

USS WAHOO (SS 238)



*In Memory of Mush Morton and Crew
on Eternal Patrol since 11 October 1943*



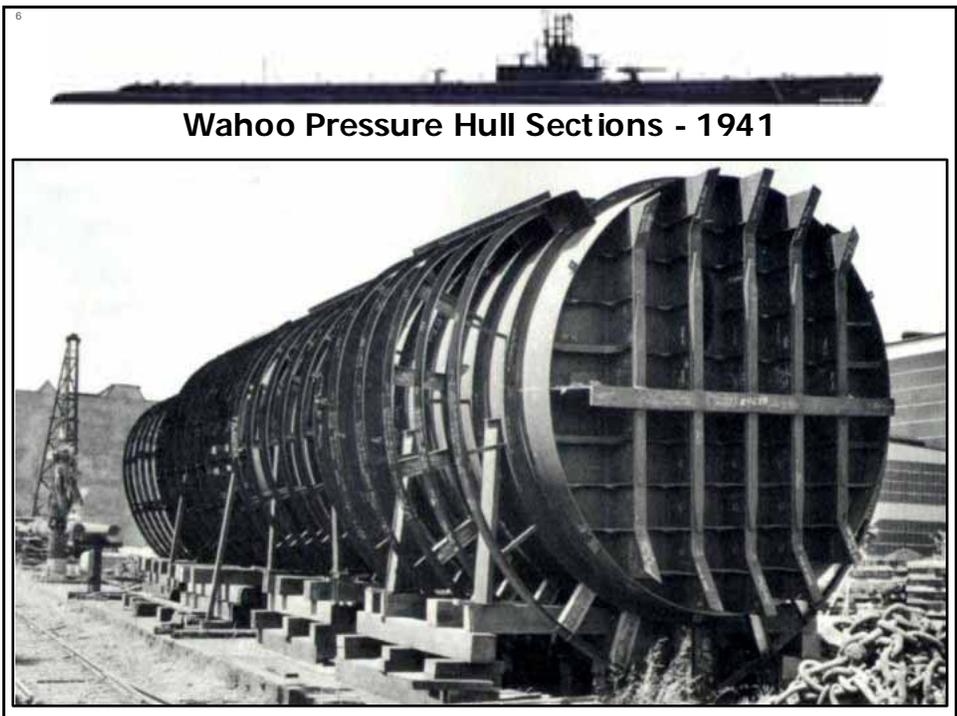
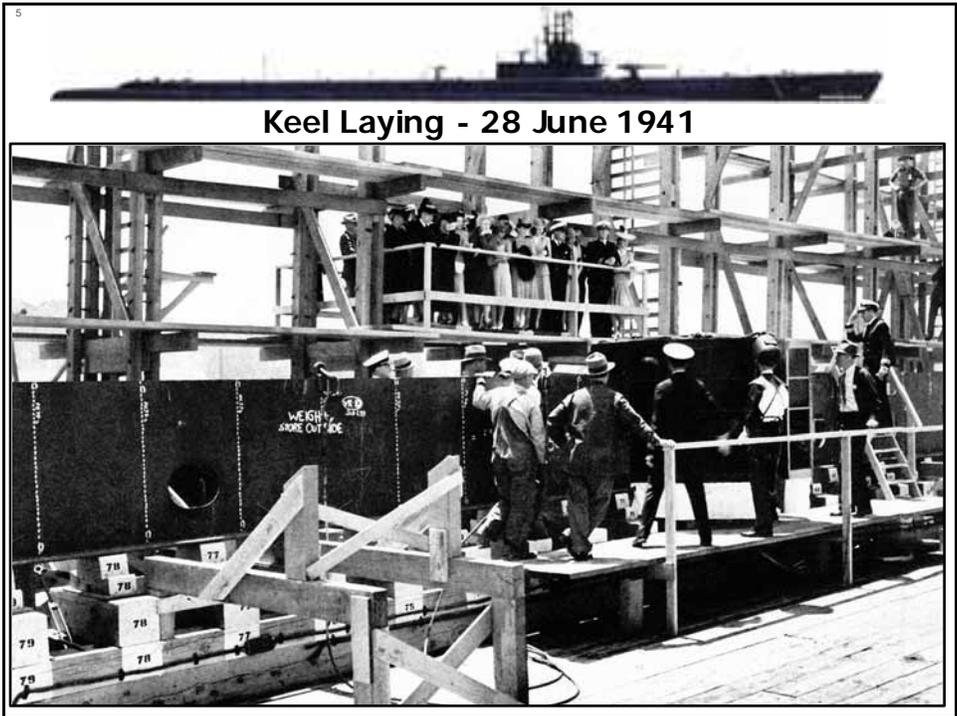
Prepared by a former Mare Island yardbird, in
memory of those who have gone before him

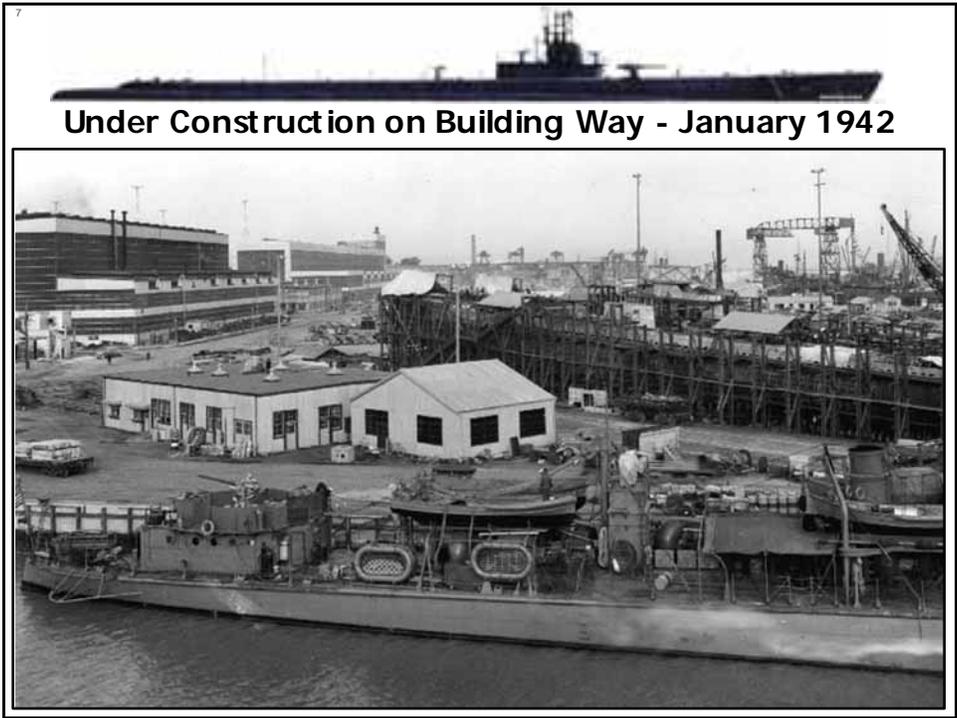
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Gato Class Submarine Specifications

