be food and gas money and whatever you can think of.

SCHOLARSHIPS

This year, there are a lot of trips on the calendar that will cost beyond the normal 20-30 dollars of a campout. With this in mind, it is likely that the troop will be asked for more Scholarship support. We want to give as much as we have fairly to all who ask.

The Troop Committee recognizes that a system of evaluating and awarding this benefit has to be established to be fair to all. With this being said, many factors will be weighed when deciding who gets Scholarship money:

- Did the scout apply for Catalina Council Scholarship money
- Has the troop given this scout scholarship money for this event in previous years
- Has the scout participated in Fundraising activities during the year.

NONE of these are eliminating factors but they DO help make the decision to support a scout much easier when several compete for the same pool of funds.

We'll try to do as much fund Raising as we can this year to help everyone go to the exciting places that are on the calendar!

Join Troop 141 on its 2011 Summer Adventure to Yellowstone National Park. We are planning to camp near Yellowstone Lake at either the Bridge Bay or Grant Village campground. Tentative dates are July 9-17 (2 days of travel each way and 4 full days at Yellowstone). Please contact [Mr. Winston](#) either at a troop meeting or via email by the Court of Honor on Sept 13 if you are interested in attending. Families are welcome to attend.





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LIFE TO EAGLE:

Since this is 2010 and the centennial year, I have received many requests for scheduling Eagle projects so that Eagle can be achieved in 2010. This might be a difficult task to get everyone worked in around the regular Troop events but we will make a strong effort go get this done.

Some of you had asked where the application and Eagle packet are – So I re-posted them here:

- Here is the 12 Step Presentation for going from Life Scout to Eagle Scout:
<http://catalinacouncil.org/spanishtrails/Life-to-Eagle.pdf>
- Here is the New Application for Eagle
http://catalinacouncil.org/spanishtrails/Eagle_Application_09.pdf
- Here is an Editable version of the Eagle Workbook:
http://www.troop1631.org/forms/Eagle_Scout_packet.rtf
- Where to write for Congratulatory Letters:
<http://usscouts.org/eagle/eaglecongrats.asp>



CLASSIFIED ADS:

Wanted:

New Trailer ! Mr Bailey and Mr. Siepker have been searching extensively for a new trailer. Their extensive research has determined the problem is very complex.

- 1) A single axle Trailer (Like the one we have) is able to carry slightly more weight if we beef up the springs. This option is cheaper but may not meet the capacity needs. It's simple, doesn't require brakes.
- 2) A dual Axle Trailer – can carry up to 7,000 lbs, but is heavier making it difficult to move into and out of the shed by hand, requires electric brakes (Which means the tow vehicles have to have a controller) and are more expensive.

Right now the trailer committee is on the fence as to which way to go. Hopefully we will be ready for Roosevelt Lake!

Wanted - Old stuff

If you have any shoes, uniform shirts, pants, etc, please consider donating these to the troop inventory for those scouts less fortunate. Thanks! We'll break out the Hiking Shoe bucket on Monday the 20th.

Lost n. Found

If you are missing any gear, it's probably in the troop shed. We'll break out the LOST and FOUND Bag on Monday the 20th. FOUND on 8.23.10 – One Scout hat. There are now Sever al RED SHIRTS that were misplaced at ROOSEVELT Lake.



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WEEKLY THOUGHT

U.S.S. Barb: The Submarine That Sank A Train

*This week's thought and pretty cool story provided by Mr. Bailey.

Photo # 19-N-83952 USS Barb in San Francisco Bay, 3 May 1945



Eight sailors conducted the ONLY GROUND COMBAT OPERATION on the Japanese "homeland" of World War II.

In 1973 an Italian submarine named Enrique Tazzoli was sold for a paltry \$100,000 as scrap metal. The submarine, given to the Italian Navy in 1953 was actually an incredible veteran of World War II service with a heritage that never should have passed so unnoticed into the graveyards of the metal recyclers. The U.S.S. Barb was a pioneer, paving the way for the first submarine launched missiles and flying a battle flag unlike that of any other ship. In addition to the Medal of Honor ribbon at the top of the flag identifying the heroism of its captain, Commander Eugene "Lucky" Fluckey, the bottom border of the flag bore the image of a Japanese locomotive. The U.S.S. Barb was indeed, the submarine that "SANK A TRAIN".

