

NAVY DEPARTMENT
OFFICE OF THE CHIEF OF NAVAL OPERATIONS
DIVISION OF NAVAL HISTORY (OP 29)
SHIP'S HISTORY SECTION

HISTORY OF USS SCULPIN (SS 191)

A Sculpin is any of numerous spiny, large-headed, broad-mouthed, usually scaleless, fish which constitute the family Cottidae. Several species are found on the Atlantic coast of Europe and North America.

USS SCULPIN (SS 191) was built by the Portsmouth Navy Yard of Portsmouth, New Hampshire. Her keel was laid 7 September 1937 and she was launched 27 July 1938 under the sponsorship of Mrs. Joseph R. Defrees, wife of Rear Admiral Defrees, Director of Shore Establishments, Navy Department. SCULPIN was placed in commission 16 January 1939 under the command of Lieutenant Warren D. Wilkin, USN.

When SCULPIN sailed for Newport on the first leg of her shakedown training cruise 23 May 1939, she was ordered to search the SQUALUS operating area enroute and make every effort to contact SQUALUS who was overdue in making her surfacing report after a practice dive off the Isles of Shoals. When about 5 miles west of SQUALUS' reported diving position she sighted a red smoke bomb, and steaming in that direction, located a marker buoy from SQUALUS. SCULPIN held a short conversation with SQUALUS over the buoy telephone, learning that she was resting on the bottom in 240 feet of water, the high induction was open, and that the crew's compartment and the forward and after engine rooms were flooded. The buoy line fouled and parted after two minutes but SCULPIN re-established communication by tapping in Morse code on her hull and receiving similarly transmitted messages from SQUALUS. When submarine rescue ship FALCON arrived that night, divers came aboard SCULPIN to familiarize themselves with the layout and equipment to be found on sister ship SQUALUS.

SCULPIN stood by during the rescue operations, and after the 33 survivors had been rescued by divers from FALCON, assisted in the salvage operations. She sounded out the approaches to Portsmouth Harbor, preparing supplementary charts which were used in towing SQUALUS to shallower water to facilitate the underwater work. On 13 September the sunken submarine was finally floated and towed in to the Portsmouth Navy Yard.

Upon completion of the SQUALUS salvage operations, SCULPIN underwent overhaul at Portsmouth Navy Yard, then engaged in local operations and training exercises out of New London and Newport until 28 January 1940 when she departed Portsmouth for the West Coast. After calling at Newport, New York, Norfolk, and Key West, she transited the Panama Canal 26 February and arrived at San Diego 6 March. Underway from San Diego 1 April, she arrived

at Pearl Harbor on 9 April to engage in local operations and training exercises until 23 October 1941, making three intervening voyages to San Diego. On 23 October 1941 she sortied from Pearl Harbor with Submarine Division 22, Squadron 2, Submarine Scouting Force, and arrived at Manila, Philippine Islands, 8 November. She engaged in local operations and type training while based at Cavite, Philippine Islands, until war broke out with Japan.

When word of the Pearl Harbor attack reached the Philippines on 8 December 1941, loading and repair work was speeded up, and SCULPIN, under the command of Lieutenant Commander Lucius H. Chappell, USN, put to sea that night. After escorting aircraft tender LANGLEY and tanker PECOS south as far as San Bernardino Strait in company with SEAWOLF, she arrived on station in the Philippine Sea on 10 December and commenced patrol on the northwest coast of Luzon. The patrol was uneventful until the night of 10 January when she made a night surface attack on the first ship in a two ship convoy for two hits. Forced to dive when the crippled ship opened fire SCULPIN was unable to observe the results of her attack, but heard the enemy slow and stop. She then tracked the second ship by sound but was unable to gain a firing position. She retired toward the Netherlands East Indies, and after refueling at Balikpapan, Borneo, on 17 January, arrived at Surabaya, Java, 22 January to rearm and reprovision.

Departing Surabaya 30 January 1942, SCULPIN headed for her patrol area in the Molucca Sea. On 4 February she watched a Japanese destroyer on patrol off Kendari for four hours, then took a position in the expected track of the enemy. When the destroyer cleared North Saponda, SCULPIN, lying in wait, fired three torpedoes from her bow tubes for two hits, and observed the enemy to be well down by the bow and showing heavy damage abaft the stack. Japanese records revealed after the war that destroyer SUZUKAZE had been forced to ground as a result of a submarine attack off Kendari (4°-00'S; 123°-00'N) on 4 February 1942.