- Displacement: 1,526 tons surfaced/2,424 tons submerged
- Length: 311 feet, beam 27 feet, draft 15 feet
- Speed: 20+ knots surfaced, 8+ knots submerged
- Crew: 6 officers/54 men (10 officers/70-71 men wartime)
- Maximum operating depth: 300 feet
- Fuel capacity: 94,400 gals (116,000 gals wartime)
- Patrol endurance: 75 days
- Cruising range: 11,000 miles @ 10 knots (surfaced)
- Submerged endurance: 48 hours @ 2 knots
- Armament: 10 torpedo tubes (6 fwd/4 aft), 21 torpedoes
- Gun armament: 3-inch (later 4-inch), 20mm, and .50 caliber
- Power plant: 4 diesel generators, 5,400 total horsepower
- Propulsion: twin shaft, electric motors, two 126-cell batteries







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Waterborne After Launching



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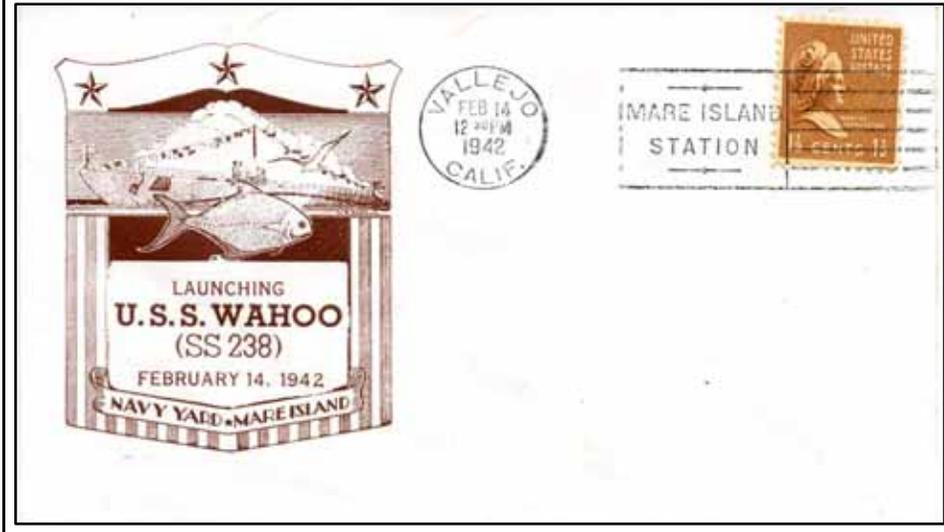


En Route to Fitting-Out Berth After Launching





Cachet Commemorating the Launching

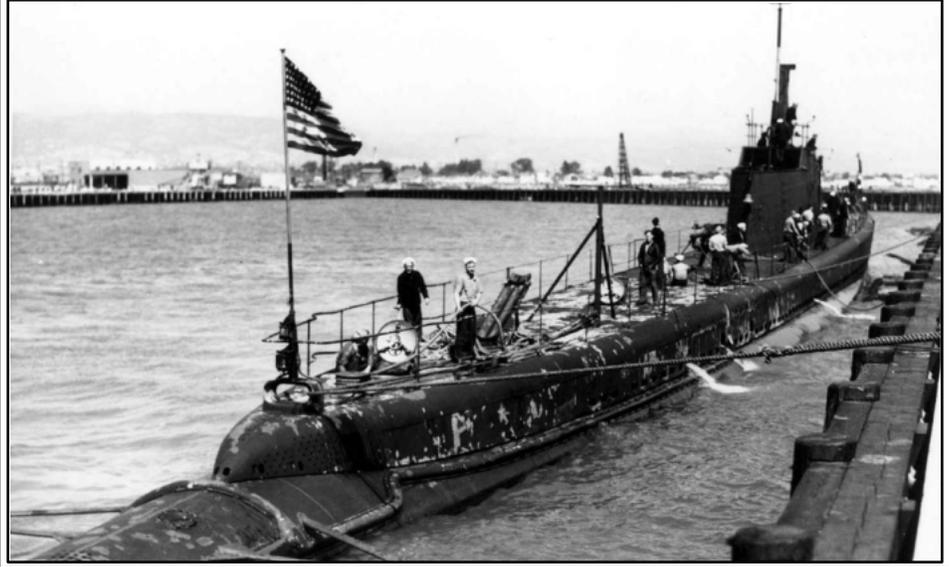


Alameda Naval Air Station Visit - 2 August 1942





Line Handlers in Action - Alameda NAS



Final Repairs Before Departure - August 1942





Loading Provisions - August 1942



Mare Island Strait - 10 August 1942





Wahoo Departing Mare Island - 10 August 1942



Mare Island Submarines

- Mare Island's primary wartime task was to maintain the ships that were fighting the war in the Pacific
- Although only 15 of 207 submarines delivered during WWII were built at Mare Island, they included 9 of the 25 top scoring submarines
- Yard workers took a genuine interest in their boats and closely followed their combat careers
- A total of 23 submarines built by Mare Island took part in WWII combat operations; seven did not return:

Pompano (SS 181)	Wahoo (SS 238)
Swordfish (SS 193)	Tullibee (SS 284)
Gudgeon (SS 211)	Tang (SS 306)
Trigger (SS 237)	



First War Patrol

- Departed: Pearl Harbor, 23 August 1942
- Patrol duration: 55 days
- Patrol area: Truk (Caroline Islands)
- Commanding officer: LCDR Marvin Kennedy
- Ships destroyed/tonnage: 1 ship/6,441 tons
 - *Keiyo Maru* class freighter
- Arrived: Pearl Harbor, 17 October 1942
- Comments: 3-inch deck gun replaced with 4-inch; two 20mm Oerlikon guns added



Symbols of the Submariner



Submarine Warfare Insignia ("dolphins") was awarded to crewmen after qualification in submarines, an arduous year-long process of learning each submarine system and not only their own duties, but also those of other crewmen. Gold dolphins were worn by officers, silver by enlisted men.



Submarine Combat Patrol Insignia was earned by successfully completing a submarine war patrol; gold stars indicated additional patrols, silver stars five patrols. Known to submariners as "the pin".



Submarine Force Rest and Recreation

Although routinely enduring the hardships of submarine service, crews enjoyed the best food and rest facilities available. Demonstrating their commitment to morale, the Navy leased the entire Royal Hawaiian Hotel in Waikiki for submarine crews recuperating between patrols.



Second War Patrol

- Departed: Pearl Harbor, 8 November 1942
- Patrol duration: 48 days
- Patrol area: Bougainville (Solomon Islands)
- Commanding officer: LCDR Marvin Kennedy
- Ships destroyed/tonnage: 2 ships/7,599 tons
 - *Syoei Maru* class freighter
 - I - class submarine (I-2)
- Arrived: Brisbane Australia, 26 December 1942
- Comments: Kennedy is replaced by LCDR Morton after criticism for being "overly conservative"

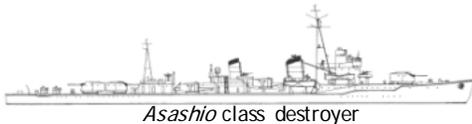


Third War Patrol

- Departed: Brisbane Australia, 16 January 1943
- Patrol duration: 23 days
- Patrol area: New Guinea/Truk (Solomon Sea)
- Commanding officer: LCDR Mush Morton
- Ships destroyed/tonnage: 5 ships/31,890 tons
 - *Asashio* class destroyer (*Harusame*)
 - *Dakar Maru* class freighter
 - *Arizona Maru* class freighter
 - *Manzyu Maru* class tanker
 - *Seiwa Maru* class transport (*Buyo Maru*)
- Arrived: Pearl Harbor, 7 February 1943
- Comments: Wahoo is awarded a Presidential Unit Citation for aggressively attacking the enemy. Third 20mm gun is added.



The "Down-the-Throat" Shot



Asashio class destroyer



Harusame after being torpedoed by Wahoo

In his first action as captain, Morton brought WAHOO deep inside the shallow harbor at Wewak, New Guinea. Stalked by the destroyer *Harusame*, he expended 5 torpedoes which missed the accelerating target. As the destroyer bore down on Wahoo, Morton ordered the periscope raised and fired the 6th and last available bow torpedo at a range of only 800 yards. Seconds later an explosion was heard and *Harusame* was seen broken in two and settling by the bow.



Destroyer Harusame Sinking in Wewak Harbor



Hand Drawn Map Used to Navigate Wewak Harbor





Providing Food and Water to Malayan Refugees

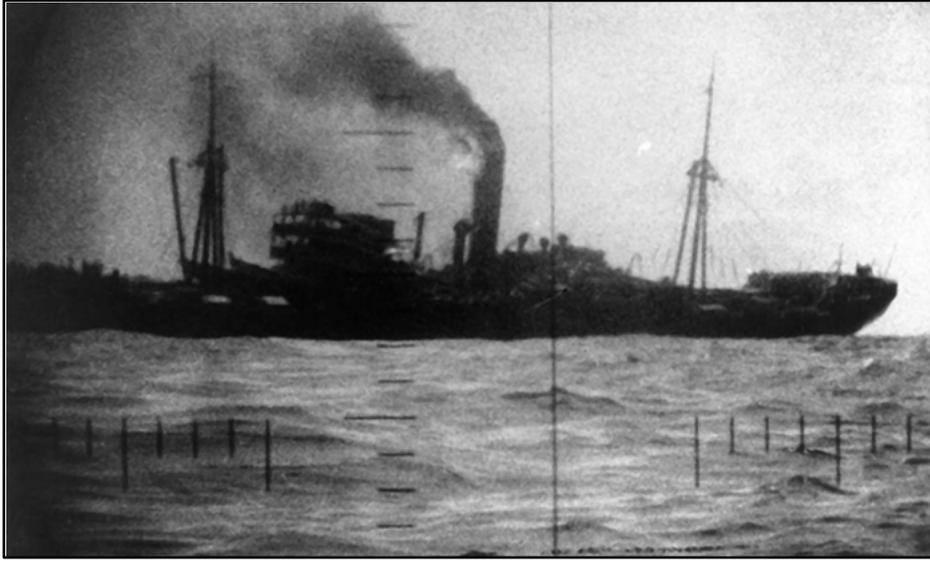


Wahoo Control Room in Combat - 26 January 1943





Buyo Maru Torpedoed and Sinking - 26 January 1943



The Buyo Maru Incident



Sinsei Maru under fire from 4-inch and 20mm guns in a similar surface gun action.

The events of 26 January 1943 remain shrouded in controversy. Following the sinking of *Buyo Maru*, *Wahoo* was fired on by Japanese Army survivors in small boats, life rafts, etc. *Wahoo* returned fire, sinking the boats and killing an estimated 200-300 men. Some considered the action unjustified; Morton reasoned that the troops would have been saved and gone on to fight and kill Allied troops in nearby New Guinea. The Navy apparently agreed, he was awarded the Navy Cross.