July, 1945 (Guam) (Note: My Dad use to be stationed on Guam when he was in the Air Force in 1983)
Four Star Fleet Admiral Chester Nimitz looked across the desk at Admiral Lockwood as he finished the personal briefing on U.S. war ships in the vicinity of the northern coastal areas of Hokkaido , Japan . "Well, Chester , there's only the Barb there, and probably no word until the patrol is finished. You remember Gene Fluckey?" "Of course. I recommended him for the Medal of Honor," Admiral Nimitz replied. "You surely pulled him from command after he received it, didn't you?" Well Sir, not exactly

July 18, 1945 (Patience Bay, Off the coast of Karafuto , Japan)
It was after 4 A.M. and Commander Fluckey rubbed his eyes as he peered over the map spread before him. It was the twelfth war patrol of the Barb, the fifth under Commander Fluckey. He should have turned command over to another skipper after four patrols, but had managed to strike a deal with Admiral Lockwood to make one more trip with the men he cared for like a father, should his fourth patrol be successful. Of course, no one suspected when he had struck that deal prior to his fourth and what should have been his final war patrol on the Barb, that Commander Fluckey's success would be so great he would be awarded the **Congressional Medal of Honor**.

Commander Fluckey smiled as he remembered that patrol. "Lucky" Fluckey they called him. On January 8th the Barb had emerged victorious from a running two-hour night battle after sinking a large enemy ammunition ship. Two weeks later in Mamkwan Harbor he found the "mother-load"...more than 30 enemy ships. In only 5 fathoms (30 feet) of water his crew had unleashed the sub's forward torpedoes, then turned and fired four from the stern. As he pushed the Barb to the full limit of its speed through the dangerous waters in a daring withdrawal to the open sea, he recorded eight direct hits on six enemy ships. Then, on the return home he added yet another Japanese freighter to the tally for the Barb's eleventh patrol, a score that exceeded even the number of that patrol.



What could possibly be left for the Commander to accomplish who, just three months earlier had been in Washington , DC to receive the Medal of Honor? He smiled to himself as he looked again at the map showing the rail line that ran along the enemy coastline. This final patrol had been promised as the Barb's "graduation patrol" and he and his crew had cooked up an unusual finale. Since the 8th of June they had harassed the enemy,



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destroying the enemy supplies and coastal fortifications with the first submarine launched rocket attacks. Now his crew was buzzing excitedly about bagging a train.

The rail line itself wouldn't be a problem. A shore patrol could go ashore under cover of darkness to plant the explosives...one of the sub's 55-pound scuttling charges. But this early morning Lucky Fluckey and his officers were puzzling over how they could blow not only the rails, but also one of the frequent trains that shuttled supplies to equip the Japanese war machine. Such a daring feat could handicap the enemy's war effort for several days, a week, perhaps even longer. It was a crazy idea, just the kind of operation "Lucky" Fluckey had become famous...or infamous...for. But no matter how crazy the idea might have sounded, the Barb's skipper would not risk the lives of his men. Thus the problem... how to detonate the charge at the moment the train passed, without endangering the life of a shore party. PROBLEM? Not on Commander Fluckey's ship. His philosophy had always been "We didn't have problems, only solutions".

11:27 AM

" Battle Stations!" No more time to seek solutions or to ponder blowing up a train. The approach of a Japanese freighter with a frigate escort demands traditional submarine warfare. By noon the frigate is laying on the ocean floor in pieces and the Barb is in danger of becoming the hunted.

