

STEEL VALLEY DOLPHINS



SPECIAL EDITION

The Story of the

4 Chaplains



USS Triton SS-201



The USSVI Requin Base supports the National Creed

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

TABLE OF CONTENTS

FRONT MATTER	2
OFFICERS	3
TOLLING OF THE BOATS	4
SUBS COMMISSIONED	5
BIN LIST, BIRTHDAYS...	6
COMMANDER'S CORNER	7
MEETING MINUTES	11
MONTH IN REVIEW	14
CHAPLAIN'S COLUMN	23
SAY AGAIN, EVENTS, MEMBERSHIP	31
FEATURED BOAT	32
SUB HISTORY	36
ARTICLES OF INTEREST	39
WAR PATROL!	47
SUPPORTERS	66

MEETING INFORMATION

Meetings are held on the second Saturday of the month, normally at the Baden PA American Legion. Quarterly meetings are held around our membership area.

Our next meeting will be

07 MAR 2026 @ 1230 hours

American Legion Post 641

BASE LOCATION



American Legion Post 641

271 State St

Baden PA 15005

FROM THE EDITOR

Please send ideas for articles or copies of art-icles, with full credit information to me for con-sideration of submission in the SVD.

We are a SUBMARINE group. As such, the art-icles should be SUBMARINE or NAVY-related.

Frank T. Vereb - fvereb2@gmail.com

OUR WEBSITE

For additional information about events and fundraisers at YOUR Base, please visit

<https://www.requinbase.org/>



USSVI NATIONAL OFFICERS

Office	Officer	Phone	eMail
National Commander	Jon Jaques	615-893-7800	jjagues@bellsouth.net
Senior Vice Commander	Timothy Carlisle	925-812-4239	Timothybwcarlisle@gmail.com
Junior Vice Commander	Thomas Williams	512-632-9439	texsubvet@yahoo.com
Secretary	David Farrugia	813-951-1898	DFarrugia@tampabay.rr.com
Treasurer	John Sidlovsky	757-328-9796	treasurer.ussvi.hrb@gmail.com
Past Commander	William Andrea	561-790-1287	wcandrea@bellsouth.net
Chaplain	James Sandman	615-975-4792	Jsandman85@gmail.com
Region Director NE	Jeffrey Walsh	860-449-2103	Neregiondir@yahoo.com
District Commander EN3	Thomas Denton	301-845-0049	gcmfish@verizon.net
National Office	Sharon Walsh	360-337-2978	ussvi@telebyte.net



USS REQUIN BASE OFFICERS

Office	Officer	Phone	eMail
Base Commander	Lou Hamill	412-445-3998	itgeek8088@gmail.com
1st Vice Commander	Vince Metz	412-613-5554	vincemetz007@hotmail.com
2nd Vice Commander	Rick Flaugh	412-779-0497	flaughre@comcast.net
Secretary	Jeff Simon	920-217-8633	jeffsimon@zoominternet.net
Treasurer	Lee M. Bookwalter	412-795-8337	booky143@verizon.net
Storekeeper	Frank Nicotra	412-835-6540	nicotrafrank@gmail.com
Chaplain	Frank T. Vereb	412-328-3390	fvereb2@gmail.com
Past Base Commander	Hubert C. Dietrich	412-486-2635	hueyfromglenshaw@aol.com
Newsletter Editor	Frank T. Vereb	412-328-3390	fvereb2@gmail.com
Webmaster	Lee M. Bookwalter	412-795-8337	booky143@verizon.net
COB/Historian	Bob Meyers	724-282-1524	bmeyers@zoominternet.net
Photographer	Rick Flaugh	412-779-0497	flaughre@comcast.net
Holland Club Chairman	Joe Campisi	412-322-3201	jcampisi654@comcast.net
Asst. Holland Club	Dick Geyer	724-822-0401	dqdiving@gmail.com
Technology Chair	Lou Hamill	412-445-3998	itgeek8088@gmail.com
Eagle Scout Chair	Eric Greenwald	412-770-7329	ericjgreenwald@gmail.com
Awards Chair	Dick Geyer	724-822-0401	dqdiving@gmail.com
Public Affairs Chair	Ed Derr	724-854-0781	rredde@gmail.com
Kap(SS)4Kid(SS) Chair	Bob Meyers	724-282-1524	bmeyers@zoominternet.net
Charitable Foundation Chair	Dave Halliday	412-537-6841	dwh724@yahoo.com
USS Requin Restor. Chair	Kyle Glaser	309-333-9409	kyle.glas@gmail.com



Tolling of the Boats for February

USS Scorpion (SS-278)

Lost on Feb 1, 1943 with the loss of 77 officers and men in the East China Sea, on her 4th war patrol. It is assumed she was sunk by a mine.

USS Barbel (SS-316)

Lost on Feb 4, 1945 with the loss of 81 officers and men on her 4th war patrol. Based on Japanese records, she was bombed near the southern entrance to the Palawan Passage. The day before, she reported she survived 3 depth charge attacks.

USS Shark I (SS-174)

Lost on Feb 11, 1942 with the loss of 59 officers and men on her 1st war patrol. Shark was the 1st US submarine sunk by enemy surface craft in the Pacific. She was most likely sunk by depth charges.

USS Amberjack (SS-219)

Lost on Feb 16, 1943 with the loss of 72 officers and men on her 3rd war patrol. Off Rabaul, she was attacked by a Japanese patrol plane, attacked by a torpedo boat and then depth charged by a subchaser. One additional man was killed earlier on the last patrol.

USS Grayback (SS-208)

Lost on Feb 26, 1944 with the loss of 80 officers and men on her 10th war patrol. She appears to have been caught on the surface in the East China Sea by a Japanese carrier plane whose bombs made a direct hit. During this patrol she sank 4 ships totaling 21,594 tons and was tied for 11th in the number of ships sunk.

USS Trout (SS-202)

Lost on Feb 29, 1944 with the loss of 81 officers and men on her 11th war patrol. She was sunk by escorts in the middle of the Philippines Basin after sinking a passenger-cargoman and damaging another in a convoy. She carried out several notable special missions, including carrying over two tons of gold bullion out of Corregidor in February 1942.

Submarines Commissioned During the Month of February

[illegible]



BINNACLE LIST	ETERNAL PATROL	IN REMEMBRANCE		
Bev Geyer	J.B. Messer	Al Regits	IC2 (SS)	2/9/22
Edie Dietrich		John Donnelly	EN3 (SS)	2/23/21
Gerry Gaylor		Hubert Brown	TM3 (SS)	2/12/19
		Robert K Kaufman	CAPT	2/10/19
		James S. Ross	QM3 (SS)	2/12/18
		Devere Pyatte Jr	LT	2/27/15
		Robert E. Vaughn	CAPT	2/25/13
		John J. Mills Sr.	QM2(SS)	2/7/10
		Richard R. Claypoole	FCS3(SS)	2/24/09
		Chuck Dreer	ETCM(SS)	2/10/09

MEMBER BIRTHDAY		SPOUSE BIRTHDAY		WEDDING ANNIVERSARY	
Gregory Poole	3/1	Patricia Koppenhaver	3/1	Sheila & Richard McCullough	3/1
Gerard Ondo	3/2	Cathy Clark	3/9	Valerie & James Wendell	3/15
Lyle Farmer	3/3	Ashlee Amenti	3/10	Sherry & Charles Nixon	3/20
Edwin Derr	3/4	Christine Gaines	3/10		
Reno Farina	3/4	Mary Bayne	3/15		
Michael Pellegrino	3/4	Karen Lewis	3/17		
Richard Elster	3/5	Diana Howton	3/19		
John Bistolas	3/6	Vicky Smith	3/19		
Thomas Clark	3/8	Jacqueline Hall	3/20		
Mark Hoag	3/8	Carol Lyons	3/21		
Eric Greenwald	3/10	Kimberly Swords	3/25		
David Alters	3/11	Margaret Ashmore	3/27		
Mike Allen	3/14	Laura Cherock	3/28		
Larry Huntsman	3/15	Eloyse Dietrich	3/30		
Gregory Bushko	3/18				
Jeffrey Thompson	3/18				
James Johnston	3/22				
Thomas Calabrese	3/23				
Thomas Weible	3/24				
Michael Wyckoff	3/24				
Steve Burelson	3/26				
Robert Sampson	3/26				





Requin Base Commanders Column February 2026

Thank you, Thank you, Thank you.

What a turn out we had at the Kamin Science Center. Bravo Zulu to Kamin Science Center Staff, Jason Brown, Brigitte Szivos, Kaitlin McCoy, Ava Zende, Kyle Glaser, Maria Renzelli and all their staff for the AWESOME experience. This was a meeting for the record books. Not only was the experience and information shared out of this world, but we had a record setting number of 55 folks attending. I also must give a shout out to Scott Gerber from the Pocono Base who came to our meeting. Scott is the chairman of the Museum Boat fund at the USSVCF. Not only is the USSVCF donating, but they are also setting up a link on their site so that folks can donate to our endowment fund via the USSVCF donations page. Thank you, Scott, and USSVCF.

You may be asking yourself right now, what the heck is he talking about. Requin base has been working with the science center to create an endowment to support the maintenance and operations of USS Requin SS-481.

Included in this month's SVD is the endowment letter that explains what we are doing and how to donate. Please make copies of this to give to others so that they may also help and please complete the form and get your donation in.

I would like to acknowledge the folks below for their support in the USS Requin Base endowment.

AL Post 106
Bob Meyers
Chuck Loskoch
D.L Tarosz
Dante Delia
Frank Nicotra
Huey Dietrich
Jack Sutherin
James Flaherty
Joe Campisi
John Bartolovitch
Lee Bookwalter
Lou Hamill
Mark Ostoich
Ron Reeg
Tim Rothwell
USS Requin Base
USSVCF
VFW Post 9199
VFW Post 9199 Aux
Vince Metz

We also have the annual Booster drive going. Included in this month's SVD is the booster letter. Please make copies of this to give to others so that they may also help and please complete the form and get your donation in.

I would like to acknowledge the folks below for their support in the 2026 booster.

Organization / Person	Level
American Legion Post 359	Silver
American Legion Post 490	Silver
American Legion Post 862	Silver
American Legion Post 902	Silver
C & R Roofing and Heating	Silver
Jaison Rinker (State Farm)	Shipmate
Joe Campisi	Silver
Lee Bookwalter	Silver
Lou Hamill	Silver
Ralph Stroede	Silver
Rick Elster	Silver
VFW Post 1409	Silver
VFW Post 214	Silver

USS IDAHO Commissioning Date is set for April 25, 2026

To request a ticket go to

<https://ussidahocommittee.org/commissioning-ticket-request>

When you are filling out your ticket request make sure you select SUBVET (USSVI) and Requin in the Veteran Service ORG section. This is how you will get an invitation to the events on Thursday.

You will get an email confirmation of your request.

Each person is responsible for obtaining their own lodging and travel. Several folks are already arranging ride and lodging sharing.

Please let me know if you are attending.

Complete information on USS Idaho commissioning can be found at <https://ussidahocommittee.org/>



Lou Hamill
Commander USS Requin Base
4984 Apple Ridge Drive, Allison Park PA 15101
itgeek8088@gmail.com
412-445-3998
<https://requinbase.org>



February 05, 2026

Dear Sir or Madam:

The United States Submarine Veterans of the "USS Requin Base" in Pittsburgh PA is sponsoring an endowment to support the maintenance and operation of the USS Requin SS-481 at the Kamin Science Center. Our desire is that this fund will be inclusive of all veterans' organizations and individuals. Our goal is to raise a minimum of \$50,000 this calendar year to ensure the fund is "named" and invested for use. The fund can be contributed to at any time in the future.

With the help of our shipmates and supporters like you, USS Requin SS-481 will continue to be an artifact of history and science that young and old alike can learn from.

Your donation to this fund is tax deductible.

An annual report on the status of the fund and how it was used will be available to all donors from USS Requin Base.

We cannot do this alone, please consider becoming a member of the USS Requin Base endowment fund. Personal presentations by Science Center staff and myself are available by request.

Send donations (check - made payable to Carnegie Institute) to:

Kamin Science Center
ATTN: Kyle Glaser
1 Allegheny Ave
Pittsburgh, PA 15212

Respectfully

Lou Hamill
USS Requin Base Commander

Please include the information below with your check.

Donor	
Donor Address	
Donor email	
Donor Phone	
Amount	
Fund	USS Requin Base



Lou Hamill
Commander USS Requin Base
4984 Apple Ridge Drive, Allison Park PA 15101
itgeek8088@gmail.com
412-445-3998
<https://requinbase.org>



January 13, 2026

Dear Sir or Madam:

The United States Submarine Veterans of the "USS Requin Base" in Pittsburgh PA is having our annual Booster Drive for 2026.

There are six giving levels: Shipmate: Less than \$100.00, Silver: \$100.00, Gold: \$200.00, Platinum: \$300.00, Diamond: \$400.00 and Nuclear: Greater than \$500.00.

We are made up of submariners from sixteen (16) states, with the core of our base, from the Tri-State area. We participate in community events and parades, with our float, "The Nautilus" and as needed, a specially designed people mover for our shipmates that can't walk the entire parade route.

Our base activities include the "KAP(SS) 4 KID(SS)" program where we give honorary submarine hats and certificates to boys and girls who have cancer or other medically challenging situations.

We are also involved with the Boy Scouts and Girl Scouts who attain the rank of Eagle Scout or Gold Award. We present the scout with a patch, certificate and a Requin Base challenge coin to honor them in their accomplishment.

Every year on the Sunday before Memorial Day onboard the USS Requin SS481, the Requin Base conducts a tolling of the boats memorial service to honor the memory of all submariners who lost their lives in the line of duty. The Marine Detachment of the Three River Leather-Necks and the VFW Post 9199 supply the color and honor guards for this ceremony.

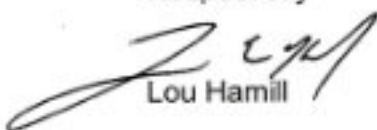
Additionally, we support the crew and families of the USS Idaho SSN-799.

With the help of our shipmates and supporters like you, we will be able to continue our programs and hopefully add more. Please consider becoming a BOOSTER of the Requin Submarine Base for 2026.

Send Booster donation (check - made payable to Requin Base) to:

Lou Hamill - Commander USS Requin Base
4984 Apple Ridge Drive
Allison Park PA 15101

Respectfully


Lou Hamill





MEETING MINUTES

These are the minutes as recorded at the base meeting and are not edited or moderated by the newsletter editor. You can address any issues or concerns in the minutes with the [Base Secretary](#).

Requin Base Meeting Minutes

February 14, 2026

Kamin Science Center Pittsburgh PA

Base Commander Lou Hamill called the meeting to order.