LCDR Morton During Attack on Japanese Convoy



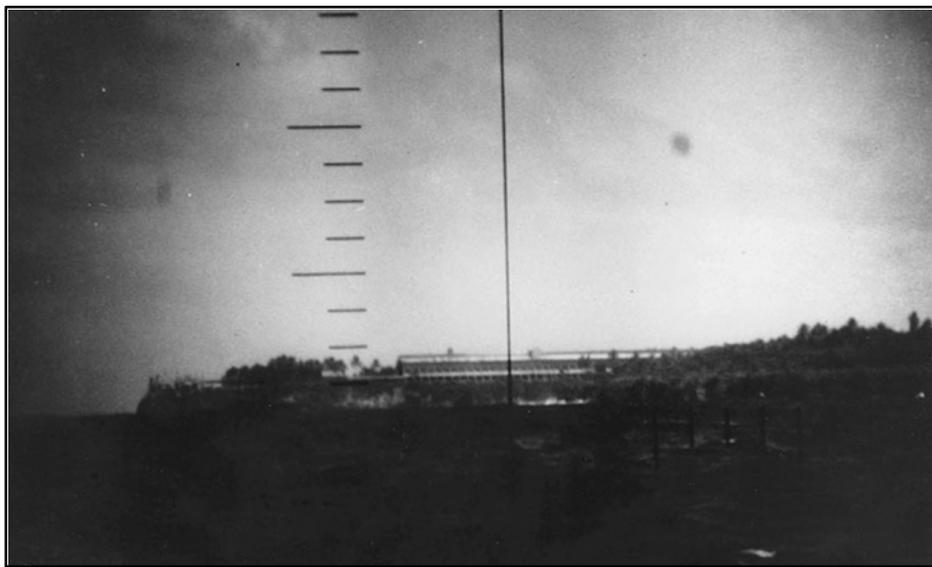
A Flair for Words



Mush Morton was a man who chose his words carefully. Drafting a dispatch to inform COMSUBPAC of their success in attacking a Japanese convoy, Morton sent: *"In fourteen hour running gun and torpedo battle sank destroyer in Wewak, and entire convoy of one tanker, two freighters, and one transport and her boats. Torpedoes expended."* The next day, after attempting a surface gun attack on another transport, Wahoo was shelled and then depth charged by a destroyer. His next message to COMSUBPAC read simply: *"Another running gun battle today. Destroyer gunning, Wahoo running"*.



Periscope Surveillance of Fais Island - 28 January 1943



Arrival at Pearl Harbor After Third War Patrol





Motivation and Pride - Wahoo Style



- Upon assuming command, Morton had informed his crew that Wahoo was expendable, that their mission was to sink enemy shipping, and that any requests for transfer would be approved; ...there were no takers
- A new spirit and confidence was born among the crew
- Wahoo arrived back at Pearl Harbor after the successful 3rd patrol with upraised broom signifying a "clean sweep" and a pennant inscribed with the ship's motto "*Shoot the Sunza Bitches*"



The Morton/O'Kane Team



Mush Morton (right) and executive officer Dick O'Kane worked well together and developed many tactical innovations. One involved O'Kane manning the periscope during attacks (normally the CO's task) so that Morton could concentrate on the tactical situation. O'Kane went on to become one of the top scoring submarine commanders of the war in USS Tang, before being sunk by a circular run of his own torpedo. One of only nine survivors, O'Kane earned the Medal of Honor for his exploits.

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Morton and O'Kane on Bridge of Wahoo - February 1943



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Morton Debriefing After Third War Patrol





Fourth War Patrol

- Departed: Pearl Harbor, 23 February 1943
- Patrol duration: 42 days
- Patrol area: Manchuria/Japan (East China Sea)
- Commanding officer: LCDR Mush Morton
- Ships destroyed/tonnage: 9 ships/41,213 tons
 - *Koma Maru* class freighter
 - *Seiwa Maru* class freighter
 - *Katyosan Maru* class freighter
 - *Kimisima Maru* class freighter
 - *Hadachi Maru* class freighter
 - plus 1 trawler and 2 sampans (sunk by gunfire)
 - *Nanka Maru* class freighter
 - *Nitu Maru* class freighter
 - *Syoyo Maru* class tanker
 - *Sinsei Maru* class freighter
- Arrived: Midway Island, 6 April 1943



Chief Lennox and Crewmen on Patrol - February 1943





A Good Omen

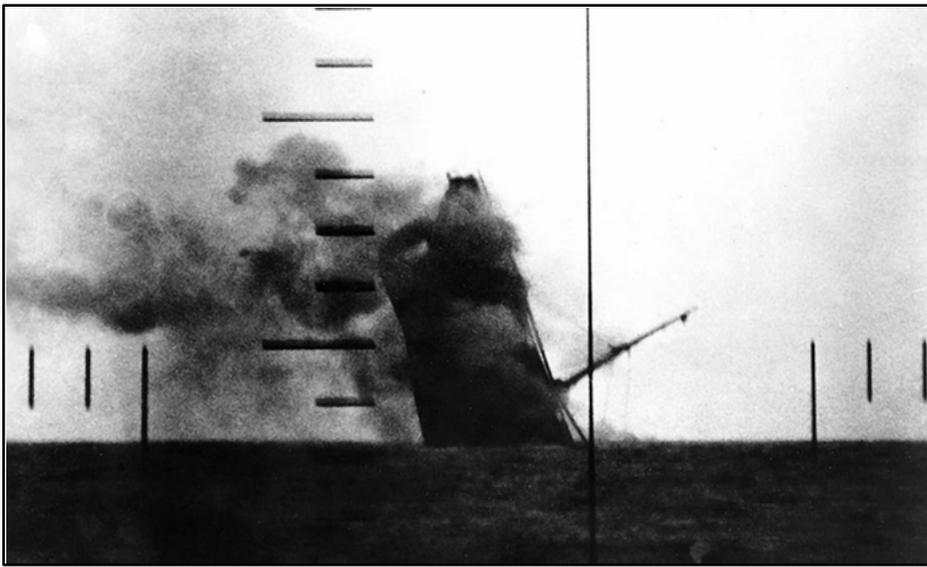


Signed by witnesses, the winning cribbage hand dealt off Shantung Promontory is now on display in the Pearl Harbor Museum.