In the same area on 7 February 1942 SCULPIN commenced an approach on a destroyer but discovered that there were at least six of them with one or two closing her. A string of five charges was followed almost immediately by three more which burst above and abaft midships of SCULPIN, resulting in minor damage. SCULPIN was held down for four hours by the destroyers while other enemy ships left the harbor of Kendari. On 17 February she was sighted and forced down while attempting a night surface attack on a Japanese destroyer who dropped five depth charges close to SCULPIN, resulting in damage to the starboard main controllers and the starboard shaft. On 28 February SCULPIN terminated her second War Patrol at Exmouth Gulf, Australia.

On 13 March 1942 SCULPIN departed Fremantle on her Third War Patrol in the Molucca Sea Area. On 28 March she fired three torpedoes at a large cargo ship. She observed the torpedoes running straight and true but there

were only two faint explosions. On 1 April SCULPIN made a night submerged attack on an enemy cargo ship, firing three torpedoes from the forward tubes. The torpedoes were observed to run straight, hot and apparently normal, yet no explosions were heard, no hits observed, and the cargo ship was heard to continue her run without a pause. In all probability SCULPIN's torpedoes went much deeper than set and passed harmlessly under the target. On 27 April she returned to Fremantle, Australia.

SCULPIN departed Fremantle 29 May 1942, underway for the South China Sea on her Fourth War Patrol. On 8 June she attacked a cargo ship. Although the torpedoes were headed straight for the enemy, there were no explosions. The escorting destroyer dropped a total of 12 depth charges, holding SCULPIN down while the cargo ship escaped. On 13 June, after completing passage of Balabac Strait, SCULPIN scored a hit on a cargo ship, which immediately opened an ineffective fire, and after slowing momentarily, speeded up and turned away. SCULPIN closed two oilers astern of the enemy but was detected and came under gunfire from both ships. The leading ship of this section turned toward SCULPIN to ram while the other one turned away. SCULPIN went deep for evasion and surfaced at dusk to give chase. Upon approach for a second try, the cargo ship opened a brisk and accurate fire and commenced radical maneuvers. SCULPIN therefore shifted attack to an oiler observing one and possibly two hits. She later sighted the tanker with a decided port list, making very heavy smoke. Off Cape Varella, Indochina, in the early morning of 19 June, she attacked a single stack cargo ship, making a hit forward of the bridge which was followed by a heavy explosion. The enemy stopped with smoke pouring from his forward hatch, then got way on and stood toward the shore, evidently with the intention of beaching. SCULPIN returned to Australia 17 July 1942.

On 8 September she departed Brisbane on her Fifth War Patrol, to be conducted in the area of New Britain and New Ireland. From 22 to 24 September she made reconnaissance of Thilenius and Montagu Harbors of New Britain, then commenced an anti-shipping patrol. On 28 September she scored one hit on the port quarter and one on the port beam of a cargo ship. The escorting destroyer immediately closed and SCULPIN spent the next three hours dodging depth charges. One string exploded close aboard and SCULPIN momentarily lost power. She finally evaded and spent the rest of the day making repairs.

In the afternoon of 7 October 1942 SCULPIN made a submerged attack to sink NAMINOUE MARU of 4,730 tons (3-51 S; 151-23 E). She went deep as the escorting destroyer made a counterattack which was "neither very vigorous nor very accurate." On 14 October, near New Ireland, on the route between Rabaul and Kavieng, she sighted a target of three ships. She had commenced approach on a tanker when she discovered a rear-guard destroyer. Waiting until the destroyer was on a sweep to the disengaged side of the convoy, she fired four torpedoes at the tanker for two hits forward. She turned away from the target and retired at high speed on the surface while the

destroyer and the other enemy ship commenced a confused counterattack with depth charges and aimless gunfire. When last seen SUMIYOSHI MARU of 1,921 tons was enveloped in smoke, and later sank ($3^{\circ}-21'S$; $15^{\circ}-03'E$). On 18 October she made a submerged attack on Japanese cruiser YURA, scoring a hit just forward of the bridge. YURA was not badly damaged and returned fire with her forecastle and well deck guns. SCULPIN cleared the area and returned to Brisbane, Australia, 26 October 1942.