6:07 PM

Solutions! If you don't look for them, you'll never find them. And even then, sometimes they arrive in the most unusual fashion. Cruising slowly beneath the surface to evade the enemy plane now circling overhead, the monotony is broken with an exciting new idea. Instead of having a crewman on shore to trigger explosives to blow both rail and a passing train, why not let the train BLOW ITSELF up. Billy Hatfield was excitedly explaining how he had cracked nuts on the railroad tracks as a kid, placing the nuts between two ties so the sagging of the rail under the weight of a train would break them open. "Just like cracking walnuts," he explained. "To complete the circuit (detonating the 55-pound charge) we hook in a micro switch ...between two ties. We don't set it off, the TRAIN does." Not only did Hatfield have the plan, he wanted to be part of the volunteer shore party.

The solution found, there was no shortage of volunteers, all that was needed was the proper weather...a little cloud cover to darken the moon for the mission ashore. Lucky Fluckey established his own criteria for the volunteer party:

- ...No married men would be included, except for Hatfield,
- ...The party would include members from each department,
- ...The opportunity would be split between regular Navy and Navy Reserve sailors,

...At least half of the men had to have been Boy Scouts, yes you heard that right, Boy Scouts experienced in how to handle themselves in medical emergencies and in the woods.

FINALLY, "Lucky" Fluckey would lead the saboteurs himself.

When the names of the 8 selected sailors was announced it was greeted with a mixture of excitement and disappointment. Among the disappointed was Commander Fluckey who surrendered his opportunity at the insistence of his officers that "as commander he belonged with the Barb," coupled with the threat from one that "I swear I'll send a message to ComSubPac (which stands for Commander of Submarines in the Pacific) if you attempt this (joining the shore party himself)." Even a Japanese POW being held on the Barb wanted to go, promising not to try to escape.

In the meantime, there would be no more harassment of Japanese shipping or shore operations by the Barb until the train mission had been accomplished. The crew would "lay low", prepare their equipment, train, and wait for the weather.

July 22, 1945 (Patience Bay, Off the coast of Karafuto , Japan)



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Patience Bay was wearing thin the patience of Commander Fluckey and his innovative crew. Everything was ready. In the four days the saboteurs had anxiously watched the skies for cloud cover, the inventive crew of the Barb had built their micro switch. When the need was posed for a pick and shovel to bury the explosive charge and batteries, the Barb's engineers had cut up steel plates in the lower flats of an engine room, then bent and welded them to create the needed tools. The only things beyond their control were the weather....and time. Only five days remained in the Barb's patrol.

Anxiously watching the skies, Commander Fluckey noticed plumes of cirrus clouds, then white stratus capping the mountain peaks ashore. A cloud cover was building to hide the three-quarters moon. This would be the night.

MIDNIGHT, July 23, 1945

The Barb had crept within 950 yards of the shoreline. If it was somehow seen from the shore it would probably be mistaken for a schooner or Japanese patrol boat. No one would suspect an American submarine so close to shore or in such shallow water. Slowly the small boats were lowered to the water and the 8 saboteurs began paddling toward the enemy beach. Twenty-five minutes later they pulled the boats ashore and walked onto the surface of the Japanese homeland. Having lost their points of navigation, the saboteurs landed near the backyard of a house. Fortunately the residents had no dogs, though the sight of human AND dog's tracks in the sand along the beach alerted the brave sailors to the potential for unexpected danger.

Stumbling through noisy waist-high grasses, crossing a highway and then stumbling into a 4-foot drainage ditch, the saboteurs made their way to the railroad tracks. Three men were posted as guards, Markuson assigned to examine a nearby water tower. The Barb's auxiliary man climbed the ladder, then stopped in shock as he realized it was an enemy lookout tower....an OCCUPIED tower. Fortunately the Japanese sentry was peacefully sleeping and Markuson was able to quietly withdraw and warn his raiding party.

The news from Markuson caused the men digging the placement for the explosive charge to continue their work more slowly and quietly.

Suddenly, from less than 80 yards away, an express train was bearing down on them. The appearance was a surprise, it hadn't occurred to the crew during the planning for the mission that there might be a night train. When at last it passed, the brave but nervous sailors extracted themselves from the brush into which they had leapt, to continue their task. Twenty minutes later the holes had been dug and the explosives and batteries hidden beneath fresh soil.