Like many other crewmembers, Mush Morton and Dick O'Kane enjoyed the occasional game of cribbage. In a game played on 18 March 1943 while Wahoo was 10 miles north of Shantung Promontory in the Yellow Sea, Morton dealt O'Kane a "Perfect 29" hand. Within hours, two ships had been sent to the bottom by Wahoo's torpedoes. Three days later, he nearly repeated the feat with a 28 hand, dealt just prior to sinking another ship. From then on, the crew always considered a high scoring hand to be a good omen.



Nittsu Maru Sinking - 21 March 1943





...the Sound of Gunfire in the Morning Twilight



Hadachi Maru ablaze after taking 80 rounds from Wahoo's 4-inch deck gun and 1,000 rounds from her 20mm guns.

The *Hadachi Maru* was sunk by 4-inch and 20mm gunfire on the morning of 25 March 1943 in a surface gun action. Commenting on the action in his patrol report, Morton wrote: *"Anyone who has not witnessed a submarine conduct a battle surface with three 20mm and four inch gun in the morning twilight with a calm sea and in crisp clear weather, just 'ain't lived.' It was truly spectacular."*



"Wahoo's Commandos"



Wahoo always did whatever it took to sink enemy ships, whether by torpedoes, gunfire, or other more creative measures. On 25 March 1943, Wahoo attacked a 100 ton radio-monitoring trawler with over 700 rounds of 4-inch and 20mm gunfire. Then, with seas too rough to safely board the vessel, a group of self-proclaimed "Wahoo's Commandos" led by Ensign Misch and Chief Lane hurled molotov cock tails from the bow. The volatile homemade bombs had been provided by the Marines at Midway Island during a fueling stop.



The Flag Pole



Morton's 1936 wedding photo.

Mush Morton had met and married his wife while stationed in Tsingtao, China in 1936. His wife's family had a home there overlooking the sea with a flag pole where they flew the American flag. Later, while living in New York during the war, they often received letters from Mush.

Although he normally wasn't able to share details of his patrols because of strict censorship restrictions, he found an opportunity on the 4th patrol. In a letter to the family, he wrote simply: "I saw your flag pole today." They were stunned to silence when they read it because they knew instantly where he was, thousands of miles away in the Yellow Sea.



Wahoo Concludes a Successful Fourth Patrol



Flying her battle flags, each one signifying an enemy ship sunk, Wahoo prepares to dock at the Midway Island submarine base for refit.





Midway Island Refit Period



Although quite a come-down compared to Pearl Harbor's recreational amenities, Wahoo was still the center of attention at Midway. Here her wardroom lines up for an official Navy photo opportunity on 15 April 1943. From left: ENS John Campbell, LT Roger Paine, ENS George Misch, LT Richard O'Kane, LT Chandler Jackson, LTJG John Griggs, and LT Richie Henderson. Notably absent is LCDR Morton who had flown to Pearl Harbor to report directly to COMSUBPAC.



Fifth War Patrol

- Departed: Midway Island, 25 April 1943
- Patrol duration: 26 days
- Patrol area: Kurile Islands (Japan)
- Commanding officer: LCDR Mush Morton
- Ships destroyed/tonnage: 3 ships/24,698 tons
 - *Yuki Maru* class freighter
 - *Huzisan Maru* class tanker
 - *Hawaii Maru* class freighter
- Arrived: Pearl Harbor, 21 May 1943
- Comments: Following the patrol, Wahoo is ordered to Mare Island Navy Yard for major overhaul



1943 Overhaul at Mare Island Navy Yard



- Battle flags flying, Wahoo arrived at Mare Island Navy Yard on 29 May 1943
- Overhaul work was followed by intensive post-repair trials and training
- Wahoo departed Mare Island for the last time on 21 July 1943, bound for Pearl Harbor



Arrival Formalities and Family Reunions



Arriving at Mare Island, LCDR Morton chats with Admiral Freidell, Commander of Mare Island Navy Yard, after a reunion with his father and wife Harriet.

Executive officer Dick O'Kane, accompanied by his wife Ernestine and children, is congratulated by Admiral Freidell.





Mare Island Submarine Base - July 1943



Bridge and 20mm Gun Mount - July 1943





Mare Island Overhauls



- Overhauls and major repairs of Pacific Fleet submarines were performed at Mare Island
- Submarines normally received an overhaul after each 5 patrols
- Overhauls at Mare Island were usually completed within 85 days
- Up to 16 submarines were under repair by the Shipyard at any given time during the war
- Repairs would typically include engine overhaul, maintenance of seawater valves, battery cell replacement, hull preservation, and other equipment alterations based on war experience.



Collateral Duties of a Submarine Commander



Mush Morton and his wife Harriet pose with actor Cary Grant, star of the motion picture "Destination Tokyo". The plot of the film, which depicted submarine operations against Japan, included scenes based on some of Morton's own experiences. This made him eminently qualified to act as technical advisor for the film while Wahoo was undergoing overhaul at Mare Island.



Mare Island Pride



The Unsung Yardbird



The civilian shipyard workers ("yardbirds") who built and maintained Wahoo throughout her short career were justifiably proud of her achievements. Without their labors, much of what she and her sister ships accomplished would not have been possible. When Wahoo was lost, they grieved with the families of the crewmembers. They too had lost a member of the family.



Underway for Post-Overhaul Sea Trials - 14 July 1943



Yardbirds in Peril on the Sea



An unidentified Mare Island worker performs the duties of starboard lookout aboard Wahoo during a July 1943 sea trial.

The duties of a yardbird were not always restricted to the shipyard, and were not always safe.