On 18 November 1942 SCULPIN departed Brisbane for her Sixth War Patrol. After searching off New Britain she moved northward to the area of Truk Island. On 11 December she was off Truk with nothing in sight when she was unexpectedly attacked by depth charges having the sound of those dropped from aircraft. She went deep for evasion, then resumed her patrol. On 18 December 1942 she was approaching an aircraft carrier when two escorts turned directly toward her. One illuminated her with a very powerful searchlight as both enemy ships opened fire. SCULPIN submerged and was held down by a depth charge attack followed by a long sound search. The following night she attacked a tanker and observed two hits, one under the bridge and the other on the starboard quarter.

SCULPIN put into Pearl Harbor 8 January, then steamed to San Francisco where she underwent overhaul (18 Jan - 1 May 1943), returning to Pearl Harbor 9 May. She departed Pearl Harbor 24 May 1943 on her Seventh War Patrol, calling at Midway 28 May and arriving in her patrol area off the northwest coast of Honshu on 6 June.

On the night of 9 June she sighted two carriers escorted by one large ship and made a surface attack. One torpedo exploded close aboard, but she heard two distinct underwater explosions. After the war the records of the Imperial Japanese Navy revealed that light carrier HIYO had been torpedoed for medium damage in the same area on 9 June 1943. On 14 June she attacked a cargo ship, scoring one hit. After a torpedo prematurely exploded close aboard, the escort closed SCULPIN and made a deliberate counterattack, which did not result in any damage. On 19 June she destroyed two sampan type patrol boats with gunfire, leaving them awash and aflame. During the remainder of SCULPIN's patrol she sighted possible targets, but all of them were running too close to shore, some within the ten fathom line. She returned to Midway 4 July.

On 25 July 1943 SCULPIN departed Midway on her Eighth War Patrol in the area of the China Coast and the Formosa Straits. On 9 August she made an attack to sink transport-cargo vessel SEKKO MARU of 3,183 tons ($24-51 N$; $122-12 E$). On 16 August while off the northern entrance to Formosa Strait, she evaded a patrol vessel who dropped eight heavy depth charges. The following night she had a similar experience when two high-speed patrol boats closed her from opposite directions.

On 21 August SCULPIN made contact on an armed cargo ship. The enemy was moving slowly and SCULPIN got a perfect range, fired three torpedoes, and saw them running straight, hot, and apparently normal. However, there were no explosions. SCULPIN evaded the escorts but was unable to gain position for a second try. On 1 September SCULPIN endured a similar experience, firing three bow torpedoes at a cargo ship. SCULPIN's Commanding Officer saw one torpedo hit about ten yards abaft the middle of target with sufficient force to splash water as high as the enemy's deck rail, yet there was no explosion. This was followed by a deliberate but inaccurate counterattack on SCULPIN. On 10 September she made reconnaissance of Marcus Island, then returned to Midway 17 September.

SCULPIN departed Pearl Harbor 5 November 1943 under command of Commander Fred Connaway. Assigned patrol station north of Truk, her mission was to intercept and attack any Japanese force which might sortie from Truk to interfere with the assault and landing in the Gilbert Islands with Tarawa as the major objective. A plan was devised whereby SCULPIN and two other submarines could combine forces as a "wolf-pack" to deliver a coordinated attack on the enemy. Aboard SCULPIN was Captain John P. Cromwell who was to direct operations of the "wolf-pack" by low frequency radio from SCULPIN if the "wolf-pack" were formed.

After final fueling at Johnston Island on 7 November, SCULPIN headed for her patrol area. On 29 November Captain Cromwell was directed to form the "wolf-pack" and when SCULPIN failed to acknowledge, the message was repeated forty hours later. Further messages were not acknowledged and SCULPIN was presumed lost on 30 December 1943. The account of her final war patrol and loss has been reconstructed from statements made at the end of the war by members of her crew who had been taken prisoner of war by the Japanese.