Attendees: Mike Allen, Willard & Margaret Ashmore, Lee & Patsy Bookwalter, Don Bright, Dan Busby, Joe & Jill Campisi, Ken Crosby, Huey Dietrich, Rick Flaugh, Eric Greenwald, Kyle Glaser, David, Jennifer & Son Halliday, Lou Hamill, Jean Lemieux, Bill & Sandy Lindsey, Chuck & Nancy Loskoch, Vince, Samantha & Emma Metz, Bob & Jude Meyers, Frank Nicotra, Mike Pellegrina, Ed Perlowitz, Maria Renzelli, Jim & Sondra Schwarz, Scott Gerber, Chuck & Debby Shrump, Jeff & Eileen Simon, Jack, Karen & Grandkids Sutherin, James Taylor, Jim & Guest Wiehagen, Ron, Marianne & Crew Zahner.

Shipmate Dick Geyer lead the Pledge Of Allegiance.

Base Commander Lou Hamill: We dedicate this meeting to our Shipmates on Eternal Patrol, to perpetuate their memories in our lives and to honor our Shipmates on active duty in the service of the first line of defense of our Nation. Let us at this time, with a moment of silent prayer, remember our Shipmates who made the supreme sacrifice that we may gather here in Peace.

Boats Lost:

- USS SCORPION (SS 278) February 1, 1943
- USS BARBEL (SS 316) February 4, 1945
- USS SHARK (SS 174) February 11, 1942
- USS AMBERJACK (SS 219) February 16, 1943
- USS GRAYBACK (SS 208) February 27, 1944
- USS TROUT (SS 202) February 28, 1944

We also honor our departed shipmate of the Requin Base lost in February; Al Regits, John Donnelly, Hurbert Brown, Robert Kaufman, James Ross, Devere Pyatte, Robert Vaughn, John Mills, Chuck Dreer, Richard Claypoole.

Finally let us remember all the brave submariners who died performing their duties aboard submarines, some individually and some in groups, but where the submarine itself was not lost.

Shipmate Bill Lindsey gave the Invocation.

Quote Of The Day: "If your dream only includes you, it's too small" - Ava DuVernay

Requin History: February 1, 1969, Requin was towed to Florida where she served as a Naval Reserve training ship. February 21, 1990 Senator John Hines introduced Senate Bill S2151 which allowed Requin to be transferred as an exhibit at the Carnegie Science Center in Pittsburgh PA.

Members introduced themselves and the boats they served on.

Jason Brown (Director Kamin Science Center) talked about plans for the USS Requin.

Kyle Glaser talked about the set up of the Requin Endowment Fund.

National Charitable Foundation is donating \$3000 to the Requin Endowment Fund.

The Requin Base is donating \$5000 to the Requin Endowment Fund.

Secretary Jeff Simon reported that Minutes of the previous base meeting were published in the SVD. With no objections, the minutes were approved as published.

Treasurer Lee Bookwalter did not report on base assets, expenditures, and deposits as we are away from home port.

Other Reports:

Binnacle List: Beverly Geyer, Edie Dietrich

Eternal Patrol: J B Messer

Base membership stands at 182.

Storekeeper

Eagle Scouts

PA License Plates

Kap(SS)4Kids(SS)

Mush Morton awards

Charitable Foundation

Social Committee

Upcoming Events

Next Base meeting at American Legion Post 641 Baden PA on March 7th.

March 14th, Veterans Day Parade Pittsburgh PA

USS Idaho commissioning will be April 25th in Groton CT.

Old Business:

None

New Business:

Revision to the Base By-Laws and creation of new Standing Rules, having been emailed to all base members, were approved by the members present.

Good of The Order:

Booster efforts are in progress.

Shipmate Bill Lindsey gave the Benediction.

Adjournment: The meeting was adjourned.

Next meeting: American Legion Post 641 Baden PA at 1230 hours on March 7, 2026

MONTH IN REVIEW



The 4 Chaplains Remembrance





His father, Daniel, Sr., a Baptist, popular evangelist, and Christian radio personality was a chaplain during the Great War. He was gassed on the front lines and warned his son that the chaplaincy had one of the highest casualty rates among the services in World War I. The enemy could kill him—and often did—but he couldn't kill the enemy because chaplains were not armed.

Clark Poling was the youngest of these Four Men of God. His first letter written to his father was written in large square block printing and was addressed by his mother. The letter found the elder Poling in February of 1918, in a dugout on the Western Front. The letter read: "Dear Daddy: Gee, I wish I was where you are. Love, Clark." And in exactly twenty-five years, the eager little boy received his wish. He married a girl named Betty and they had one little boy, called Corky. A little girl was born in the spring after the *Dorchester* went down in February.

When war came along, he did not want to go as a Chaplain. "I can carry a gun as well as the next guy," he told his father. "I'm not going to hide behind the Church in some safe office out of the firing line." But he became a Chaplain just the same.

Just before he sailed, he visited his father and said, "Dad, Dad—you know how much confidence I have in your prayers, but Dad, I don't want you to pray for my safe return—that wouldn't be fair. Many will not return and to ask God for special family favors wouldn't be fair. No, Dad, don't pray for my safe return—just pray that I shall do my duty and something more: pray that I shall never be a coward. Pray that I shall have the strength and courage and understanding of men,

USS Requin Presentation





"SPEND A SPECIAL EVENING HONORING
TWO GREAT COMMANDERS"



NATIONAL COMMANDER
DAN K. WILEY

& DEPARTMENT COMMANDER
PATRICK LOVE

WEDNESDAY, MARCH 18, 2026

Baden Post 641, 271 State St, Baden, Pa. 15005 724-869-7179

CASH BAR: 5:00 P.M. DINNER: 6:00 P.M.

DONATION FOR TICKETS: \$40.00 EACH

DINNER TICKETS DEADLINE FOR TICKETS: 1 MARCH 2026

Buffet Dinner: Roast Beef, Chicken Romano, English Style Cod, Strawberry Salad,
Vegetables, Pittsburgh Cookie Table.

NAME: _____ POST #: _____ DISTRICT: _____

ADDRESS: _____

CITY, STATE, ZIP: _____

NUMBER OF TICKETS: _____ CHECK ENCLOSED: _____

No tickets will be mailed.

AD BOOKLET DEADLINE FOR ADS: 1 MARCH 2026

Inside Front Cover: \$250 Inside Back Cover: \$250 Back Cover: \$300

Full Page: \$100 ½ Page: \$50 ¼ Page: \$30 Business card: \$25

NAME: _____ POST #: _____ DISTRICT: _____

ADDRESS: _____

CITY, STATE, ZIP: _____

AD SIZE: _____ CHECK ENCLOSED: _____

SEND DINNER REQUESTS, ADS & CHECKS TO: **Do Not Staple Ads**

**BADEN POST 641
ATTN: National Cmdr Dinner
271 STATE ST
BADEN, PA 15005**

**HOTEL: HILTON GARDEN INN
9600 University Blvd
Moon Twp, PA 15108
1-800-266-3306**

10 January 2026
(412) 977-4621

Dear MR. NICOTRA —

THANK you FOR Sending THE Requin ball cap, which arrived
Just today.

I Can't Help but NOTE THAT THE SHIPPING WAS ABOUT
\$9- SO please accept MY \$30 CHECK TO MAKE UP FOR THIS.

Although I Come From A Military Family, I WAS
BORN 12 WKS PREMATURE IN 1949, LEAVING ME WITH Enough
of A Hearing Defect ON THE (L) SIDE THAT I COULD NOT
ENLIST.

I HAVE A Second Cousin Blair J. VAN Camp WHO
WAS A Submarine, HOWEVER. He WAS Active Duty AT
THE TIME OF THE THRESTER (SSN-593) Disaster IN 1963.
I DON'T RECALL HIS "BOAT", AND He HAS BEEN DECEASED
MANY years; He LIVED IN MANCHESTER, CONN.

I WAS ONE OF THE TEAM OF MEN WHO Successfully
bid ON A CONTRACT FOR USN SEAWATER VALVES FOR SUBS
BACK IN THE LATE 1980'S OR EARLY 1990'S - THE COMPANY
WAS THE ELLIOTT COMPANY IN JERUNETTE, PA.

OUR THREE-MAN TEAM ALSO WON THE BID FOR
TITANIUM ENGINE SR-71 PARTS, MY MOST INTERESTING
WORK. THE USAF, UNFORTUNATELY RETIRED THE BLACKBIRD
PROGRAM AFTER WE WON THE bid, ABOUT 1990.

ONCE AGAIN, SIR, THANK you FOR your Sending
THE Requin Cap, AND FOR your SERVICE TO OUR COUNTRY —
ALL THE BEST TO YOU! Sincerely — JOHN DINKEL



- ◆ Honoring The Legacy.
- ◆ Helping Those Who Served..
- ◆ Supporting The Future...

Learn more at ussvcf.org or scan the QR Code



Brotherhood Fund



- ◆ Mike Ferranti can help with grants up to \$3000
- ◆ Disaster relief
- ◆ Medical emergencies
- ◆ Help when most needed



Building Fund

- Supports any building owned by or serving USSVI
 - Maintenance
 - Expansion
- Can serve as a “bank” to collect project donations until ready to be used
- Fund manager (Steve Day) can authorize up to \$3000 in expenditures



Kap(ss) 4 Kid(ss)

- ◆ Respite for the sickest children
- ◆ Since 2007
- ◆ Over 25,000 children served
- ◆ John Riley has expanded program
- ◆ 10 bases now sponsor programs



Legacy Fund

- ♦ Opportunity to invest in what USSVI stands for
- ♦ Contribute by participating in the CF's *Living Legacy Fund*
 - ♦ \$10,000 pledge spread over 10 years
- ♦ Generates sustainable income to support programs preserving the heritage, dignity, and future of submarine veterans
- ♦ You decide which fund your contribution supports
- ♦ Supporting the CF is easy
 - ♦ Direct donations, planned giving, or a *Living Legacy* donation
- ♦ Contact Mike Talpai (legacy@ussvcf.org) for more information and assistance



Library Fund

- ♦ Over 2500 collected books & items
- ♦ Currently dormant and in storage
- ♦ Moving to St Mary's Submarine Museum spring 2026
- ♦ Fund managed by Joe Mathis



Monuments & Memorial Funds

◆ Perpetuating our Legacy.

- ◆ Supporting maintenance
- ◆ Adding new memorials
- ◆ Fund manager (Don Young) can authorize grants up to \$3000



Scholarship Fund



- ◆ Any member's child, step or grandchild, or legal ward may apply
- ◆ Awards (59 last year) based on applicant's merit and financial need
- ◆ Student must apply (www.ussvcf.org choose the "MORE" dropdown and find "APPLICATION") for the process
- ◆ Cutoff date is May 19th
- ◆ Dr Alan Fickett manages



CHAPLAIN'S COLUMN

Hello, Shipmates.

This month I attended the **4 Chaplains Memorial Ceremony** at the Green Tree Fire Hall. It is always held the first Sunday in February and centers around the story of 4 US Army clergyman onboard a ship that was torpedoed during World War 2. I am attaching in the pages that follow a copy of that story as told on armyhistory.org. It is only a small sample of the heartbreaking, yet inspiring, account of these Men of God who laid down their lives so that others may survive.

American Legion District 36 sponsors this Memorial locally, complete with readings from representatives of the various faiths, a guest speaker, and the breaking of bread together. I encourage all of you to mark your calendars in advance for the first Sunday of February in 2027.

As you read the heroic tale of the 4 Chaplains, I ask you to imagine yourself on that ship, USAT *Dorchester*, on the same fateful night in February of 1943. Imagine jumping into the icy North Atlantic after the torpedoes from a stealthy U-Boat slammed into the side of the *Dorchester* and sent her to the deep, inexorably.

Now, imagine doing it without a life jacket. Because you gave it to a shipmate.

[Matthew 10:39](#) - He that findeth his life shall lose it: and he that loseth his life for my sake shall find it.



In His Service,

Frank T. Vereb

412-328-3390

fvereb2@gmail.com



STOREKEEPER'S REPORT

Please visit our online store at
<https://requinbase.org/shop/>

You can have your items shipped to you at home via USPS [for a small fee], or pick them up at the next USSVI meeting.

No Greater Glory: The Four Chaplains and the Sinking of the USAT Dorchester

By: Command Sergeant Major James H. Clifford, USA-Ret.

In the early morning hours of 3 February 1943, First Sergeant Michael Warish nearly gave up hope as he floated helplessly in the freezing waters of the North Atlantic. Just minutes earlier, he and the almost 900 others aboard the USAT Dorchester were near safe waters when a German torpedo slammed into the engine room. Soon, the Dorchester began to slip under the waves.

Warish accepted his fate, fully aware that life expectancy in these cold waters was about twenty minutes. Surrounded by hundreds of his equally doomed shipmates, the blinking red lights of their life preservers reminded him of Christmas lights. Other than a burning sensation in his throat from swallowing oil-fouled salt water and some minor pain from wounds suffered when the torpedo hit, he mostly felt numb.



John P. Washington was ordained a Roman Catholic priest on 15 June 1935 and entered the Army in May 1942 after being rejected by the Navy shortly after the Japanese attack Pearl Harbor. (U.S. Army Chaplain Museum)

Resigned to losing consciousness and freezing to death shortly thereafter, his thoughts turned to the courageous and selfless acts of the four Army chaplains he witnessed just before abandoning ship. These four chaplains, according to Warish and other eyewitnesses, remained calm during the panic following the attack, first distributing life preservers and assisting others to abandon ship, then giving up their own life preservers and coming together in prayer as the ship disappeared beneath the surface.

The story of these four chaplains, a Catholic, a Jew, and two Protestants, stands out among the countless stories of commitment and bravery that make up the pantheon of the U.S. Army, as one of the finest examples of courage to God, man, and country. Each, John P. Washington, Alexander D. Goode, George L. Fox, and Clarke V. Poling, was drawn by the tragedy at Pearl Harbor to the armed forces. Each wanted more than anything else to serve God by ministering to men on the battlefield. Each felt great disappointment at being relegated to service in a rear area, in this case the airfields and installations of Greenland. Yet, each, when the moment came, did not hesitate to put others before self, courageously offering a tenuous chance of survival with the full knowledge of the consequences.

Though the chaplains had vastly different backgrounds, their similar experiences brought them together on the deck of the Dorchester. Each was tested at a young age and came to the realization that his would be a life of service to God and man. John P. Washington, born in Newark, New Jersey, on 18 July 1908, was eldest of seven children. He was the product tough of Irish neighborhoods, where he almost lost his sight to a BB gun accident, nearly died of fever, and then lost his sister Mary to a sudden illness. By the age of seven, John was on the path to the priesthood. After attending Catholic elementary and high schools, he entered the seminary in Darlington, New Jersey, and was ordained on 15 June 1935.