Shipyard workers routinely rode submarines on sea trials after construction or major overhaul, sharing duties and hazards with the crew. Like the crews they sailed with, they sometimes didn't return. Two of the 26 men lost aboard USS Squalus in May 1939 and 17 of the 129 lost aboard USS Thresher in April 1963 were yardbirds. Both ships were lost on sea trial after shipyard repairs.



Wahoo Departs Mare Island

LOG OF THE UNITED STATES SHIP											
SHIP NAME: <i>Wahoo</i>											
DATE: <i>July 21, 1943</i>											
PORT OF DEPARTURE: <i>Mare Island</i>											
TO: <i>San Francisco Bay</i>											
FROM: <i>Pearl Harbor</i>											
TYPE OF VOYAGE: <i>Patrol</i>											
OFFICER IN CHARGE: <i>W. H. W. ...</i>											
DEPARTMENT: <i>Naval Submarine Force</i>											
CLASSIFICATION: <i>SS-358</i>											
REMARKS:											
<p>1. Departure from Mare Island at 10:00 AM on a calm and clear summer day. Initial course recorded was 140 degrees (down Mare Island Strait). Subsequent course changes traced her route through San Pablo Bay and San Francisco Bay. The final course, recorded as she passed through the Golden Gate and out to sea, was 225 degrees; back to Pearl Harbor and the war.</p>											
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Information entered on this page from Wahoo's deck log was recorded on the day she left Mare Island for the last time: Wednesday July 21, 1943. Time of departure was 10:00 am on a calm and clear summer day. Initial course recorded was 140 degrees (down Mare Island Strait). Subsequent course changes traced her route through San Pablo Bay and San Francisco Bay. The final course, recorded as she passed through the Golden Gate and out to sea, was 225 degrees; back to Pearl Harbor and the war.



Wahoo Heads Down Mare Island Strait - July 1943

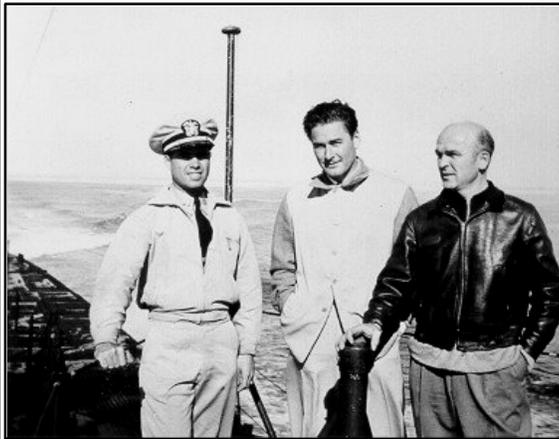




Outbound in Carquinez Strait - July 1943



A Hollywood Sendoff



In return for the technical assistance of Morton and other crewmembers, film star Errol Flynn threw a lavish party for the crew at the end of Wahoo's overhaul. They reciprocated by allowing him to ride as they departed for Pearl Harbor. Flynn and his press agent are seen in this photo with Roger Paine, Wahoo's new executive officer who replaced Dick O'Kane during overhaul. Flynn returned to shore on the pilot boat.



Sixth War Patrol

- Departed: Pearl Harbor, 2 August 1943
- Patrol duration: 27 days
- Patrol area: Empire (Sea of Japan)
- Commanding officer: LCDR Mush Morton
- Ships destroyed/tonnage: 0 ships/96 tons (sampans)
 - Wahoo made nine torpedo attacks on six separate targets; the torpedoes hit but none detonated due to contact exploder malfunction
 - Three sampans were sunk by gunfire
- Arrived: Pearl Harbor, 29 August 1943
- Comments: Morton, like other commanders of the time, was frustrated by the continuing torpedo failures. He was nearly replaced after venting his frustration up the chain of command.



MK 14 Torpedoes



- The steam powered MK 14 torpedo was the primary weapon of U.S. submarines throughout the war (although later supplemented by other types such as the battery powered MK 18)
- MK 14 torpedo problems plagued crews until corrected in late 1943
 - Depth mechanisms caused torpedoes to run deeper than set (often running under targets)
 - Magnetic exploder operation was erratic because of sensitivity to local variations in the Earth's magnetic field
 - Contact exploder design faults caused failure to detonate on direct impact with targets



Underway Patrol Routine



ENS George Misch in the forward torpedo room points to a kill flag next to tube #3.

Chief Machinists Mate Burrell A. Record mans the auxiliary helm station in the control room.



The Wardroom



LT Richie Henderson, LT Chandler Jackson, and ENS John Campbell study a letter from home in Wahoo's wardroom.

Stewards Jesus C. Manalisay and Juan O. Jayson prepare to serve another wardroom meal.





Seventh War Patrol

- Departed: Pearl Harbor, 9 September 1943 with a load of new MK 18 electric torpedoes
- Patrol duration: 29 days (until lost)
- Patrol area: Empire (Sea of Japan)
- Commanding officer: CDR Mush Morton
- Ships destroyed/tonnage: 4 ships/13,516 tons (postwar credit)
 - Auxiliary gunboat *Hankow Maru*
 - Army transport *Konron Maru*
 - Army cargo ship *Kanko Maru*
 - Army cargo ship *Masaki Maru #2*
- Comments: Wahoo fails to return on schedule and is declared "overdue, presumed lost" on 9 November 1943