On 16 November 1943 SCULPIN arrived in her patrol area northwest of Truk. She made radar contact with a large and fast convoy on the night of 18 November and made a high-speed end around on the surface to attack at dawn on the 19th. As she gained firing position the convoy zigged toward her, forcing SCULPIN deep. After an hour she surfaced to attempt another end-around but discovered a rear-guard destroyer at a range of only 6000 yards. She was detected and crashed-dived to evade the first depth-charge run of the enemy. A second string of depth charges put SCULPIN's depth gage out of commission and caused other minor damage. She evaded the destroyer in a rain squall and attempted to come to periscope depth when the gage stuck at 125 feet. As a result, SCULPIN broached. She immediately dived but had been sighted by the enemy who resumed the attack. A string of 18 depth charges caused considerable damage, including a temporary loss of depth control, during which SCULPIN went beyond safe depth and sprung many leaks. So much water was taken into the hull that high speed was required to maintain depth control. This made tracking an easy matter for the enemy destroyer. A further attack ruined the sound gear and left SCULPIN blind.

Commander Connaway decided to take SCULPIN up and give the crew a chance to escape for SCULPIN was already doomed. SCULPIN surfaced and her men raced to man the deck guns. She put up a furious battle but the destroyer soon found her range and a shell hit the main induction, followed by a hit on her conning tower which killed Commander Connaway and two other officers. Flying fragments killed the men at the guns. Her surviving senior officer, Lieutenant G. E. Brown, USNR, made preparations to scuttle SCULPIN. Before opening the vents, he informed Captain Cromwell, who was in the control room, of his intentions.

Captain John P. Cromwell possessed vital information concerning plans for the capture and occupation of the Gilbert Islands and other war plans which might be extracted by use of torture or drugs by the enemy. He elected to safeguard this information at the cost of his life and refused to leave the stricken SCULPIN. He was posthumously awarded the Congressional Medal of Honor for this act of devotion and heroism.

Forty-two of SCULPIN's men went over the side and were picked up by Japanese destroyer YAMAGUMO. One of the men was immediately thrown by his captors back into the sea because he was badly wounded. A second man escaped this fate by wrenching himself free as he was dragged toward the rail. The survivors were questioned at Truk for about ten days, then embarked on two aircraft carriers for Japan. Japanese aircraft carrier CHUYO carried 21 of the survivors in her hold. On 2 December CHUYO was sunk by submarine SAILFISH and twenty SCULPIN survivors perished. One man was saved when he gained hold of a ladder of a passing Japanese destroyer and hauled himself aboard. On 5 December 1943 the remaining 21 men arrived at an interrogation camp at Ofuna, Japan. After further questioning they were put to work in the mining camps at Ashio, Japan. They were released by the Army of Occupation at the end of the war.

Escort carrier CHUYO, sunk by SAILFISH, had been one of Japan's busiest, making frequent runs as an aircraft ferry to Truk. Her destruction was a blow to the enemy but it was a final irony that SCULPIN should have been the submarine which stood by during the SQUALUS rescue in 1939. SQUALUS, raised and refitted, was renamed SAILFISH.

SCULPIN earned eight battle stars and other awards for operations listed below:

- 1 Star/PHILIPPINE ISLANDS OPERATION: 8 Dec 1941 - 22 Jan 1942
- 1 Star/CAPTURE AND DEFENSE OF GUADALCANAL: 2 Sep - 26 Oct 1942
- 1 Star/SUBMARINE WAR PATROL-PACIFIC: 30 Jan - 3 Mar 1942
- 1 Star/SUBMARINE WAR PATROL-PACIFIC: 13 Mar - 27 Apr 1942

1 Star/SUBMARINE WAR PATROL-PACIFIC: 29 May - 17 Jul 1942
 1 Star/SUBMARINE WAR PATROL-PACIFIC: 18 Nov 1942 - 8 Jan 1943
 1 Star/SUBMARINE WAR PATROL-PACIFIC: 24 May - 4 Jul 1943
 1 Star/SUBMARINE WAR PATROL-PACIFIC: 25 Jul - 17 Sep 1943
 PHILIPPINE REPUBLIC PRESIDENTIAL UNIT CITATION BADGE:
 8 Dec 1941 - 22 Jan 1942