After short stints in two parishes, he moved to St. Stephen's in Arlington, New Jersey. Father Washington was initially turned down by the Navy after Pearl Harbor because of his poor eyesight. Disappointed but not

defeated, Washington went to the Army. This time, when it came to the eye test, he covered up his bad eye both times when reading the eye chart, correctly assuming that the doctors would be too busy to pay much attention. He hoped that God would forgive his subterfuge.



Alexander D. Goode, a native of Washington, DC, followed in his father's footsteps and became a rabbi in 1937. Like Chaplain Washington, he originally wanted to serve as a Navy chaplain but was rejected. (U.S. Army Chaplain Museum)

In May 1942 Father Washington left for training at Fort Benjamin Harrison, Indiana. After a month, he was posted to Fort George G. Meade, Maryland. Eager to serve overseas, he applied for a transfer. In a letter to Army Headquarters dated 23 September 1942, he wrote, "Once more may I ask you to consider my application for overseas duty. If I am being too fresh in requesting it, then slap me down." The requests finally worked when, in November 1942, he was transferred to Camp Myles Standish in Taunton, Massachusetts, to await overseas deployment. There he met fellow Chaplains Fox, Goode, and Poling.

Alexander D. Goode was born on 10 May 1911, the son of a rabbi. When he was young, his parents divorced. He went to Eastern High School in Washington, DC, where he earned medals in tennis, swimming, and track, and was an excellent student. From his earliest days, he planned to follow in his father's footsteps as a rabbi. He earned his Bachelor of Arts degree from the University of Cincinnati in 1934, followed by a degree from the Hebrew Union College in 1937. Virtually penniless as a college student during the Great Depression, Alexander contemplated quitting school and giving up on his dream to become a rabbi, but he believed that it was God's plan for him to pursue a religious vocation. For much of his youth, he served in the National Guard to help make ends meet. In 1935, he and his childhood sweetheart, Theresa Flax, daughter of a rabbi and niece of the singer and motion picture star Al Jolson, were married. His first assignment as a rabbi was in Marion, Indiana. Later, he moved to the Beth Israel synagogue of York, Pennsylvania, where he excelled in ecumenicalism, crossing the divide between religions.

In January 1941, the Navy turned down Rabbi Goode's application to become a chaplain, but the Army Air Forces accepted him after Pearl Harbor. After training at the Harvard Chaplain School, along with classmates Fox and Poling, he was assigned to Seymour Johnson Field in Goldsboro, North Carolina, where he served until October 1942. In November 1942, he was reassigned to Camp Myles Standish.

George L. Fox was born on 15 March 1900 in Lewiston, Pennsylvania, and grew up in Altoona in a Catholic family. His rough childhood under the tyranny of an abusive father shaped him. Determined to escape, he enlisted to serve in World War I before finishing high school. He also abandoned Catholicism due to his inability to reconcile the church's teachings with the abuse he received at home and a desire to leave his past behind. His gallant service in the Great War as a medic earned him the Silver Star, several Purple Hearts, and French Croix de Guerre.

At the end of World War I, Fox held several jobs before entering Moody Bible Institute in Illinois in 1923. Before graduation, he became an itinerant Methodist minister. While holding a student pastorate in Downs,



George L. Fox, the oldest of the Four Chaplains, served in World War I as a medic. After the war, he was ordained a Methodist minister and was appointed as an Army chaplain in July 1942. (U.S. Army Chaplain Museum)

Illinois, he entered Illinois Wesleyan University in Bloomington, graduating with his Bachelor's degree in 1929. While holding another student pastorate in Rye, New Hampshire, Fox enrolled in the Boston University School of Theology, graduating with a *Sacrae Theologiae Baccalaureus* (Bachelor of Sacred Theology) and was ordained a Methodist minister on 10 June 1934. He assumed the pastorate of a church in Waits River, soon moved on to Union Village, then Gillman, all in Vermont. By this time, he was married and had a son; a daughter followed in 1936. While in Vermont he joined the American Legion and would become state chaplain and historian.

As with the other chaplains, Pearl Harbor drew him back to the military. In July 1942, he was appointed as an Army chaplain and returned to active duty at the age of forty-two on 8 August, the same day that his son Wyatt entered the Marine Corps. After training at Harvard, he joined the 411th Coast Artillery Battalion (Antiaircraft-Gun) at Camp Davis, North Carolina, until he was ordered to Camp Myles Standish.

Clark V. Poling was born into a prominent family that had produced six generations of ministers. His father was a well-known radio evangelist and religious newspaper editor. Born on 7 August 1910, Poling was educated in Massachusetts and New York. In high school, he played football and was student body president. There was never any doubt that he would become the seventh generation of his family to enter the ministry.

After studying at Hope College in Michigan and Rutgers University in New Jersey, he entered Yale University's School of Divinity, after which he was ordained a minister in the Reformed Church of America. His initial posting was at the First Church of Christ in New London, Connecticut, for a short time until he became pastor of the First Reformed Church in Schenectady, New York.

When Japan attacked Pearl Harbor, Reverend Poling volunteered to become a chaplain. Before departing for the service, his father, Dr. Daniel A. Poling, reminded him of the high casualty rate of chaplains in World War I. The younger Poling downplayed the danger, confident that God's will was to keep him safe while he served others. He was appointed a U. S. Army Chaplain in 10 June 1942 and reported to the 131st Quartermaster Truck Regiment at Camp Shelby, Mississippi, on 25 June. Later he went on to Harvard and then to Camp Myles Standish. In November 1942, the four chaplains were all together for the first time.

The *Dorchester* was as austere and dank as any of the tubs ferrying troops to and from the war zone across the North Atlantic—a suitable venue for one to suffer the dreaded anxiety of an uncertain future in war or to blissfully contemplate the safety, comforts, and familial joy of home.

Originally commissioned the SS *Dorchester* on 20 March 1926, it was one of three identical vessels built by the Newport News Shipbuilding and Dry Dock Company for the Merchants and Miners Transportation Company. As a cruise ship, it plied a regular coastal route between Miami and Boston with its crew of ninety and up to 314 passengers. She weighed in at 5,649 tons, was 368 feet long by 52 feet wide, with a 19 foot draft.



Clark V. Poling was born into a family that had produced six generations of ministers. An ordained minister in the American Reformed Church, he was appointed as a chaplain on 10 June 1942. (U.S. Army Chaplain Museum)

With war looming, the U.S. government requisitioned the Dorchester and had the Atlantic, Gulf and West Indies Steamship Company in New York convert her into a troop transport. Stripped of its original cruise ship luxuries, the USAT Dorchester was outfitted to carry 750 troops, with a complement of 130 crew and twenty-three Navy armed guards.

On 29 January 1943, the Dorchester departed St. John's, Newfoundland, for its fifth north Atlantic voyage, hitting bad weather almost as soon as it entered open water. In addition to the Dorchester, the freighters Biscaya and Lutz, escorted by U. S. Coast Guard cutters USCGC Tampa, USCGC Escanaba, and USCGC Comanche comprised convoy SG 19. Its passengers included 597 soldiers and 171 civilians bound for airbases in Greenland. In its holds were one thousand tons of equipment, food, and cargo. Merchant Marine Captain Hans Danielsen skippered the ship while Army Captain Preston S. Kreckler, Jr., commanded the troops. First Sergeant Warish was the senior noncommissioned officer aboard.

Warish, as the ship's first sergeant, warranted a stateroom. As he was settling in, Father Washington, his next door neighbor, paid him a visit. As a lapsed Catholic, he was ambivalent about making the acquaintance of the priest but recognized the value of having chaplains on board during the perilous voyage. After exchanging small talk, Warish excused himself to inspect the ship.

While on his rounds, he observed the chaplains in a "football huddle" engaged in an animated discussion. Seeing Warish, they asked for his help in getting the message out about religious services and plans for an amateur talent contest, which they hoped would serve as a useful diversion for the troops who had nothing to do except worry while transiting through "Torpedo Junction," as the stretch of dangerous waters was known.

Despite heavy security, there were few secrets in St. John's. German authorities had become aware that convoy SG-19 was bound for Greenland, so four U-Boats took up stations along its route. One of those was U-233, on her maiden voyage, commanded by twenty-six-year-old Lieutenant Commander Karl-Jürg Wächter. In the fog and darkness of 3 February, U-233 floated on the surface as Wächter, binoculars raised to his eyes, studied the dark silhouettes of SG-19 passing in the distance.

Earlier, U-233 survived a depth charge attack brought about by the sonar indications of the escorts. When submerged, U-boats could be detected by sonar, but when on the surface, the escorts were blind to their presence because they lacked radar. As a result, Wächter used that advantage, along with the haze and darkness, to keep pace with the convoy.

All the ships of SG-19 knew that a U-boat was in the area. The evening before Captain Danielsen of the Dorchester announced over the ship's public address system, "Now here this: This concerns every soldier. Now here this: Every soldier is ordered to sleep in his clothes and life jacket. Repeat, this is an order! We

have a submarine following us...If we make it through the night, in the morning we will have air protection from Blue West One, which is the code name for the air base in Greenland, and of course, we will have protection until we reach port."



After the *Dorchester* slipped beneath the waves on 3 February 1943, the USCGC *Escanaba* and other Coast Guard vessels rescued dozens of survivors from the doomed Army troopship. (U.S. Coast Guard History Office)

Between the known presence of a submarine and the rough weather that necessitated cancelling the talent show, there would be little sleeping on the *Dorchester* that night. The weather abated enough within a few hours that the chaplains quickly threw together an impromptu party in the main mess area. Many of the soldiers attended, remaining until about 2330. First Sergeant Warish skipped the party, choosing instead to share the hardship of soldiers assigned to lookout positions out on the open deck in the thirty-six-degree weather.

The chaplains bid good night to the men by reminding them of Captain Danielsen's warning about wearing all their clothes, including boots and gloves, along with life jackets to bed. After the party, three of the chaplains made the rounds of the ship in an attempt to raise men's spirits. Meanwhile, Father Washington said mass in the mess area that was attended by men of many faiths.

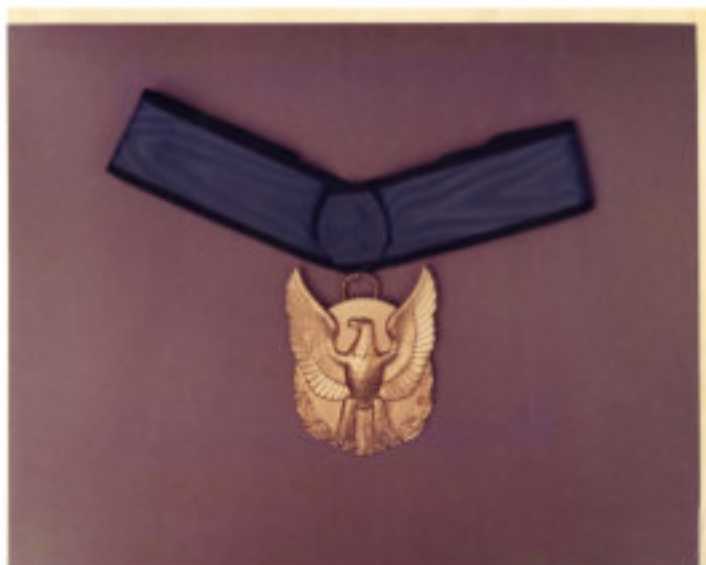
Earlier that night, Captain Kreckler had called his men together in the hold. He repeated Captain Danielsen's earlier warning. "This will be the most dangerous part of our mission," he said. "We're coming through the storm and now we're in calm waters. And they can really spot us out here." He finished with the admonition to wear life jackets, telling the men that they were not in a "beauty contest."

As the clock ticked past midnight, many began to breathe easier with the knowledge that they were near safe waters and would soon be under an umbrella of protection from Greenland-based planes. Warish was making the rounds among the troops. Aboard U-233, torpedo man Erich Pässler prepared to fire three torpedoes. Within minutes, the three deadly fish were in the water heading toward the shadow creeping past at a distance of 1,000 yards.

Warish had just looked at his watch when, at approximately 0055 hours, one of the torpedoes ripped into the *Dorchester's* starboard side. The ensuing explosion rent a hole near the engine room from below the waterline to the top deck. The lights went out, steam pipes split, and bunks collapsed like cards one on top of another. The sounds of screaming and the smell of gunpowder and ammonia filled the air. The initial explosion killed dozens outright, and a wave of cold water entering the ship quickly drowned dozens more. Nearly one-third those aboard died in the first moments of the disaster.

Men, many of whom had disobeyed Captain Danielsen's orders to wear their clothes and life preservers, wandered through the darkened and mangled passageways searching for their clothes. Warish lay trapped under some bunks that pinned his leg to the deck. Within a minute, the ship listed thirty degrees to starboard. Panicked men rushed topside, but many never made it through blocked passageways. Others were overcome by ammonia fumes. Those who did emerge into the freezing night faced tough choices. Several life boats could not be deployed due to the Dorchester's dramatic list. Many others were so fouled by ice that they could not be freed before the ship went under.

In the middle of the confusion on deck was Roy Summers, a Navy gunner stationed on the Dorchester. A few months earlier, he had survived the sinking of the Dorchester's sister ship, the Chatham, and he believed that he would survive this attack. Resigned to abandoning ship, he ran aft toward the stern, but thought better of it when he realized that jumping there would bring certain death from the still turning propellers, which had already breached the surface and claimed the lives of several who had already jumped. Turning around, he witnessed two of the chaplains handing out life vests and assisting soldiers as they slid down ropes to the sea below. One hysterical soldier grabbed a chaplain as if to choke him. Summers wrestled the soldier away from the chaplain and watched the soldier run down the deck toward the rising water and probably to his death. Summers then climbed over the railing and went down a rope into the ocean.



The Chaplain's Medal for Heroism, also called the Chaplain's Medal of Honor and the Four Chaplains Medal, authorized by Congress in 1960, commemorates the actions of the Four Chaplains. The medal was presented to the Four Chaplains' next of kin on 18 January 1961 at Fort Myer, Virginia, by Secretary of the Army Wilber M. Brucker. (U.S. Army Chaplain Museum)

Elsewhere on the top deck, Father Washington gave absolution to soldiers as they went over the side. Private First Class Charles Macli, a former professional boxer, unsuccessfully urged Washington to go over the side with the men. Instead, Chaplain Washington remained aboard as Macli slid into the cold water. Another soldier, Walter Miller, saw knots of men in seemingly catatonic states bunched against the railings of the listing ship. Too afraid to jump into the sea, they awaited the inevitability of being swallowed by it. Over the din, he heard a terror-filled plaintive voice repeating, "I can't find my life jacket." Turning toward that voice, Miller clearly heard Chaplain Fox say, "Here's one, soldier." Then Miller witnessed Fox remove his life jacket and put it on the soldier. At the same time, Navy Lieutenant John Mahoney cursed himself for leaving his gloves in his quarters. Chaplain Goode stopped him from returning for the gloves, saying, "Don't bother Mahoney. I have another pair. You can have these." Goode then removed the gloves from his hands and gave them to Mahoney. Mahoney later realized that a man preparing to abandon ship probably would not carry a second pair of gloves.