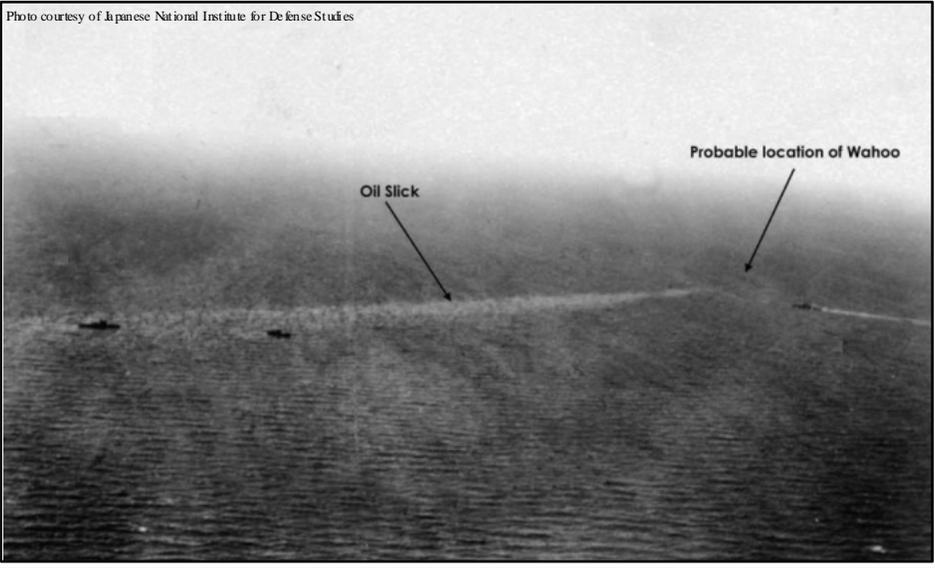
Last Photograph of Wahoo's Crew





Wahoo Under Attack - 14:30 on 11 October 1943

Photo courtesy of Japanese National Institute for Defense Studies



La Perouse Strait - Wahoo's Final Resting Place



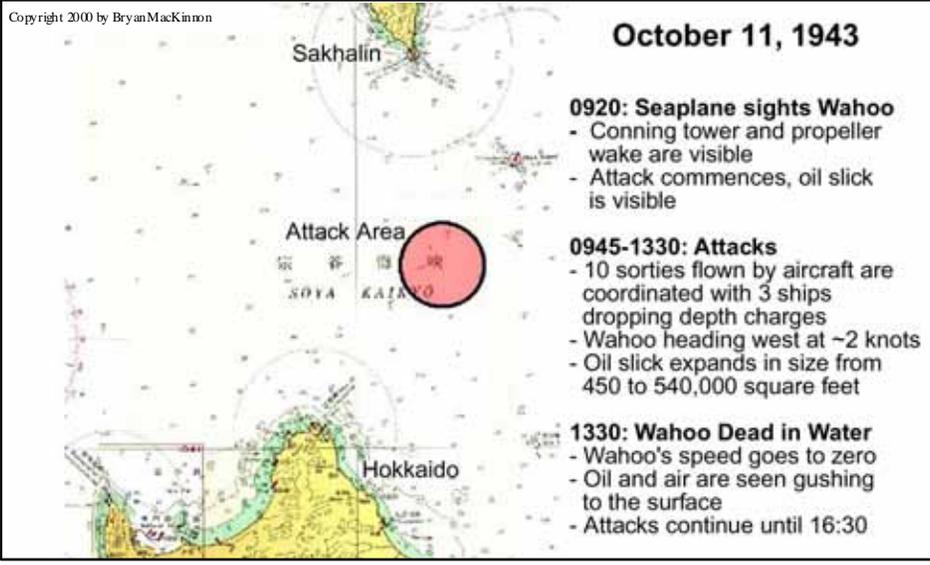
Wahoo battle area off the northern tip of Japan



Attack Chronology

Copyright 2000 by BryanMacKinnon

October 11, 1943



0920: Seaplane sights Wahoo

- Conning tower and propeller wake are visible
- Attack commences, oil slick is visible

0945-1330: Attacks

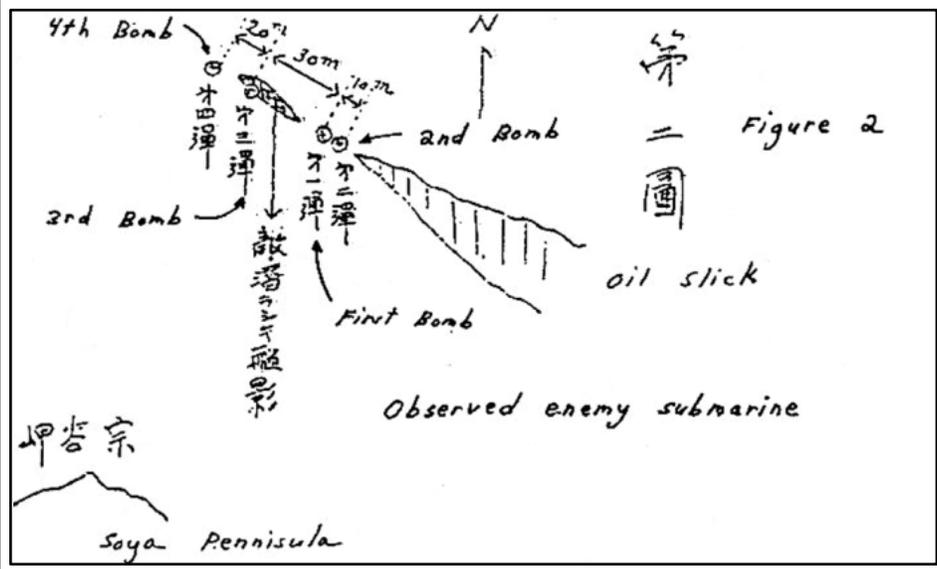
- 10 sorties flown by aircraft are coordinated with 3 ships dropping depth charges
- Wahoo heading west at ~2 knots
- Oil slick expands in size from 450 to 540,000 square feet

1330: Wahoo Dead in Water

- Wahoo's speed goes to zero
- Oil and air are seen gushing to the surface
- Attacks continue until 16:30



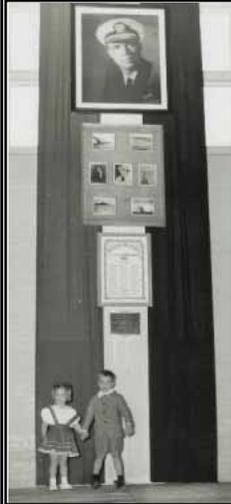
Japanese Diagram of Attack





Navy Recognizes Morton and Wahoo

Dedication of Morton Hall at Submarine Base, New London, CT in honor of Mush Morton and the officers and men of USS Wahoo.



Mush Morton's children Edwina and Douglas.