ORIGINAL STATISTICS

LENGTH OVER-ALL:	310'6"
EXTREME BEAM:	27'1"
STANDARD DISPLACEMENT:	
Tons:	1450
Mean Draft:	13'8"
SUBMERGED DISPLACEMENT:	2350
DESIGNED SPEED:	
Surface:	20
Submerged:	8.75
DESIGNED COMPLEMENT:	
Officer:	5
Enlisted:	50
ARMAMENT:	
Torpedo Tubes:	(8) 21"
Secondary:	(1) 3"/50
	(2) .50 cal.
	(2) .24 cal.
TORPEDOES:	24



JOHN PHILIP CROMWELL

CITATION

For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty as Commander of a Submarine Coordinated Attack Group with Flag in the *U.S.S. Sculpin*, during the Ninth War Patrol of that vessel in enemy-controlled waters off Truk Island, 19 November 1943. Undertaking this patrol prior to the launching of our first large-scale offensive in the Pacific, Captain Cromwell, alone of the entire Task Group, possessed secret intelligence information of our submarine strategy and tactics, scheduled Fleet movements and specific attack plans. Constantly vigilant and precise in carrying out his secret orders, he moved his underseas flotilla inexorably forward despite savage opposition and established a line of submarines to southeastward of the main Japanese stronghold at Truk. Cool and undaunted as the submarine, rocked and battered by Japanese depth charges, sustained terrific battle damage and sank to an excessive depth, he authorized the *Sculpín* to surface and engage the enemy in a gunfight, thereby providing an opportunity for the crew to abandon ship. Determined to sacrifice himself rather than risk capture and subsequent danger of revealing plans under Japanese torture or use of drugs, he stoically remained aboard the mortally wounded vessel as she plunged to her death. Preserving the security of his mission at the cost of his own life, he had served his country as he had served the Navy, with deep integrity and an uncompromising devotion to duty. His great moral courage in the face of certain death adds new luster to the traditions of the United States Naval Service. He gallantly gave his life for his country.

USS SCULPIN (SS191)

Enroute to Johnston Island, SCULPIN, under Cdr Fred Connaway, left Pearl Harbor on 5 November 1943. After topping off with fuel, she left Johnston on 7 November to conduct her ninth patrol in an area in the Caroline Islands. Her mission was to support the action of our surface forces in the Gilbert Islands by intercepting and attacking any enemy forces which might be proceeding from truck toward the Marshall Islands to oppose our surface forces. She was to leave her area on 14 December, and return to Pearl Harbor, stopping at Johnston for fuel if necessary. SCULPIN was not heard from following her departure from Johnston Island on 7 November.

During the patrol, Commander John P. Cromwell (promoted to Captain during the patrol) was aboard SCULPIN. He was to take charge of a coordinated attack group consisting of SCULPIN, SEARAVEN, and either APOGON or SPEARFISH, if formation of the group were directed by dispatch. Should the group be ordered forward, Captain Cromwell would transmit his orders to them by low frequency radio from SCULPIN. On the night of 29 November, the vessels were directed to form and APOGON was named as the third member of the group. When no rendezvous orders were given by Captain Cromwell after 40 hours, new orders were sent by ComSubPac. SCULPIN was to proceed immediately to Eniwetok, make a close observation, and report any enemy shipping. This was done in order to avoid confusion among the other submarines, and to determine whether SCULPIN was all right. Although the new orders to SCULPIN were sent repeatedly on 1 December and other orders a few days later, no answer came from her. On 30 December SCULPIN was reported as presumed lost.

Meanwhile, long before tension mounted at the bases concerning her, SCULPIN was meeting her test. The story presented here is reconstructed from statements made by members of her crew recovered from enemy prison camps since the close of the war.

On the night of 18 November SCULPIN made a radar contact on a fast convoy, and made an end around at full power. Submerging on the enemy track for a dawn attack, SCULPIN began what promised to be a successful approach. However, she was detected in the attack phase, and the convoy zigged toward, forcing her deep. There was no depth charge attack at this time. About an hour later, the ship surfaced to begin another end around, but immediately dove again, having surfaced 6,000 yards from a destroyer which was lagging the convoy. Depth charging started as soon as she dove again.