Many of the survivors reported similar encounters with one or more of the chaplains. They seemed to be everywhere on the deck until the very end. Many survivors reported that the four chaplains locked arms and prayed in unison as the ship sank. Whether this part is accurate is unimportant, for the truth is that these four Army chaplains sacrificed themselves for the soldiers and the God that they served.

First Sergeant Warish freed himself after a ten-minute struggle. He dragged himself through the passageways and over the side in time to see the Dorchester sink below the waves just twenty-five minutes after being struck by the torpedo. After some confusion, the Coast Guard began rescue operations, saving 230 of the nearly 900 aboard and losing one Coast Guardsman in the process.

In the aftermath of the disaster, the story of the Four Chaplains garnered popular notice. Many thought that they should be awarded the Medal of Honor. Instead, on 19 December 1944, they were each awarded the Purple Heart and the Distinguished Service Cross. In 1948, the U.S. Post Service issued a commemorative stamp in their honor, and Congress designated 3 February as “Four Chaplains Day.” Twelve years later, Congress created the Four Chaplains’ Medal, which was presented to their survivors by Secretary of the Army Wilber M. Brucker on 18 January 1961 at Fort Myer, Virginia.



Several memorials dedicated to the Four Chaplains can be found across the United States, including this one, designed by Constantino Nivola and dedicated in 1955, at National Memorial Park in Falls Church, Virginia. (Army Historical Foundation)

Today, one can find memorials to the Four Chaplains all across the nation. Several organizations exist to further their memory, including the Chapel of the Four Chaplains in Philadelphia and the Immortal Chaplains Foundation in Minnesota. Chapels, bridges, memorials, and plaques honoring the Four Chaplains are found in so many locations, including a stained glass window in the Pentagon, that it is impossible to list them all here.

First Sergeant Warish was rescued. He recovered from his injuries enough to continue serving the Army, although he suffered chronic pain for the rest of his life. He rose to the rank of sergeant major before retiring in 1963. In 2002, he was injured in a car accident and for the remaining year of his life he could only move with the help of a walker. He died in September 2003.

U-233 escaped after firing the fatal torpedo. About a year later, it was sunk by British destroyers with the loss of most of its crew. One survivor, Kurt Rosser, was interned in a Mississippi prisoner of war camp, where he picked cotton and sandbagged levees against flooding. In 2000, the Immortal Chaplains Foundation brought him and the U-233 first officer, Gerhard Buske, to Washington, DC. There they attended memorial ceremonies, toured the Holocaust Museum, and visited with Theresa Goode Kaplan, widow of Chaplain Goode, who reluctantly accepted the visitors’ expressions of respect for her husband and regret for her suffering. Four years later, Buske spoke at the foundation’s sixtieth-anniversary ceremony, saying, “we ought to love when others hate...we can bring faith where doubt threatens; we can awaken hope where despair exists; we can light up a light where darkness reigns; we can bring joy where sorrow dominates.” Those words, as well as any, represent the lessons of the Four Chaplains



SAY AGAIN?

Rig for Brown: A subtle code given to alert those nearby that said shipmate has broken wind in close proximity to others, affording them ample time to tuck their noses into their t-shirts for filtration.

Piss Break: A temporary watch relief meant to afford the watchstander a chance to take a head break, which often morphs into a snack break, smoke break, whatever. This maneuver is especially useful against NUBs or the newly qualified.

Watch Relief: That magical time period when your 6-hour obligation is up and you patiently wait for the next poor schlub to arrive and take over your responsibilities.



UPCOMING EVENTS

Base Meeting

American Legion Post 641
07 MAR 2026 @ 1230

Base Activities

- March 14th, Veterans Day Parade Pittsburgh PA
- USS Idaho commissioning will be April 25th in Groton CT



MEMBERSHIP

Primary:	154	National Life:	85	Holland Club:	98
Secondary:	12	Base Life:	79	WWII:	1
Associate:	16	Joined Base Last Year:	6	Eternal Patrol:	90
Total Members:	182	Joined Base This Year:	0		

NEW MEMBERS:

None.



FEATURED BOAT: USS Triton SS-201



 The fourth of our submarines lost in the Solomons-Bismarck area in the early part of 1943, TRITON, commanded by LCDR George K. MacKenzie, Jr., left Brisbane on 16 February 1943 to begin her sixth patrol in that area. She hunted for traffic between Rabaul and Shortland Basin on her way north, and began to patrol the equator between 154° 00'E and 156° 00'E, on 23 February.

She reported on 26 February of having seen smoke on 22 February, and that she obtained evidence of enemy radar on Buka. Moving westward, she patrolled areas northwest of SNAPPER and southeast of TRIGGER from 26 February to 6 March, when she left her area to attack a convoy in TRIGGER's area. Her report on 7 March, amended by another 8 March, stated that the convoy had been composed of 5 ships and 1 DD escort. She reported their speed and course and the fact that she had sunk two AK's of the convoy and damaged another, claiming 3 hits out of 6 torpedoes fired at noon 6 March. A circular torpedo run forced her deep, where she was depth charged by the destroyer. She had later tried two night attacks, one dawn attack, and one afternoon attack, all without success, and was returning to her area at the time she sent the message. About eight hours after this message came, TRITON transmitted another telling of another night attack on a convoy. She claimed 5 hits of 8 torpedoes fired, and, although she could not observe results due to gunfire and attack by the escorting destroyer, she believed two more freighters to be sunk.

The last word received from TRITON came on 11 March 1943 when she reported, "Two groups of smokes, 5 or more ships each, plus escorts. . . Am chasing". She was ordered to stay south of the Equator, and was informed of the area (an adjacent one) assigned TRIGGER.

On the morning of 13 March TRITON was told that three enemy destroyers had been sighted at 02° 00'S, 145° 44'E on a northerly course. She was informed that they were probably on a submarine hunt or were a convoy cover and had missed contact.

TRITON, on 16 March, was ordered to change her area slightly to the east. TUNA and GREENLING were placed in adjacent areas (to the south and west, respectively) on 22 March, and all were to disregard areas when on the chase, and to avoid when encountering a submarine. TRITON was told to clear her area on 25 March 1943, and return to Brisbane. When she failed to make her report of position, new results, and estimated time of arrival when it was expected, she was ordered to do so. No report was received and she was reported as lost on 10 April 1943.

Information available now that the war is over shows that TRITON was, without a doubt, sunk by the enemy destroyers of which she was given information on 13 March. Enemy reports show that these ships made an attack on 15 March at 00° 09'N, 144° 55'E. This position was slightly north and west of TRITON's area, but she undoubtedly left her area to attack the destroyers or the convoy they were escorting. The report of the attack by the destroyers leaves little doubt as to whether a kill was made, since they saw "a great quantity of oil, pieces of wood, cork, and manufactured goods bearing the mark 'Made in U. S. A'." In addition, TRIGGER, in whose area this attack occurred, reported that on 15 March she made two attacks on a convoy of five freighters with two escorts at 00° 00'N, 145° 00'E. At this time she was depth charged, but not seriously, and she heard distant depth charging for an hour after the escorts had stopped attacking her. Since she was only about ten miles from the reported Japanese attack cited above, it is presumed that she heard the attack, which sank TRITON. Apparently by this time the destroyers had joined their convoy.



TRITON was a most active and valuable member of the Submarine Force prior to her loss. In total, she is credited with sinking 16 ships, totaling 64,600 tons, and damaging 4 ships, of 29,200 total tons. Her first patrol, conducted around Wake Island, resulted in no damage to the enemy, but her second, in the northern part of the East China Sea, was very productive. In ten days she sank two freighters and damaged a freighter-transport and another freighter. She went back to the East China Sea for her third patrol, and again was most successful. She sank a trawler, two freighters, a freighter-transport, two sampans, and a submarine. The latter was I-164, and was torpedoed south of Kyushu on 17 May. TRITON's fourth patrol was made in the Aleutians. During it, she is credited with sinking two escort type vessels.

On her fifth patrol, TRITON went into the Solomons area. She sank a tanker and two freighters, in addition damaging a tanker of 10,200 tons and a freighter. She was credited with having sunk two medium freighters on her last patrol.

History



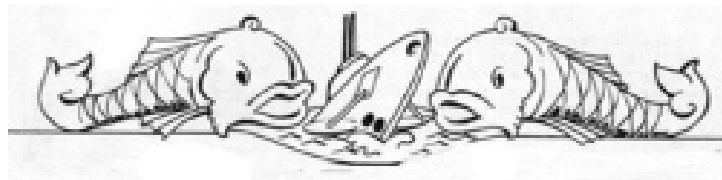
United States

Builder	Portsmouth Naval Shipyard, Kittery, Maine ^[1]
Laid down	5 July 1939 ^[1]
Launched	25 March 1940 ^[1]
Commissioned	15 August 1940 ^[1]
Fate	Sunk by Japanese destroyers off the Admiralty Islands , 15 March 1943 ^[2]



General characteristics

Class & type	<i>Tambor</i> class diesel-electric submarine ^[2]
Displacement	1,475 long tons (1,499 t) standard, surfaced ^[3] 2,370 tons (2,408 t) submerged ^[3]
Length	307 ft 2 in (93.62 m) ^[3]
Beam	27 ft 3 in (8.31 m) ^[3]
Draft	14 ft 7½ in (4.458 m) ^[3]
Propulsion	4 × Fairbanks-Morse Model 38D8-½ 9-cylinder opposed piston diesel engines driving electrical generators ^{[4][5]} 2 × 126-cell Sargo batteries ^[6] 4 × high-speed General Electric electric motors with reduction gears ^[4] two propellers ^[4] 5,400 shp (4.0 MW) surfaced ^[4] 2,740 shp (2.0 MW) submerged ^[4]
Speed	20.4 knots (38 km/h) surfaced ^[3] 8.75 knots (16 km/h) submerged ^[3]
Range	11,000 nautical miles (20,000 km) at 10 knots (19 km/h), ^[3] fuel capacity 93,993 US gal (355,800 L) to 96,365 US gal (364,780 L) fuel oil ^[7]
Endurance	48 hours at 2 knots (3.7 km/h) submerged; ^[3] patrol endurance, up to 75 days ^[8]
Test depth	250 ft (76 m) ^[3]
Complement	6 officers, 54 enlisted ^[3]
Armament	10 × 21 inch (533 mm) torpedo tubes (6 forward, 4 aft; 24 Mark 14 torpedoes or up to 40 mines) ^[8] one 3 in (76 mm)/50 caliber deck gun 2 × .30 cal (7.62 mm) machineguns ^[9]



U.S.S. Triton (SS-201)

Name	Rate	Name	Rate
Aldrich, Ralph E.	F2	Jones, Marsh	CQM
Ashton, Thomas E., Jr.	EM3	Klekotka, Alexander Jr.	MoMM1
Ballou, William E.	CEM	Klimosewski, John P.	MoMM1
Barnes, Frank K.	S1	Landers, Charles W.	MoMM1
Barton, Edward J.	CTM	Larkins, Walter H.	EM1
Basso, Louis D.	F1	Lawler, John W.	F3
Booth, Raymond	F2	Lines, Walter E.	MoMM2
Booth, William L.	CFC	Long, Percy E.	TM2
Boyd, Stephen S.	EM2	Mackenzie, George K., Jr.	LCDR-CO
Bruderer, Werner L.	MoMM1	Martin, William B., Jr.	S1
Bush, Arlyn	F1	McCalop, Herman T.	MA1
Christy, Frederic H.	SC2	McClure, Kenneth G.	S1
Clement, Virgil C.	S1	McKenzie, Lloyd C.	TM1
Coley, Henry P.	MoMM1	Meade, Jack	RM2
Cooper, Jack W.	S1	Nixson, Russell B.	S1
Cotton, Clarence	CCstd	Olvey, Russell B.	Y2
Crutchfield, J.R.	LT	O'Sullivan, C. D.	LTJG
Dabney, John D.	OC3	Ottersen, Roy O.	TM1
Dotson, Leonard D.	EM1	Page, Robert E.	RM3
Eichmann, John H.	LT-XO	Parks, E.S., Jr.	LTJG
Fedorchak, Joseph	MoMM1	Peeler, Willie L.	F3
Fields, Hoyt S.	EM3	Petrun, John	MoMM2
Fielitz, Ray D.	TM2	Poyneer, Charles F.	RM1
Ford, George	TM3	Ross, Burnel C.	S1
George, Donald R.	TM2	Schlabecker, Harry R.	TM1
Grooms, Bert J.	PhM1	Schneider, Leonard M.	F2
Hale, Donald E.	S1	Severance, Edwin St. John	CMoMM
Hall, Donovan G.	CMoMM	Shannon, John F.	F2
Harbold, Robert L.	S1	Shepherd, Laurence	F1
Harmon, Floyd R.	S1	Sorensen, Karl E. F.	LT
Herstich, Martin L., Jr.	TM1	Thompson, Thomas C.	EM1
Hobbs, Lee H.	EM3	Trowbridge, Raymond E.	EM2
Hogg, Jesse T., Jr.	GM3	Van Roosen, Hugh C.	LTJG
Holland, Clyde Jr.	MoMM2	Visnich, George	SM2
Holquist, Donald E.	CMoMM	Ward, William A.	MoMM1
Howie, Gilbert J., Jr.	RT1	White, Ferguson B.	QM2
Isom, Lymon L.	F1	Wycoff, Donald E.	MoMM2



THIS MONTH IN US SUBMARINE HISTORY

02/01/1902

USS Plunger (SS-2), the lead ship of the Plunger-class submarine, launches. She is commissioned Sept. 19, 1903, at the Holland Company yard at New Suffolk, Long Island, N.Y. Ensign Chester W. Nimitz is the submarines final commander when Plunger is decommissioned Nov. 6, 1909 at the Charleston Navy Shipyard.

02/01/1944

Three US Navy submarines, Guardfish (SS 217), Hake (SS 256) and Seahorse (SS 304), attack Japanese convoys, sinking a destroyer, cargo ship and another vessel.

02/02/1942

USS Seadragon (SS 194) sinks Japanese army cargo ship Tamagawa Maru.

02/03/1944

USS Tambor (SS 198) attacks a Japanese convoy and sinks Goyu Maru and merchant tanker Ariake Maru about 200 miles southeast of Shanghai.

02/04/1942

While the battle for Bataan rages throughout the night, USS Trout (SS-202) loads 20 tons of gold bars and 18 tons of silver coins as ballast to replace the weight of ammunition they had just delivered to US and Philippine forces in Manila.