During planning for the mission the saboteurs had been told that, with the explosives in place, all would retreat a safe distance while Hatfield made the final connection. If the sailor who had once cracked walnuts on the railroad tracks slipped during this final, dangerous procedure, his would be the only life lost. On this night it was the only order the saboteurs refused to obey, all of them peering anxiously over Hatfield's shoulder to make sure he did it right. The men had come too far to be disappointed by a switch failure.

1:32 A.M.

Watching from the deck of the Barb, Commander Fluckey allowed himself a sigh of relief as he noticed the flashlight signal from the beach announcing the departure of the shore party. He had skillfully, and daringly, guided the Barb within 600 yards of the enemy beach. There was less than 6 feet of water beneath the sub's keel, but Fluckey wanted to be close in case trouble arose and a daring rescue of his saboteurs became necessary.

1:45 A.M.

The two boats carrying his saboteurs were only halfway back to the Barb when the sub's machine gunner yelled, "CAPTAIN! Another train coming up the tracks!" The Commander grabbed a megaphone and yelled through the night, "Paddle like the devil!", knowing full well that they wouldn't reach the Barb before the train hit the micro switch.

1:47 A.M.



Troop 141 Scoutmaster's

Weekly Update September 24th 2010



The darkness was shattered by brilliant light and the roar of the explosion. The boilers of the locomotive blew, shattered pieces of the engine blowing 200 feet into the air. Behind it the cars began to accordion into each other, bursting into flame and adding to the magnificent fireworks display. Five minutes later the saboteurs were lifted to the deck by their exuberant comrades as the Barb turned to slip back to safer waters. Moving at only two knots, it would be a while before the Barb was into waters deep enough to allow it to submerge. It was a moment to savor, the culmination of teamwork, ingenuity, and daring by the Commander and all his crew. "Lucky" Fluckey's voice came over the intercom. "All hands below deck not absolutely needed to maneuver the ship have permission to come topside." He didn't have to repeat the invitation. Hatches sprang open as the proud sailors of the Barb gathered on her decks to proudly watch the distant fireworks display. The Barb had "sunk" a Japanese TRAIN!

On August 2, 1945 the Barb arrived at Midway, her twelfth war patrol concluded. Meanwhile United States military commanders had pondered the prospect of an armed assault on the Japanese homeland. Military tacticians estimated such an invasion would cost more than a million American casualties. Instead of such a costly armed offensive to end the war, on August 6th the B-29 bomber Enola Gay dropped a single atomic bomb on the city of Hiroshima, Japan. A second such bomb, unleashed 4 days later on Nagasaki, Japan, caused Japan to agree to surrender terms on August 15th. On September 2, 1945 in Tokyo Harbor the documents ending the war in the Pacific were signed.

The story of the saboteurs of the U.S.S. Barb is one of those unique, little known stories of World War II. It becomes increasingly important when one realizes that the 8 sailors who blew up the train at near Kashiho, Japan conducted the ONLY GROUND COMBAT OPERATION on the Japanese "homeland" of World War II. The eight saboteurs were:

- Paul Saunders
- William Hatfield
- Francis Sever
- Lawrence Newland
- Edward Klinglesmith
- James Richard
- John Markuson
- William Walker.



**Final World War II Battle Flag
of USS Barb (SS-220)**

Footnote: Eugene Bennett Fluckey retired from the Navy as a Rear Admiral, and wears in addition to his Medal of Honor, FOUR Navy Crosses...a record of awards unmatched by any living American. In 1992 his own history of the U.S.S. Barb was published in the award winning book, THUNDER BELOW. Over the past several years proceeds from the sale of this exciting book have been used by Admiral Fluckey to provide free reunions for the men who served him aboard the Barb, and their wives.



Remember one of the original requirements for this mission was...
"That at least half the Commandos had to have been Boy Scouts"