Early in the ensuing attack a string of depth charges did the ship minor damage. Lieutenant G. E. Brown, the only officer survivor was relieved as diving officer to make an inspection and found her fundamentally sound. At this time the submarine had succeeded in shaking the enemy, but before Brown returned to the control room the ship had broached when the diving officer had tried to bring her to periscope depth and the depth gauge had stuck at 125 feet. The depth charge attack was renewed at once.

About noon on 19 November, a close string of 18 depth charges threw SCULPIN, already at deep depth, badly out of control. The pressure hull was distorted, she was leaking, steering and diving plane gear were damaged and she was badly

out of trim. Commander Connaway decided to surface and to fight clear. The ship was surfaced and went to gun action. During the battle Commander Connaway and the Gunnery Officer were on the bridge, and the Executive Officer was in the conning tower. When the destroyer placed a shell through the main induction, and one or more through the conning tower, those officers and several men were killed. Lt Brown succeeded to command. He decided to scuttle the ship, and gave the order "all hands abandon ship". After giving the order the last time the ship was dived at emergency speed by opening all vents. About 12 men rode the ship down, including Captain Cromwell and one other officer, both of whom refused to leave it. Captain Cromwell, being familiar with plans for our operations in the Gilberts and other areas, stayed with the ship to insure that the enemy could not gain any of the information he possessed. For this action, ComSubPac recommended that he be given the Congressional Medal of Honor. In all, 42 men were taken prisoner by the Japanese destroyer, but one was thrown over the side almost immediately because he was severely wounded. Another man escaped being thrown overboard only by wrenching free of his captors and joining the other men.

The group of 38 enlisted men and 3 officers were taken to truck where they were questioned for ten days. Then they were loaded on two carriers (21 on one, 20 on the other) and started for Japan. Enroute to its destination, the carrier CHUYO, carrying 21 SCULPIN survivors, was torpedoed and sunk by SAILFISH on 31 December 1943, and only one American escaped. This was a particularly coincidental and tragic event since SCULPIN stood by SQUALUS (later recommissioned SAILFISH) when she sank off Portsmouth, New Hampshire in 1939. At Ofuna, the 21 survivors were repeatedly questioned, and they learned they were in an unofficial Navy prison camp. They were released from the camp a few at a time when the enemy became convinced that they could get no information from them, and were sent to work in the copper mines of Ashio. There they were allowed to register as prisoners of war, and received at least enough food to live on, although not enough to maintain health properly. They remained at Ashio until released by American forces on 4 September 1945.

This submarine, on her first eight patrols sank nine ships for 42,200 tons and damaged ten, totaling 63,000 tons. Her first patrol off the east coast of the Philippines group resulted in one sinking, the 3,124 ton transport Kankyo Maru on 10 January 1942. During her second patrol in the region east of Celebes, she sank a destroyer type vessel and did damage to a light cruiser. Her third patrol was conducted in the Molukka Sea, and SCULPIN damaged a freighter. On her fourth patrol, conducted in the South China Sea, she is credited with having sunk a freighter, damaged a freighter and damaged three tankers.

SCULPIN went to the Solomons area for her fifth patrol, and is credited with sinking two large tankers and a transport. She damaged a freighter on this patrol. Going back to the Solomons for her sixth patrol, SCULPIN damaged a tanker. SCULPIN made her seventh patrol in May and June 1943 in the Aleutians. Here she sank two small patrol craft and damaged two freighters. On her eighth patrol in the East China Sea, SCULPIN sank a freighter transport.

USS SCULPIN (SS494) was first named in honor of SCULPIN (SS191) but construction was cancelled August 12, 1945. USS SCULPIN (SSN590) was named in honor of USS SCULPIN (SS191).

Loss of Sculpin—Captain John P. Cromwell

CORVINA's loss was shrouded in mystery until war's end. The destruction of SCULPIN, the second submarine lost during "Operation Galvanic," was soon suspected by the Force Command, although details were not known until her survivors were recovered from the Japanese prison camps. Then it was discovered that SCULPIN's loss had a tragic aftermath—an epilogue which only Fate could write as the conclusion for a chain of events.

The day following CORVINA's departure, SCULPIN (Commander Fred Connaway) headed out of Pearl Harbor for Johnston Island and a patrol station in the Carolines. After "topping off" with fuel, she left Johnston on November 7. She replied to no radio transmissions thereafter.