02/05/1944

USS Flasher (SS 249) sinks Japanese army cargo ship Taishin Maru off Mindoro. Also on this date, USS Narwhal (SS 167) lands 45 tons of ammunition and cargo to support Filipino guerrilla operations at Libertad, Panay, Philippines.

02/06/1945

U.S. Navy submarine USS Pampanito (SS 383) attacks a Japanese convoy and sinks merchant tanker Engen Maru about 200 miles northeast of Singapore. Also on this date, USS Spadefish (SS 411) sinks Japanese merchant passenger-cargo ship Shohei Maru off Port Arthur, Korea.

02/07/1943

USS Growler (SS 215) fights a desperate night battle with the Japanese supply ship Hayasaki, during which the boat's commanding officer, Lt. Cmdr. Howard W. Gilmore, rams the enemy ship, badly bending Growler's bow. Wounded by machine gun fire and unable to go below, Gilmore gives the order "Take her down!" sacrificing himself so his submarine could dive to safety. For his "distinguished gallantry and valor" on this occasion and earlier in the patrol, he is posthumously awarded the Medal of Honor and promoted one rank.

02/07/1945

USS Bergall (SS 320) attacks a Japanese convoy and sinks Coast Defense Vessel No. 53 off Cam Ranh Bay. USS Guavina (SS 362) attacks a Japanese convoy and sinks merchant tanker Taigyo Maru, off Saigon, French Indochina while USS Parche (SS 384) sinks Japanese army cargo ship Okinoyama Maru in Tokara Retto.

02/08/1942

A Japanese destroyer sinks after being torpedoed by Navy submarine S37 (SS 142) the day before off Makassar.

02/08/1943

USS Snook (SS 279) attacks a Japanese convoy off the west coast of Kyushu and sinks the transport Lima Maru and survives depth charges about 30 miles southeast of Goto Retto.

02/09/1960

USS Sargo (SSN 583) becomes the third submarine to surface through the ice at the North Pole.

02/10/1943

USS Pickerel (SS 177) sinks Japanese freighter Amari Maru off Sanriku.

02/10/1944

USS Pogy (SS 266) attacks a Japanese convoy and sinks destroyer Minekaze and freighter Malta Maru 85 miles north-northeast of Formosa.

02/10/1945

U.S. Navy submarine USS Batfish (SS 310) sinks three enemy submarines from Feb. 10-13.

02/11/1944

USS Gudgeon (SS 211) sinks Japanese freighter Satsuma Maru that was previously damaged by Chinese B-25s off Wenchow, China.

02/12/1945

USS Hawkbill (SS 366) sinks the small Japanese cargo vessel Kisaragi Maru and the two large boats she is towing, at Lombok Strait, N.E.I.

02/12/1947

The first launch of a guided missile, the Loon, takes place on board USS Cusk (SS 348).

02/13/1945

USS Sennet (SS 408) is damaged by gunfire of Japanese gunboat (No.8 Kotoshiro Maru or No.3 Showa Maru), east of Tanega Shima, but then Sennett sinks No.8 Kotoshiro Maru after it had been shelled by USS Lagarto (SS 371) and USS Haddock (SS 231). Haddock then sinks No.3 Showa Maru, which had already been shelled by Lagarto and Sennett.

02/14/1945

USS Gato (SS 212) sinks Japanese Coast Defense Vessel No.9 in the Yellow Sea and USS Hawkbill (SS 366) sinks Japanese auxiliary submarine chasers Cha 4 and Cha 114 in the Java Sea.

02/15/1943

USS Gato (SS 212) sinks Japanese stores ship Suruga Maru in Bougainville Strait and USS Pickerel (SS 177) attacks a Japanese convoy and sinks cargo vessel Tateyama Maru off the east coast of Honshu.

02/16/1944

USS Skate (SS 305) sinks the Japanese light cruiser Agano as she deploys from Truk, Caroline Islands.

02/20/1945

USS Pargo (SS 264) sinks Japanese destroyer Kokaze off Cape Varella, French Indochina and survives counter-attack by destroyer Kamikaze, which had been steaming in company with Nokaze during the attack.

02/21/1942

USS Triton (SS 201) sinks Japanese merchant cargo vessel Shokyu Maru in the East China Sea, 60 miles south of Quelpart Island.

02/22/1945

USS Becuna (SS 319) sinks Japanese merchant tanker Nichiyoku Maru off Cape Padaran Bay despite the presence of two escort vessels.

02/24/1945

USS Lagarto (SS 371) sinks Japanese submarine I 371 and freighter Tatsumomo Maru off Bungo Strait, Kyushu.

02/25/1944

USS Hoe (SS 258) attacks a Japanese convoy at the mouth of Davao Gulf, sinking the fleet tanker Nissho Maru and damaging the fleet tanker Kyokuto Maru, while USS Rasher (SS 269) sinks Japanese army cargo ship Ryusei Maru and freighter Tango Maru off the north coast of Bali.

02/27/1944

Three US Navy submarines sink three Japanese cargo ships: Grayback (SS 208) sinks Ceylon Maru in the East China Sea; Cod (SS 244) sinks Taisoku Maru west of Halmahera while Trout (SS 202) sinks Aki Maru.

02/27/1945

Submarine USS Scabbardfish (SS 397) sinks Japanese guardboat No. 6 Kikau Maru, 100 miles northeast of Keelung, Formosa, while USS Blenny (SS 324) attacks a Japanese convoy off French Indochina and sinks merchant tanker Amato Maru off Cape Padaran.

02/27/2017

The Los Angeles-class fast-attack submarine USS Albuquerque (SSN 706) is decommissioned after 33 years of service during a ceremony held at Keyport Undersea Museum.

02/28/1944

USS Balao (SS 285) and USS Sand Lance (SS 381) sink Japanese army cargo ship Akiura Maru, transport Shoho Maru about 90 miles northwest of Manokawari, New Guinea and transport Kaiko Maru just east of Musashi Wan, off Paramushir, Kurils.

02/29/1992

Fast Attack Submarine USS Jefferson City (SSN 759) is commissioned.

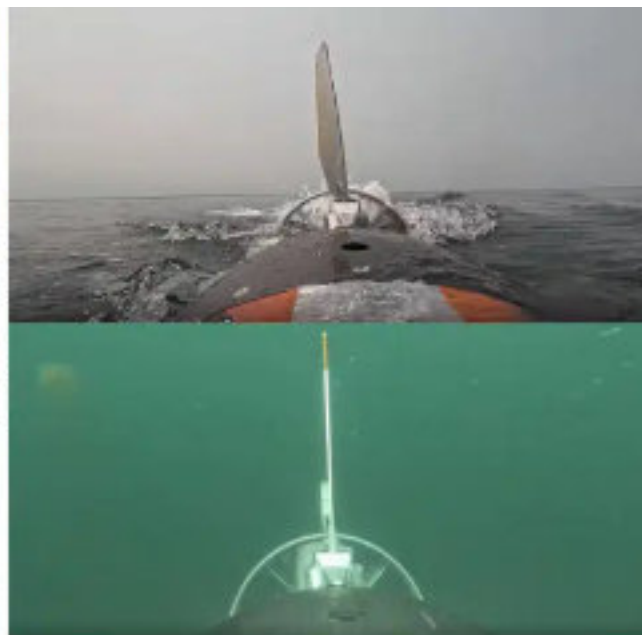


ARTICLES OF INTEREST

General Dynamics Testing MEDUSA Submarine Launched Mine Warfare Drone

By Aaron-Matthew Lariosa

Published 02 FEB 2026



The MEDUSA prototype operating off the coast of Massachusetts during recent testing. General Dynamics Mission Systems photo

General Dynamics is progressing with the development of MEDUSA: An unmanned underwater vehicle (UUV) that is set to equip U.S. Navy submarines with a long-range offensive mine warfare capability.

Known as the Mining Expendable Delivery Unmanned Submarine Asset (MEDUSA), work on this expendable drone was highlighted by the American defense firm earlier this month. The prototype system was revealed to have completed test trials off Massachusetts during recent testing, according to a company press release.

General Dynamics was contracted to design and produce MEDUSA prototypes in 2024 following the U.S. Navy's demand for a maritime system capable of conducting long-range offensive mining operations.

The service's request for the capability comes amid an increasingly large and capable People's Liberation Army Navy, which currently outnumbers the U.S. Navy in surface combatants. Offensive mining could prove crucial in a conflict in the Indo-Pacific against China, particularly over Taiwan. Work on Orca, Boeing-designed extra-large unmanned underwater vehicle, was initially prompted by a joint emergent operational need for an underwater mining platform over a decade ago.

"The cutting-edge unmanned system is carefully designed to meet the U.S. Navy's stringent requirements for an advanced maritime mining system while also offering the flexibility to host additional payloads and capabilities," read a General Dynamics press release.

According to General Dynamics, MEDUSA "can be safely deployed from a submarine" and is designed to be an expendable system. Work on the subsurface drone has focused on its propulsion, navigation and what the company described as "specialized autonomy behaviors."

While the company did not provide any comments on the MEDUSA program at the Surface Navy Association's 38th annual symposium, its work on the Hammerhead mine was also highlighted alongside the unmanned mining system. Hammerhead is a moored encapsulated torpedo mine designed for use against submarines.

American nuclear attack boats have deployed and recovered unmanned underwater vehicles from their launch tubes for the first time last year. The service claimed that the initial deployment of these underwater drones from USS Delaware (SSN 791) would be the beginning of a string of autonomous and robotic enhancements to the fleet's submarine force worldwide.

Previous contract details stipulated that the selected offeror of MEDUSA will deliver four prototypes to the U.S. Navy.

Alongside mining, submarines have been elevated as a crucial capability in the event of a potential conflict between Washington and Beijing. The U.S. Navy is set to deploy a new torpedo delivery system aboard its attack boats this year. According to the service's fiscal year 2026 budget documentation, the Revolver Multi-Payload program will enable American nuclear attack boats to salvo at least a dozen torpedoes at a time. Future work is set to cover the launch of unmanned assets.

Rare photos of 2 Navy submarines operating together off Guam draw attention

By Joseph Ditzler

Published 12 FEB 2026



Fast-attack submarines USS Annapolis, left, and USS Asheville steam in formation off the coast of Guam, Dec. 17, 2025. (James Caliva/U.S. Navy)

Two U.S. Navy fast-attack submarines surfacing side by side off Guam — a rare sight for vessels designed to remain unseen — has drawn attention online and prompted discussion about undersea signaling in the Indo-Pacific.

The Los Angeles-class submarines USS Asheville and USS Annapolis were photographed cruising together on Dec. 17, according to images posted Monday on the Defense Visual Information Distribution System.

The submarines are among five assigned to Squadron 15 at Polaris Point, Naval Base Guam.

“Renowned for their unparalleled speed, endurance, stealth, and mobility, fast-attack submarines serve as the backbone of the Navy’s submarine force,” the service said in a description accompanying the images, noting their role in safeguarding maritime interests worldwide.

The Pacific Fleet Submarine Force in Hawaii did not respond to email and phone requests for comment this week.

Official images of two submarines operating together and released publicly are uncommon, and online defense analysts quickly seized on them. capable torpedo.



Fast-attack submarines USS Annapolis, top, and USS Asheville steam in formation off the coast of Guam, Dec. 17, 2025. (Bryan Mai/U.S. Navy)

Global Defense News/Army Recognition Group, a Belgian website, described the photos' release as "more than a public affairs moment," in an unsigned analysis on its website Tuesday.

"It captures a deliberately uncommon posture for platforms built to stay unseen, and it offers a window into how the U.S. Navy is using Guam-based undersea forces to signal readiness in a region where warning times are shrinking," the analysis said.

"Operationally, it hints at surge depth: not one submarine on station, but multiple hulls available from a forward hub," the analysis added.

Fast-attack submarines are designed to hunt enemy submarines and surface ships, strike targets ashore with Tomahawk cruise missiles, deploy special operations forces and gather intelligence, according to the Navy.

The images emerged amid heightened military activity across the Indo-Pacific.

A photograph of two submarines cruising together may be a rare event, but it lacks the scale of Chinese aircraft warships circling Australia or U.S. Navy warships passing through the Taiwan Strait, said Benjamin Blandin, a research fellow with the Yokosuka Council on Asia Pacific Studies.

The United States and China both "have engaged in a series of strategic signaling to show strength and test the other ones' response," he told Stars and Stripes by email Wednesday. "So, for me, this has nothing out of the ordinary and is actually far from provocative."



Fast-attack submarines USS Annapolis, bottom, and USS Asheville steam in formation off the coast of Guam, Dec. 17, 2025. (James Caliva/U.S. Navy)

The submarine images may carry a clear deterrent message, said Ian Chong, an associate professor of political science at the National University of Singapore.

The photos “intend to demonstrate that the United States remains militarily committed to the Indo-Pacific and would like to discourage any actor who may wish to engage in military activity Washington considers to be against its interests,” he said by email Wednesday.

“This demonstration of force occurs in the backdrop of increasing and intensifying [Chinese] military activity around Japan, Taiwan, the Philippines, and elsewhere in the South China Sea,” Chong wrote.

US congressional report explores option of not delivering any Aukus nuclear submarines to Australia

By Ben Doherty

Published 04 FEB 2026

A new United States congressional report openly contemplates not selling any nuclear submarines to Australia – as promised under the Aukus agreement – because America wants to retain control of the submarines for a potential conflict with China over Taiwan.

The report by the US Congressional Research Service, Congress’s policy research arm, posits an alternative “military division of labour” under which the submarines earmarked for sale to Australia are instead retained under US command to be sailed out of Australian bases.

One of the arguments made against the US selling submarines to Australia is that Australia has refused to commit to supporting America in a conflict with China over Taiwan. Boats under US command could be deployed into that conflict.

The report, released on 26 January, cites statements from the Australian defence minister, Richard Marles, and the chief of navy that Australia would make “no promises ... that Australia would support the United States” in the event of war with China over Taiwan.

“Selling three to five Virginia-class SSNs [nuclear-powered general-purpose attack submarines] to Australia would thus convert those SSNs from boats that would be available for use in a US-China crisis or conflict into boats that might not be available for use in a US-China crisis or conflict,” the report argues.

“This could weaken rather than strengthen deterrence and warfighting capability in connection with a US-China crisis or conflict.”

Under the existing Aukus “optimal pathway”, Australia will first buy between three and five Virginia-class nuclear-powered conventionally armed submarines, the first in 2032.

Following that, the first of eight Australian-built Aukus submarines, based on a UK design, is slated to be in the water “in the early 2040s”.

But the Congressional Research report describes an alternative “military division of labour”, under which the US would not sell any Virginia-class submarines to Australia.

The boats not sold to Australia “would instead be retained in US Navy service and operated out of Australia” alongside US and UK attack submarines already planned to rotate through Australian bases.

The report speculated Australia could use the money saved to invest on other defence capabilities, even using those capabilities as a subordinate force in support of US missions.

“Australia, instead of using funds to purchase, build, operate, and maintain its own SSNs, would instead invest those funds in other military capabilities – such as ... long-range anti-ship missiles, drones, loitering munitions, B-21 long-range bombers ... or systems for defending Australia against attack ... so as to create an Australian capacity for performing other missions, including non-SSN military missions for both Australia and the United States.”

The report also raises cybersecurity concerns, noting that “hackers linked to China” are “highly active” in attempting to penetrate Australian government and contractors’ computers.

It argues that sharing nuclear submarine technology with another country “would increase the attack surface, meaning the number of potential digital and physical entry points that China, Russia, or some other country could attempt to penetrate to gain access to that technology”.

The debate over whether the US should sell boats to Australia is also grounded in ongoing concern over low

rates of shipbuilding in the US: the country's shipyards are failing to build enough submarines to supply America's own navy, let alone build boats for Australia.

For the past 15 years, the US Navy has ordered boats at a rate of two a year, but its shipyards have never met that build rate "and since 2022 has been limited to about 1.1 to 1.2 boats per year, resulting in a growing backlog of boats procured but not yet built".

The US fleet currently has only three-quarters of the submarines it needs (49 boats of a force-level goal of 66). Shipyards need to build Virginia-class submarines at a rate of two a year to meet America's own needs, and to lift that to 2.33 boats a year in order to be able to supply submarines to Australia.

Legislation passed by the US Congress prohibits the sale of any submarine to Australia if the US needs it for its own fleet. The US commander-in-chief – the president of the day – must certify that America relinquishing a submarine "will not degrade the United States undersea capabilities".



What is Aukus pillar one?

Pillar one of the Australia-UK-US (Aukus) agreement involves Australia being given the technology to command its own fleet of conventionally armed, nuclear-powered submarines. There are two stages:

- First, Australia will buy between three and five Virginia-class nuclear-powered submarines from the US, the first of these in 2032. But before any boat can be sold to Australia, the US commander-in-chief – the president of the day – must certify that the US relinquishing a submarine will not diminish its navy's undersea capability. The US submarine fleet now has only three-quarters of the submarines it needs (49 boats of a force-level goal of 66). And there are significant concerns the US cannot build enough submarines for its own needs, let alone any for Australia.
- Second, by the "late 2030s", according to the "optimal pathway" outlined in Australia's submarine industry strategy, the UK will launch the first specifically designed and built Aukus submarine for Britain's Royal Navy.

The first Australian-built Aukus submarine, for the Royal Australian Navy, will be in the water “in the early 2040s”. Australia will build up to eight Aukus boats, with the final vessels launched in the 2060s.

Each of Australia’s nuclear submarines is forecast to have a working life of about three decades. Australia will be responsible for securing and storing the nuclear waste from its submarines - including high-level nuclear waste and spent fuel (a weapons proliferation risk) - for thousands of years.

Aukus is forecast to cost Australia up to A\$368bn to the mid-2050s.

The report argues that Australia’s strict nuclear non-proliferation laws could also weaken US submarine force projection under the current Aukus plan.

Australian officials have consistently told US counterparts that, in adherence to Australia’s commitments as a non-nuclear weapon state under the Treaty on the Non-Proliferation of Nuclear Weapons, Australia’s attack submarines can only ever be armed with conventional weapons.

“Selling three to five Virginia-class SSNs to Australia would thus convert those SSNs from boats that could in the future be armed with the US nuclear-armed sea-launched cruise missile with an aim of enhancing deterrence,” the report states.

The report – authored by Ronald O’Rourke, an analyst for naval affairs in the Congressional Research Service for more than four decades – also makes the case for retaining the current Aukus arrangement.

It argues that selling Virginia-class boats would send “a strong signal to China of the collective determination of the United States and Australia, along with the UK, to counter China’s military modernisation effort”.

“The fact that the United States has never before sold a complete SSN to another country – not even the UK – would underscore the depth of this determination, and thus the strength of the deterrent signal it would send.”

It was also argued that selling nuclear-powered submarines would accelerate the establishment of an Australian submarine fleet “and thereby present China much sooner with a second allied decision-making centre – along with the United States – for attack submarine operations in the Indo-Pacific.

“This would enhance deterrence of potential Chinese aggression in the Indo-Pacific by complicating Chinese military planning.”

The report says selling Virginia-class boats to Australia would be comparable to assistance the US gave to the UK and France in the 20th century in establishing their nuclear submarine fleets and nuclear weapon arsenals.

Previous Congressional Research Service reports have flagged the possibility of no submarines being available to sell to Australia, but Australia has previously rejected contemplation of any “division of labour” in lieu of acquiring submarines.

The Guardian has approached Australia’s defence minister, Richard Marles, for comment.

WAR PATROL!

Editor's Note: In this month's WAR PATROL!, we follow the [USS S-31 \(SS-136\)](#) as she engages the enemy on her fifth war patrol in the Pacific beginning [02 OCT 1942](#). Read as the Commander skillfully guides his vessel through reef after reef while escaping numerous bottomings. Check it out in this issue of WAR PATROL!



History



United States

Name	USS S-31
Builder	Union Iron Works, San Francisco, California
Laid down	13 April 1918
Launched	28 December 1918
Sponsored by	Mrs. George A. Walker
Commissioned	11 May 1922
Decommissioned	4 October 1922
Recommissioned	8 March 1923
Decommissioned	7 December 1937
Recommissioned	18 September 1940
Decommissioned	19 October 1945
Stricken	1 November 1945
Fate	Sold May 1946 Scrapped July 1947

General characteristics

Class & type	S-class submarine
Displacement	854 long tons (868 t) surfaced 1,062 long tons (1,079 t) submerged
Length	219 ft 3 in (66.83 m)
Beam	20 ft 8 in (6.30 m)
Draft	15 ft 11 in (4.85 m)
Speed	14.5 knots (16.7 mph; 26.9 km/h) surfaced 11 knots (13 mph; 20 km/h) submerged
Complement	42 officers and men
Armament	1 x 4 in (102 mm)/50 deck gun 4 x 21 inch (533 mm) torpedo tubes

Service record

Operations	World War II
Victories	1 battle star

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol

PROLOGUE - Arrived DUTCH HARBOR on September 28, 1942, from Fourth War Patrol. Commenced refit on September 29, 1942, by Submarine Base personnel assisted by ship's force. Completed refit on October 12, 1942. Normal repairs; no alterations. U.S.S. S-34 TAR motor-generator installed; ours installed in U.S.S. S-32. Readiness for sea on October 13, 1942, not depenned or wiped. No training period.

1. NARRATIVE

October 13, 1942 (W)

Underway singly on patrol mission in accordance C.T.G. 8.5 Operation order 23-42 of October 13, 1942. Mission to patrol area, intercepting, attacking and destroying enemy forces encountered. 1900 Cleared AKUTAN PASS.

October 14, 1942 (X)

0702 Made trim dive; continuing to area; seas rough, wind from North.

October 15, 1942 (Y)

0608 Made dawn dive. Exercised crew at emergency drills and stations submerged.

October 16, 1942 (Y)

0530 Made dawn dive. Exercised crew at emergency drills and battle stations submerged. Made battle surface; fired five (5) rounds from 4"/50 gun; fired one pan each from Thompson submachine guns Browning rifle and Lewis machine gun. (See paragraph 10 for casualty during firing) 1215 Received word that 2 enemy DDs are headed this way, probably to rendezvous with a Maru in lower KISKA -- and --- CACHALOT in that area but probably submerged close in and not cognizant of situation. My course and speed should intercept in lower KISKA -- around 2200 tonite if Maru not picked up by DDs. 1400 Received word DDs heading for North of BOODLE, Zigzagging at high speed - tough luck, we might have made contact. 1500 Crossed 180th meridian. Commenced zigzagging on surface during daylight hours for duration of patrol.

October 18, 1942 (M)

0538 Made dawn dive. Passed point 63, heading for area. Received word Army planes got the 2 DDs.

October 19, 1942 (M)

0618 Made dawn dive. 1725 Made evening dive. Will enter area tomorrow p.m.

October 20, 1942 (L)

0528 Made dawn dive. Entered area; commenced patrolling at 2/3 speed on one engine, surface patrol. Best cover-

ENCLOSURE (C)

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

age of possible enemy speeds and courses appears to be on east-west patrol line. 1713 Made evening dive.

October 21, 1942 (L)
0527 Made dawn dive. 1710 Made evening dive.
Weather excellent for surface patrol.

October 22, 1942 (L)
0527 Made dawn dive. 1500 Received C.T.G. 8.5 directing us proceed to PARANUSHIRU. 1530 c/c/ to 2470, both engines ahead 2/3. Will adjust speed to be off SHIUSHUTO by dawn the 24th (L). 1727 Made evening dive. 1800 Departed area. Regulating tank out of commission (see paragraph 10).

October 24, 1942 (L)
0540 Made dawn dive. My patrol Plan at Present is as follows: Arrive off east coast PARANUSHIRU at dawn 24th(L) conduct submerged patrol in neighborhood of HIGASHIBANJO SUIDO trying to ascertain if KASHIMABARA WAN is departure point of enemy ships for ALEUTIAN AREA, attacking and destroy any such shipping encountered; thereafter proceeding southward along the shore line, reconnoitering KUBASHI WAN, thence eastward and northward to KIJIRA WAN on east coast of PARANUSHIRU. Will maintain patrol until fuel consideration or expenditure of torpedoes dictates return to base. Destroyed certain registered publications in accordance with SUBPACFLT Conf. ltr. 1-42 of January 18, 1942. 1720 Made evening dive. 2100 Increased speed to standard in order to arrive off HIGASHIBANJO SUIDO by dawn. Gave crew lecture on what to do if taken prisoner; reviewed "scuttle ship" bill. 2400 entered area _____.

October 24, 1942 (K)
Apparently my tentative patrol plan is satisfactory; intercepted S-32 saying good hunting on east coast PARANUSHIRU from HIGASHIBANJO SUIDO to KUBASHI WAN. Also received C.T.G. 8.5 TOTEN BAY. Destroyed E.C.M. and attendant publications. 0450 Made quick dive on course 250°T. Conducting submerged patrol off HIGASHIBANJO SUIDO. Watered battery. Depth Control difficult; gale blowing from S.W. No shipping sighted. 1740 Surfaced on course 260°T. Full moon. Position doubtful. Sighted reefs on port bow, distance 1/2 mile c/c to right. Sighted more reefs on port beam; c/c to

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

right. Apparently we surfaced in HIGASHIBANJO SUIDO entrance; S.W. gale set us to northward more than we had allowed. This demonstrates the absolute necessity for a fathometer. However, patrol today covered both north-east and southeast approaches to HIGASHIBANJO SUIDO.

October 25, 1942 (K)

Received C.T.G. 8.5 "DEEP INLET". 0504 Made quick dive. Patrolled area HIGASHIBANJO SUIDO to TATEISHI YAMA along 20 fathom curve. No shipping. Two houses at YOTSUIWA. There are apparently two good stretches of beach suitable for landings between HAITY ZAKI, both at the mouth of small rivers. The southerly river has a small reef just north of its mouth - MITSUKOSHI IMA - about 1/4 mile off shore. The rest of the coast line seems fairly rocky. Having difficulty identifying peaks for navigational fixes. 1740 Surfaced; covered with glass balls- must have ran through a fishing net. Brilliant moon; steering into moonpath all night, describing circle to southward while charging batteries. Ten to twelve miles off shore and in shipping lane to northeast of ONEKOTAN PASS.

October 26, 1942 (K)

Contact #1

0447 Sighted sodium flare or light bearing 3450T. Dived thinking it was sampan close aboard. Sound heard no screws, however, and light disappeared. From bearings after daylight, determined light to be on hill behind OTOLAYE. 0825 Sighted unidentified ship in OTOLAYE WAN. Battle stations submerged; commenced approx 0922. Fired two torpedoes at a modified OHIOSSIMA type mine layer. Two hits. Ship sank at anchorage. 0923 went aground on reef. 0925 went aground at 30 foot keel depth. Backed off; went ahead. 0927 Went appeared to be the bow wave of a surfacing torpedo was observed to pass about 700 yards astern. 0928 to 0955 went aground several times at periscope depth. 1000 Reached deep water. No A/S measures. Retired to southeast to give everyone a rest. Reloaded tubes. Inspected ship for any damage due to grounding; none apparent at present time. 1725 Surfaced. It is believed that, due to the extensive building program which has been carried out at OTOLAYE, this is one of the points from which enemy shipping departs for the ALUTIAN AREA. In view of the fact that the south end of PARANUSKIRU is probably a hornet's nest right now, will vary my strategy a bit and head for KAMULIBITSU WAN tonight in order to strike at separated points rather than at MUGOSHI WAN which is adjacent to OTOLAYE WAN. Making passage of ONEKOTAN STRAIGHT tonight. No coast patrol encountered as yet. Very rough seas.

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

October 27, 1942 (K)

Encountered monstrous seas in ONKOTAN PASS. Gyro went out (see paragraph 10) magnetic variations in this locality are so changeable that Coast Pilot recommends extra-careful navigation, C.O.C. bilges full of water, #1 periscope motor grounded, H.P. pump too hot to run on C.O.C. bilges, and trim pump strainer clogging so often that it is difficult to make headway with the pumping. In addition to this, had to dive at dawn since we were close in to MUSASHI WAN; 8000 lbs. heavy bilges full. Depth control bad. Maintaining submerged patrol 60-70 feet with periscope exposures every half hour. Battery very low at noon because of speed to hold depth. 1745 Surfaced. Logistics: When #3 MBT goes dry, will have 1800 gallons fuel oil for "on station" patrol, leaving enough for return trip at 8 knots with 2000 gallons reserve. Will have to leave on November 1, or 2nd.

October 28, 1942 (K)

0500 Made quick dive. Reconnoitering from H. GAIL ZAKI to KAKULABETSU WAN which is reported to be a Naval base. Patrolling 20-50 fathom curve; got good look into bay. No ships. Several houses on beach which form a fishing village, and two larger buildings or storage houses on DIAGO ZAKI. Continued south to KUJIRA WAN, no ships in bay there. Good sized fishing village; no new installations. Water on west side PARLUSHIRU not as deep as charted. Landings could easily be made at either KUJIRA WAN or KAKULABETSU WAN. Certainly expected to sight something today. Looks like west side of island is non-military. 1740 Surfaced. Water like glass all day; short periscope exposures.

October 29, 1942 (K)

Contact #2

Proceeding to MUSASHI WAN. 0500 Made quick dive. 1210 Sighted large supply vessel anchored inside MUSASHI WAN. In view of S-32 experience here and our own experience in OTOMIYE WAN, remaining well outside 18 fathom curve. Will have to wait until he leaves to get him. Reconnoitered MUSASHI WAN from south and east. Many houses on beach; one large white building similar to one sighted at OTOMIYE WAN (see paragraph 3 under "Remarks"); Light house on KURABU ZAKI with houses around base; some sort of towers to north of light house; six large hangars, three of which may be barracks, indicating that there is an air base here (we have not seen a single plane); and several houses at RAISHA.