SCULPIN's patrol station was directly north of Truk—her mission to intercept and attack any Japanese force which sortied from Truk's northern gateway during the Gilbert Islands campaign.

On the possibility of tactical advantage, a plan had

been devised whereby three of the submarines stationed in the Carolines and Marshalls could combine forces as a wolf-pack and deliver a coordinated attack on the enemy. Aboard SCULPIN was Captain John P. Cromwell who was to take charge of the coordinated attack group if the wolf-pack were formed.

The group was to consist of SCULPIN, SEARAVEN and either APOGON or SPEARFISH. Its formation was to be directed by dispatch, and in the event that the group was formed, Cromwell was to direct its operations by low-frequency radio from SCULPIN.

On the night of November 29, ComSubPac ordered the formation of the group. APOGON was named as the third submarine of the trio. No rendezvous orders were issued by Captain Cromwell, however.

Forty hours later (and no word from SCULPIN) ComSubPac sent new orders, directing SCULPIN to proceed to Eniwetok and observe enemy shipping in the Marshalls. These and other orders for SCULPIN were transmitted during the next several days. From the submarine—silence. On December 30, SCULPIN was announced as presumably lost.

After the war her survivors told the story. On the night of November 18, she made radar contact with a fast enemy convoy, and her commander directed an end-around at full power. Closing in at dawn on the attack, the submarine was detected and the convoy zigged toward her, forcing her deep. About an hour later, surfacing to start another end-around, she was sighted by a rear-guard destroyer. She made a quick dive and was depth-charged.

SCULPIN suffered only minor damage during this barrage. But the depth gage was put out of commission, and when the diving officer attempted to bring the submarine to periscope depth, the gage stuck at 125 feet. As a result, SCULPIN broached. She went under immediately, but the enemy had sighted her, and the attack was at once resumed.

About noon, November 19th, a string of 18 depth charges exploded around her. SCULPIN was badly hurt. The blasts dented her pressure hull, started serious leaks, damaged her steering gear and diving planes. Commander Connaway decided to surface and fight it out with the deck guns. The order was passed, and SCULPIN battle-surfaced, rising from the deep like a wounded leviathan.

Attacking the Japanese destroyer, the submarine put up a furious battle. But she was no match for the heavily armed DD. A shell from the destroyer smashed into SCULPIN's conning tower, and another crashed through the main induction. On the bridge Commander Connaway and Gunnery Officer Lieutenant Joseph R. Defrees, Jr., were killed. Lieutenant N. J. Allen was killed by the explosion in the

conning tower. Standing at their posts, men died on the bridge and in the control room as SCULPIN rolled in torment under the enemy's punishing fire.

Lieutenant G. E. Brown, the diving officer, succeeded to command. With shells bursting around the submarine and the conning tower torn open, he decided to scuttle and gave the order, "All hands abandon ship!" The crew struggled into life jackets and clambered out of the hatches. Vents open, the submarine plunged from sight, making her final dive.

About 12 men "rode the ship down." Among them were Captain Cromwell and Ensign C. G. Smith, Jr., who refused to leave the stricken submarine. Forty-two of SCULPIN's crew, including three of her officers, got overside and were taken prisoner by the Japanese destroyer. One of the men was immediately thrown by his captors back into the sea because he was badly wounded. Another man escaped this diabolical treatment by wrenching free of the sailors dragging him to the rail, and joining his companions.

Captain Cromwell, who went down with the submarine, did so because he possessed vital information concerning "Operation Galvanic" and other war plans—information which might be extracted by torture. SCULPIN would keep these secrets well, and her captain chose to confide them into her keeping rather than risk the extraction of the information he possessed. For this action, Captain John P. Cromwell, wolf-pack commander, was posthumously awarded the Congressional Medal of Honor.

SCULPIN's survivors were taken to Truk where they were questioned for ten days. After this grilling, they were embarked on two carriers (21 on one, and 20 on the other) and started for Japan. Only one of these parties reached Japan for eventual imprisonment and hard labor in the Ashio copper mines. Of the other group (the party of 21) only one man reached Japan. The events of this tragic aftermath will presently be recounted. It was the fate of these SCULPIN survivors to start for Japan aboard the carrier CHUYO.