CONFIDENTIAL

Subject: U.S.S. 3-31 - Report of Fifth War Patrol.

October 29, 1942 (K) (Cont)

Contact #3 1530 Sighted light mine layer of SHIMUSHU or MATSUSHIMA class rounding KURABU ZAKI proceeding into MUSASHI WAN. He must have come down the coast close in to the beach; I did not sight him until he was 6 miles astern. Will lay for him tomorrow. He is apparently patrolling during daylight between OTOMIYE WAN and MUSASHI WAN. 1736 Surfaced. MUSASHI WAN appears to be the largest Naval base on PEARL HARBOR; OTOMIYE WAN is next in size - these opinions from a periscope point of view. ALEUTIAN traffic undoubtedly originates at these two ports, which seem to be protected by underwater reefs and shoals. Weather is still holding fair. 2200 Sighted orange (sodium) flare over the horizon bearing 225°T. This bearing passes through KUROISHI WAN on OHSKOTAN TO, so there may be some activity there. Received C.T.G. 8.5 saying 3-31 has area _____, which we are now in. Set #3 and #4 torpedoes for two feet; MATSUSHIMA type CM draws but 5 feet 9 inches.

October 30, 1942 (K)

Contact #4 Patrolling on surface covering ONEKOTAN PASS. 0510 Made quick dive. Covering MUSASHI WAN, waiting for AK or CM to come out. 1030 Sighted HOJIMA type AK rounding KURABU ZAKI and standing in to MUSASHI WAN. He was five miles away. 1050 AK anchored. There are now two AKs and one CM in MUSASHI WAN. If it were not for the 40 foot shoal two miles from the beach, I could get at them. However, minimum firing range without grounding is not less than 3500 yards. Better to wait. Spent afternoon patrolling 20 fathom curve and locating shore installations. Stayed in close to KURABU ZAKI until dark in hopes a ship would leave MUSASHI WAN. 1800 Surfaced. 1930 Received C.T.G. 8.5 GRANT COVE. 2000 c/c to 055°T speed 2/3 on one to gain best interception point (see brief estimate of situation following narrative). 2148

Contact #5

Sighted unidentified vessel broad on port bow, distance 4000 yards, course 080°T, speed 15 knots, silhouetted against the moon. Went to night attack stations, a purely defensive measure at this time since we do not want to divulge our position. Appeared to be the SHIMUSHU or MATSUSHIMA type CM which was in MUSASHI WAN today. Believe he is on way to rendezvous with enemy force approaching PEARL HARBOR. Closest range was about 3500 yards. 2230 Secured from night attack stations; secured tubes. Radar here would have been very useful. It also appears, from this incident, that SHIMUSHU type CMs either

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

October 30, 1942 (K) (Cont)

do not have radar or supersonic gear, or they do not use them in their own waters.

October 31, 1942 (K)

Contact #6 0257 Sighted unidentified ship crossing from starboard to port distance 2000 yards. Went to night attack stations. O.O.D. turned with enemy instead of against, thus making us the hub of rotation for enemy turning circle. He was circling on station, apparently awaiting approach of CLs. This indicates I am on right track for interception. Believe I could have made a possible hit on this target since #3 and #4 torpedoes were set at 2 feet. He was our old friend of a few hours ago, I think; a SHIMUSHU or MATSUSHIMA type CM. He did not detect us or he would have undoubtedly opened fire at that range. Finally got him astern and went to standard speed to open the range. 0335 Secured from attack stations. 0500 arrived at interception spot; made quick dive; patrolling on enemy course line, covering speeds of advance from 12-20 knots. 1630 Reversed course, returning to MUSASHI WAN. 1745 Surfaced - Although it is very disappointing that we did not sight the CLs, the action taken to intercept is considered strategically sound within the limitations of S-type Submarines.

November 1, 1942 (K)

0500 Made quick dive. Approaching MUSASHI WAN. One AK ther this morning. The other, which was in a light condition, has apparently left for the south. Sea like glass, slight swell. 0957 Sighted SHIMUSHU type CM bearing 120°T distance 3 miles course 200°T.. Went to battle stations; commenced approach. Got ready #3 and #4 tubes which have torpedoes set for two feet. Upon closer observation of this vessel, my opinion changes. He is not a CM. He is a new gunboat. His silhouette is very similar to SHIMUSHU type CM but he has a flush deck fore and aft where CM has broken deck at forecandle. 1140 Discontinued approach; PG entered harbor and we almost grounded over 18 fathom curve at KURABU ZAKI. (see paragraph 7) Secured from battle stations; continued patrol. 1736 Surfaced. Set course to clear area. Received C.T.C. 8.5 JADEKI COVE. Will answer tomorrow night so S-35 can replace us. Believe DOLPHIN will be well clear to south of us by tomorrow. Port air compressor first stage cooling coil ruptured again - considered irreparable this time. (see paragraph 10)

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

November 2, 1942 (K) to November 6, 1942 (Y) inclusive.
Proceeding to Base, making morning and evening dives, zig-zagging on surface with a 90% ZZ plan, going ahead 2/3 on both engines, carrying a 150-200 amp a side parallel float. 2200 /2(L) Departed area _____. 0030 /3(L) Attempting to transmit my EAST CLUMP but transmitter will not put out. M.C. set is fine, but H.F. side of T.R. is out somewhere. Want to get this despatch off so S-35 can move in to good area. Too far to get DUTCH on 450 Kcs. 2200 /3(L) Attempting to transmit my EAST CLUMP. T.R. will still not radiate although have been working on it. Believe trouble is with antenna now (see paragraph 10). East winds and seas from east permit us to make about 6.4 knots average speed. Very heavy seas. 2230 /4(L) Cleared my EAST CLUMP to C.T.G. 8.5 via CINCPAC. Too much interference with NPC. 0130 /5(L) Starboard air compressor out of commission (see paragraph 10). 2015 /5(L) Cleared my PROG ROCK to C.T.G. 8.5 2130 /5(L) Received C.T.G. 8.5 KELL BAY and LATE POINT. Received C.T.F. 8 042336 of November 2200 /6(L) Received CINCPAC 060535 of November. Seas making up very heavy from east. Wind becoming strong, shifting to South. 0700/7(L) Passed Point 63. Heavy seas from S.W. 2000 /6(Y) Crossed 180th Meridian. 2031 /6(Y) Transmitted my GIG PASS to C.T.G. 8.5.

November 7, 1942 (Y)

0210 Received C.T.G. 8.5 MARBLE BAY.
Contact¹⁸ 0812 Sighted large unidentified submarine bearing 2300T on identical course distance 5 miles, overtaking. Dived. Battle stations submerged. Commenced approach. Distant explosions; rigged for depth charge attack - sixteen charges in all; closest estimated at 6000 yards. Saw other submarine once after diving as we were changing course to close him. He must have dived immediately after my observation because I did not see him again. Submarine could have been CACHA LOT, but I have no definite information concerning his return to DUTCH; therefore assume him to be enemy. Depth charges seem to bear no out; they must have come from U.S. aircraft at LONGVIEW. However, I saw no planes at any time, and I'm positive no surface craft were present. Believe we were not sighted by submarine. In view of unusual circumstances will carry out submerged search-patrol for enemy submarine during day. 1100 Secured from Battle stations. If other submarine was CACHA LOT, she will get contact report off; if not CACHA LOT, aircraft will probably report bombing or depth charging. 1745 Cleared my HELM ROCK to C.T.G. 8.5.

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

November 8, 1942 (Y) to November 10, 1942 (W)

Enroute base, making morning and evening dives. 0100 /8(Y) Passed Point 65. Seas choppy. 0130 /8(K) Cleared AIUKTA PASS. Cleared by ICY STRAIT to C.T.G. 8.5 Received C.T.G. 8.5 ORA ISLAND. Seas very heavy from north. Weather overcast. 1120 /9(x) Sighted two PBVs on northeast course. Passed within 1 1/2 miles, but no recognition. 1600 /9(x) Passed POINT 66. 2300 /9(K) Received C.T.G. 8.5 PELCOCK ISLAND. 0930 /10(W) Arrived DUTCH HARBOR.

Brief estimate of situation after receipt of C.T.G. 8.5
GALENT COVER on 10-30-42.

1. Information.

At 0030(Z) today, thirtieth, three enemy cruisers of the NAGARA class and one DD were sighted in Latitude 52-53N, Longitude 168-09E, speed 15 knots, course 250°T, which course is direct to KURABU ZAKI. C.T.G. 8.5 despatch received at 1930 (K). At 2030 (K) this vessel in Latitude 49-50N, Longitude 155-39E. Instructions are to intercept the enemy force.

Assumption.

- (1) That the enemy will hold course for LUBASHI MAN, but may vary speed between twelve and twenty knots.
- (2) That the enemy has no definite information of our present position although he knows that a submarine has been in the vicinity.
- (3) That the enemy will probably send out antishubmarine escorts for this force.
- (4) That the sea and the weather will be favorable for a daylight periscope attack.
- (5) That air coverage will be furnished to the enemy.

2. Decision.

This vessel will intercept and destroy, insofar as possible, units of the subject enemy force.

3. Course of action.

This vessel will be in such a position at 0500 (K) that contact will be made with the enemy at daylight if he is making a speed of twenty knots; or, if he is making fifteen knots, contact will be established by 1630 (K) by S-31 moving to a position during daylight eighteen miles on enemy reverse course from 0500 (K) position; and, if contact is not made with the enemy at either of these times, S-31 will retire on the surface during the night on enemy course making contact at 0530 (K) the following morning if the enemy makes twelve knots good. In any event, if contact is not established, another reconnaissance of LUBASHI MAN will be made in order to obtain positive or negative information of the presence of enemy cruisers there.

-8- ENCLOSURE "C"

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

The one real disadvantage of this plan is that S-31 cannot cover enemy possible courses.

X. General. Normal submerged patrol procedure. Torpedoes set at six feet. Remain undetected by enemy coast patrols, escorts and planes. Plane up to forty feet every half hour in order to utilize maximum radius of submerged visibility. Reload as rapidly as possible in order to get in a second attack.

Brief estimate of situation after receipt of C.T.G. 8.5
GRANT COVE on 10-30-42 (Cont).

4. Logistics.

This vessel has fuel for two more days on station, allowing for the necessary reserve for return to home base.

5. Basic Plans, etc.

Minus ten zone time.

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol

7. SUMMARY OF SUBMARINE ATTACKS

Paragraph (7)

	:	1.	:
Attack	:	Periscope	:
Date	:	10-28-42	:
Lat.	:	50-10N	:
Location	:		:
Long.	:	155-36E	:
Torpedoes fired on each attack	:	2	:
Hits	:	2	:
Number Sunk (Tonnage)	:	3000	:
Number Damaged or probably sunk	:		:
Type of Target	:	Mine Layer	:
Range 1500 yards or less.	:		:
Range more than 1500 yards	:	2400	:
Periscope Depth	:	45'	:
Surface Night	:		:
Deep Submergence	:		:
Estimated Draft Target	:	14'	:
Torpedo Depth Setting	:	6'	:
Bow or Stern Shot	:	Bow	:
Track Angle	:	100 P	:
Gyro Angle	:	0	:
Estimated Speed Target	:	0	:
Firing Interval	:	20"	:
Spread - Amount & King	:	Longitudinal; point of aim was stack & stern	:

Remarks: This vessel was anchored in about five fathoms of water in OTOMAYE WAN. The firing range was excessive because of the approach of the submarine in shallow water as noted by the C.O.

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

CONTACT #1

At 0830 (K) on October 2, 1942, an unidentified ship was sighted a half a point forward of the starboard beam, distance about six miles, close in to the shore. Weather was clear, sea calm, and a bright sun was low in the sky to seaward of us. Battle stations were manned and the approach was started. I did not know exactly what kind of a ship it was, although it had been reported by the periscope watch officer as a tanker. Neither did I know how far off the beach the ship was or if I could get within a reasonable firing range. I had instructions to stay outside the 18 fathom curve. Upon closer approach to this vessel, it appeared she was underway because her bearing was changing slowly to port and smoke was coming from her stack. It also appeared at that time that a fairly good firing range of about 1500 yards could be obtained, so the attack was pressed home. As the range decreased to 3600 yards, I could feel, or sense, by the motion of the ship, that we were passing over shoal water even though brief bearings on land tangents still placed us outside the 18 fathom curve. Further study of the vessel indicated that she was a large mine layer similar to the OKINOSHIMA class but somewhat lighter. Her superstructure, as later determined by comparison to ONI 14, was much like the OKINOSHIMA less the aircraft, but her hull had a clipper bow rather than the OKINOSHIMA cruiser bow. Also, she was anchored, port side to us, and what had made it appear that she was underway was actually our own bearing changing to starboard due to a fairly strong northerly set. The target, being my first, was too tempting at that range, so we continued to inch in at slow speed. If we had touched bottom at any time during the approach, the attack would have been discontinued. Short periscope observations showed a large settlement on the shore, apparently no other large shipping in the vicinity, and no air coverage for the area. At 0922, fired #1 and #2 tubes with a twenty second firing interval, on a 100° port track, zero gyro angles, zero firing bearing. Range at firing was estimated to be between 2000 and 2500 yards; however, I did not feel bound to approach any closer due to the apparent shallowness of the water. By fix, we fired on the 18 fathom curve and we should have had plenty of water, but due to the chart inaccuracies and age of survey (1914) the soundings were incorrect. Immediately after firing #2, we scraped bottom pulling normal series parallel with full right rudder just coming on. A minute later we bumped

- 15 -

ENCLOSURE (C)

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

bottom again at 40 feet. One can imagine my consternation at this time wondering if our turning circle would put me in shallower or deeper water. Two minutes after firing we heard one torpedo explosion followed shortly thereafter by the other. Recorded times cannot be depended on because of the high tension and strained minds in the control room at this time, but the run of torpedoes indicated an average firing range of 2400 yards. A half minute after hearing the explosions we grounded and stopped in 30 feet of water, and I took this doubtful opportunity to see what the target looked like and what, if any, A/S measures were forthcoming from the enemy. Apparently two hits had demolished the stern of the target since she was already half submerged and down by the stern with an angle of about 30°. No A/S measures yet even though our conning tower was out of water and we were stopped (visions of TOKYO prison for the duration). Tried backing down while I was looking - moved a little - kicked her ahead - slid over the reef and making headway again - down to 39 feet. Took another periscope look - astern of us was what looked like the bow wave of a torpedo finishing a surface run, range about 700 yards. No other activity and the target was still visible with bow well out of water but water covering after superstructure up to stack. For the next twenty minutes we were scraping from one reef to another. Everytime I began to think we were in the clear and tried to get down to 50 feet, we would bump again and bounce up to 40 feet. By now we were going ahead series-series in order not to damage the boat any more than possible which would certainly have been done using high speed. During this period, a much regretted periscope exposure showed white breakers notmore than fifty yards away on our port side. There is no sensation quite like that obtained when twisting and turning, trying to stay at periscope depth, searching for a path through the reefs to deep water. Finally at 0955 we dropped off into deep water again. It is believed that the forward motion of the ship at high speed and the submerged turning circle had combined to put us well inside the 15 fathom curve and to the northward on the reefs which are not plotted on the chart. The reason that no complete A/S measures were taken by the enemy is not readily apparent. The closest reported air base, located 12 miles south of this bay, was covered by a heavy snow storm during our escape, as was the Naval base there. Probably that is why surface ships and aircraft did not take after us.

The sunken vessel is not identifiable from ONI 14, but the closest comparison is Symbol CM-6, OKINOSHIMA class mine layer. The target's gear can undoubtedly be salvaged due to the shallow depth of water in which she was anchored.

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

CONTACT #7

At 0956(K) on November 1, 1942, a new type gunboat similar to the SHIMUSHU type mine layer was sighted bearing 120° T, distance 3 miles, course 200° T. Went to battle stations, went to normal approach course, and got #3 and #4 torpedo tubes ready which had previously been set at two feet in anticipation of this type target. The sea was glassy smooth with a very slight swell. The sky was cloudless. Before another observation could be made, his screws were heard by the JK to pass astern close aboard at high speed. Course was consequently changed to head for the last bearing of screws. A quick observation showed him on course 325° T with 130° angle on the bow distance about 3000 yards. A few minutes later another periscope exposure showed him changing course to the right to about 090° T and we came to the normal course. Sound could hear nothing. The next exposure showed him bearing 015° relative making high speed on course 050° T at 2000 yards range. Sound picked him up at the same time. Course was changed to follow and sound went out. Due to the sea conditions, I had been exposing about 6" to 1' of periscope for each observation. Because of this, I had not noticed our position particularly although the navigator was keeping a good track. At the last exposure, I saw that the PG had entered the harbor through the usual entrance, distance about 2500 yards angle on the bow 135° port, and that we were practically alongside KURABU ZARI. In fact, in low power I could see the lighthouse base with Japs working there. Right full rudder was applied, the attack was discontinued, and attention was given to getting us out of that entrance without going aground. If I had not been so intent on the attack, I would have recognized the peculiar motion of the ship as we approached shallow water. This fellow was moving around the area too much for us to conduct any sort of a deliberate approach, which probably accounted for the disgusting termination of this contact.

CONTACT #8

This contact is being written up only because of the very unusual circumstances surrounding it.

At 0812 the O.O.D. sighted a large unidentified submarine. The Captain was called to the bridge and upon noting its similarity to our fleet type submarines we dived. The submarine was on a parallel and overtaking course, 086° T, distance about 5 miles. (he should have been sighted sooner than he was) bearing 230° T. Crew went to battle stations, #1 and #2 tubes were made ready for firing and course was changed to left to come to the normal approach course to close the range and also get in a position for a straight bow shot. Obtained one glimpse of submarine while

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

turning; looked very much like CACHALOT. However, the only reference I have to CACHALOT is that both he and I have been notified that there are many friendly ships north of the ALEUTIAN chain. My return track passes through that area, and the only presumption I can make is that the CACHALOT is either ahead of or behind me on the same track. Therefore, I continued the approach in order to identify the strange submarine at least. My next periscope exposure revealed nothing in sight all around the horizon, although by this time the submarine should have been about 4000 yards range. I decided that he dived, so I went to 125 feet in order to avoid any torpedoes should he pick me up by sound. Our sound heard nothing. We had no sooner passed 100 feet than a long series of heavy underwater explosions were heard, sixteen in all. I am not sure they were depth charges, although the sound and sensation are similar. The closest charge seemed to be about 6000 yards away. This new change in affairs seemed to preclude the fact that the submarine was enemy and that our aircraft had sighted and depth charged him. I came to periscope depth to look around and could see no planes or surface ships. However, sea was rough and I could have missed the planes. The question now in my mind was, "should I take a chance on surfacing and get a contact report off, or should I wait until dark conducting a retiring search - patrol during daylight?" The latter course was decided upon because (1) If the fellow was enemy, he very probably was trailing us due to direction finder bearings on my transmissions, which had been plentiful, (2) he could not clear the area any faster than I could and the probability of us both being on similar courses, at not to great a range, was good, and (3) if our aircraft had depth charged him, a report would have gone in immediately.

8. ENEMY A/S MEASURES.

None encountered during contact #1 except that one torpedo may have been fired at us. No coast patrols were observed until the night of 30 - 31 October (K), and then the contacts were 15 and 22 miles from land. We may have missed them because we have been operating within that range, maximum distance from land at night being about 12 miles. No aircraft of any description were noted in the area although a very fine air base is in operation, accordingly to H.O. 255-SA.

9. ENEMY MINE SWEEPING OPERATIONS.

None observed, even though the presence of mine layers indicates mine fields. A notable fact was that ships entering and leaving MUSASHI WAN always passed close to KURABU ZAKI. No mine sweeper was ever observed to be conducting any operations which could be interpreted as mine sweeping. The inference here is that a net or solidly anchored mines may exist along the charted 15 fathom curve to the westward of the observed passage at KURABU ZAKI.

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

10. MAJOR DEFECTS EXPERIENCED.

1. On October 16, 1942 (Y) when making a battle surface, an apparent misfire which developed in to a hangfire was experienced due to the protective cork plug in the end of the container adhering to the primer in the case of the 4" shell. Upon closing the breech, a small quantity of the cork was compressed into the firing pin receptacle in the breech plug thus preventing the firing pin from making contact with the primer. A leather mallet was used to try to fire the gun by giving the firing pin a sharp rap with no results. The gun was trained abeam and elevated, and the projectile was ejected into the sea. The firing pin receptacle was cleaned out and the next salvo was normal. All 4" ammunition was then inspected and all cork plugs were loosened.
2. On October 22, 1942 (L) during submerged operations, while attempting to pump from regulator tank to sea via the trim manifold, the operator did not throw his 2-way cock in the proper direction which resulted in the trim pump pumping from sea to regulator. In view of the fact that regulator was full the additional pressure placed on the tank before the operators error could be detected, ruptured the bottom of the tank thus making it useless for the rest of the patrol. Reason for failure was corroded bottom of tank.
3. On October 27, 1942 (L), the master gyro was out of order for about seven hours while making passage through ONEKOTAN STRAIT. Seas coming down the conning tower hatch, to a depth of one foot on the control room deck, caused water to enter the base of the gyro compass thus shorting out one side of the rectifier circuit. The base was dried out, burned and damaged wiring renewed, all parts wiped down with carbon tetrachloride, necessary parts recoated with insulating varnish (no glyptol available) and a portable heater-blower installed in conjunction with three 100 W lamps. No further trouble has been experienced.
4. On November 1, 1942 (L), the port air compressor became unfit for further use due to the rupturing of the first stage cooling coil. This casualty has become too much of a common occurrence in this vessel and the only remedy is the installation of new coils which DUTCH HARBOR has been unable to furnish.

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

5. On November 2, 1942 (L), the TAR transmitter would not radiate on high frequency when attempting to transmit by EAST CLUMP. The following day the transmitter was removed from its base and tests were made to find the trouble insofar as was possible with the limited testing equipment aboard. It was found that the high frequency intermediate power amplifier tube and the final amplifier tubes were biased with too much negative voltage on the control grids, thus effectively preventing oscillation and amplification. The bias voltage divider resistor was replaced with no effect. The size of this resistor was reduced by short circuiting a portion of it. This reduced the bias voltage to a value which allowed the tubes to properly operate as amplifiers. In addition, the after "L" antenna was grounded. This ground was repaired and transmissions were then received by CINCPAC - S5 and by NPG - S4. Miller, R. W. RM1c, USN, is credited with placing the transmitter back in commission due to his excellent work and perseverance.

6. At 0130 (L) on November 5, 1942, the Corliss valve operating rod on the starboard C&R air compressor carried away doing minor damage on the casing and valves. This is the second time this casualty has occurred and is due to a bent crankshaft in the air compressor itself. Because of the nature of repairs it was decided to remove the first stage cooling coil from the starboard air compressor and install it in the port air compressor which has been out of commission for some days, (see sub-paragraph 4, this paragraph) due to lack of replacement coil. The port air compressor was in commission by 0600 (L).

7. Upon submergence to 125 feet on 8 November 1942 (Y) with #1 and #2 tubes ready for firing, the after body and gyro pot of the torpedo in #2 tube became flooded although outer doors were closed when passing 100 feet and the pressure vented inboard. The torpedo in #1 tube was found to be normal. The only explanation for this casualty is that the application of takiwax to the exhaust valves of #2 torpedo was not as carefully done as to #1 torpedo and flooding resulted. The torpedo was routined and placed back in service.

8. Number 5 cylinder starboard engine has not been firing since the return trip was started. No opportunity has been found to repair it underway because both engines have been continually in use except during morning and evening dives. The trouble cannot be located under operating conditions but is assumed to be in the fuel pump. Spray air and fuel valve have been cut off. Fuel pump plunger will be renewed upon return to port.

11. RADIO RECEPTION.

Radio reception was entirely satisfactory during the patrol, when in the PARAMUSHIRU area, at about 0300 (K) daily, a great deal of static and interference was experienced, but not enough

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

to reduce tone quality for reception purposes.

NPM was readable at periscope depth upon several occasions, but NPG was not heard at this depth until our return to the ALEUTIAN AREA.

Transmissions were satisfactory and were very probably made possible by keeping the TAR motor generator dry. No grounds showed up.

On the nights of November 2-3, 1942 (L), the transmitter would not radiate enough to transmit my EAST CLUMP. (see paragraph 10).

Last message received - C.T.G. 8.5 PEACOCK ISLAND.

Last message transmitted - U.S.S. S-31 ICY STRAIT.

12. SOUND CONDITIONS.

The strange underwater supersonic noises, generally known as "YEHUDI", are common to the areas on both sides of PARAMUSHIRU.

All ships observed except two were either anchored, were at a distance greater than 6 miles, or we were on the surface. Therefore the JK did not get a good test. The one sound contact indicated definitely that propeller noises died out at ranges in excess of 2500 yards.

The following data seems to indicate that there are definite temperature gradients both in the SEA of OKHOTSK and the North-western Pacific Ocean.

OKHOTSK		PACIFIC	
Depth	Temperature	Depth	Temperature
Surface	49°F	Surface	50°F
45'	48°F	45'	49°F
60'	45°F	60'	47°F
70'	44°F	70'	46°F
90'	39°F	90'	42°F

However, in spite of the comparatively high temperatures as listed above, this observer has recorded temperatures as low as 27°F at 45 feet in both areas in May which may indicate an inversion during that period due to surface ice.

No density layers were encountered.

13. HEALTH AND HABITABILITY.

The officers and crew remained in excellent health throughout

CONFIDENTIAL

Subject: U.S.S. S-31 - Report of Fifth War Patrol.

the patrol. Only a few colds were observed. Food was variable and well - cooked. Home made bread was welcomed by all hands.

The boat was very wet on this patrol probably due to the low sea water temperature which was logged between 37°F and 50°.

Morale of the crew was high at all times. There is nothing like hearing torpedoes explode and a good sinking to keep the crew happy.

Casualties: (1) Ships cock cut his finger in rough seas.
(2) Radioman burned finger making repairs.
(3) Quartermaster suffered face lacerations on bridge in heavy seas.
(4) Lookout suffered possible fracture of rib when seas hit him.

14. MILES ENROUTE TO AND FROM STATION.

Miles to Station	1203 Miles.
Miles on Station	269 "
Miles from TO PARAMUSHIRU	241 "
Miles in PARAMUSHIRU area	951 "
Miles from PARAMUSHIRU to DUTCH HARBOR	<u>1529</u> "

Total miles steamed 4157 Miles.

15. FUEL EXPENDED.

Fuel used enroute to station	6,714
Fuel used on two stations	9,435
Fuel used enroute from station	<u>10,351</u>

Total fuel used 26,500

16. FACTORS OF ENDURANCE REMAINING.

<u>Torpedoes</u>	<u>Fuel</u>	<u>Provisions (days)</u>	<u>Fresh Water</u>	<u>Personnel (da)</u>
10	2500	10	Full tank	7

17. FACTOR CAUSING END OF PATROL.

Reduction of fuel to reserve limit was the factor causing end of this patrol.

REQUIN BASE SUPPORTERS

The task of perpetuating the memory of our lost shipmates is forever and cannot be done alone. This task takes time, money, dedication and patriotism from all walks of life, both veteran and civilian. USS Requin Base would like to recognize all those that help us fulfill the task of remembering and honoring those we have lost to secure the freedoms we enjoy today. <https://requinbase.org/customer-photos/>



American Legion Posts

80 106 249

290 368 481

641 902

VFW Posts

191 249 311

1821 3945 7505

8168 9199



Stinky's Bar & Grill
4901 Hatfield Street
PGH, PA 15201

Allegheny County Rifle Club
99 Schuetzen Park Rd
PGH, PA 15209

Cavaliere Brothers
1412 Mt Royal Blvd #1
Glenshaw, PA 15116

Teutonia Männerchor
857 Phinneas Street
PGH, PA 15212

The Bulldog Pub
1818 Morningside Ave
PGH, PA 15206

Verdetto's Bar & Restaurant
814 Madison Avenue
PGH, PA 15212

Huntz's Tavern
645 Butler Street
PGH, PA 15223

Main Street Bar & Billiards
604 Main Street
Sharpsburg, PA 15215

The Blue Goose Saloon
605 Mt Royal Blvd
PGH, PA 15223

Talor Garden Scaping
1728 Crosby Avenue
PGH, PA 15216

Z Florist
804 Mt Royal Blvd
PGH, PA 15223

Danny's Bar & Grill
1511 Center Ave
West View, PA 15229

Nox's Tavern & Grille
720 Blaw Ave
PGH, PA 15238

Monte Cello's Italian Restaurant
2198 Babcock Blvd
PGH, PA 15209

Nox's on 8
3008 William Flinn Hwy
Allison Park, PA 15101

*** 2026 BOOSTERS***

SILVER



American Legion Post 359

American Legion Post 490

American Legion Post 862

American Legion Post 902

Rick Elster

VFW Post 214

Joe Campisi

Lou Hamill

Ralph Stroede

Lee Bookwalter

VFW Post 1409

C&R Roofing & Heating



SHIPMATE

Jason Rinker (State Farm)