Commander Dudley "Mush" Morton



- Six combat patrols aboard Wahoo (five as commanding officer)
- Awarded four Navy Cross commendations (the last posthumously) and the Army Distinguished Service Cross
- Credited with sinking 24 ships (110,000 tons)
- Top scoring U.S. submarine commander at time of Wahoo's loss (2nd overall in WWII)
- Developed tactical doctrine used throughout the remainder of the war



Chief Yeoman Forest Sterling - Survivor



- Veteran of five combat patrols aboard Wahoo
- Sterling was unexpectedly transferred off the ship at Midway by CDR Morton during a fueling stop on Wahoo's final patrol to attend Yeoman's school
- "My spirit has been with them all these years..." he said of his former shipmates, "...I should have been with them."
- Author of the book "Wake of the Wahoo"



World War II Submariners



- The stress of combat, combined with the long hours and harsh living conditions, required a special breed of sailor
- U.S. submarine crewmembers comprised only 1.6% of Navy personnel yet accounted for 54% of Japanese ship losses
- 3,505 submariners (22%) paid the ultimate price in WWII; they are considered by their surviving comrades to be not "lost" but instead "on eternal patrol"



Submarine Losses



- 288 U.S. submarines participated in World War II combat operations
- 52 of the submarines were lost due to various causes:
 - Aircraft bombs
 - Depth charges
 - Mines
 - Operational losses
 - Grounding
 - Friendly fire
 - Faulty torpedoes
- Loss of a submarine on war patrol usually resulted in loss of the entire crew



The Bells Left Behind



Mush Morton's grand nephew, Bryan MacKinnon, stands behind the ship's bell from Wahoo, now on display in the Submarine Museum at Pearl Harbor.

The ship's bells of submarines departing Pearl Harbor on war patrol were usually left behind to eliminate a potential noise source. Two bells still residing at Pearl Harbor share a common bond. *Wahoo's* bell is on display at the USS Bowfin Submarine Museum. The other is located in the Submarine Base chapel, where each Sunday *Argonaut's* bell tolls for one of the 52 lost submarines. *Argonaut*, like *Wahoo*, never returned home to claim her bell; she was lost with all hands near Bougainville on 10 January 1943.



Old Enemies Meet in Peace



Mush Morton's widow Harriet Morton Bradford lays a wreath at the Wahoo Peace Memorial assisted by Mr. Uchida, a Japanese pilot who took part in the attack that sank Wahoo. To his surprise, she displayed no animosity toward the man who had helped kill her husband and his crew.



The Wahoo Peace memorial located at Wakkanai, Hokkaido, Japan was dedicated on September 9, 1995. The memorial, which stands overlooking Wahoo's final resting place in La Perouse Strait, commemorates not only her crew but also her Japanese victims.



Wahoo is Located After 63 Years

- The Wahoo Project Group, led by Brian MacKinnon, had determined the approximate location of the sinking from a review of Japanese war records and first-hand accounts of the participants
- The outline of a U.S. submarine was observed on sidescan sonar images obtained by a Russian oil survey expedition at the request of the Wahoo Project Group
- Russian commercial divers in July 2006 photographed the wreckage located in 213 feet of water
- The Navy officially declared Wahoo found on October 31, 2006 after analyzing Russian photographic evidence
- Classified as a war gravesite, under Naval tradition Wahoo is considered a fitting resting place for her lost crew



Russian Sidescan Sonar Image



4-inch Deck Gun



87



Bridge and Aft 20mm Gun Mount



88



Bridge and Periscope Shears





Stern Diving Planes, Rudder, and Screws



4-inch Gun with Muzzle Cover



91



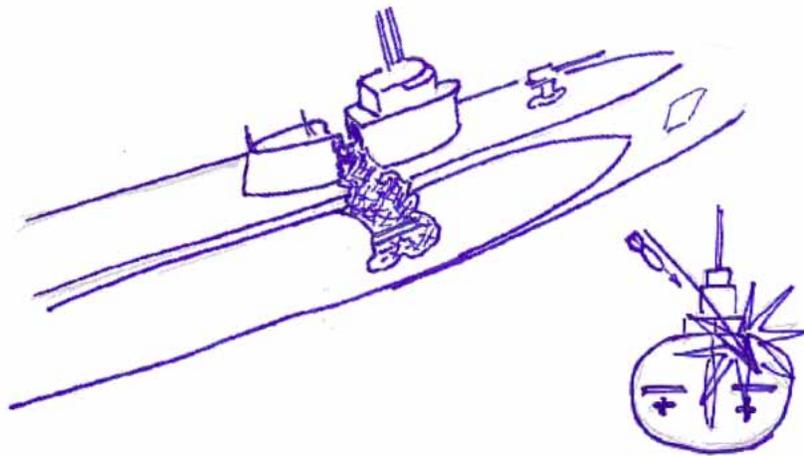
Raised Periscopes Reach for the Surface



92



Diver Sketch of Aerial Bomb Damage





Navy Remembrance of Wahoo



9 July 2007 - Aboard submarine tender USS Frank Cable in La Perouse Strait, Rear Admiral McAneny, Commander of Submarine Squadron 7, lays a wreath in remembrance of the crewmen entombed aboard USS Wahoo



Wahoo - In Memoriam

Crew of USS Wahoo (SS 238) Lost 11 October 1943

Anders, F. MM3	Henderson, R. N. LT	McSpadden, D. J. TM1
Andrews, J. S. EM1	Holmes, W. H. EM1	Mills, M. L. RT1
Bailey, R. E. SC3	House, V. A. S1	Misch, G. A. LTJG
Bair, A. I. TM3	Howe, H. J. EM2	Morton, D. W. CDR
Berg, J. C. MM3	Jacobs, O. MOMM1	Neel, P. TM2
Browning, C. E. MOMM2	Jasa, R. L. MM3	O'Brien, F. L. EM1
Brown, D. R. LTJG	Jayson, J. O. CK3	O'Neal, R. L. EM3
Bruce, C. L. MOMM1	Johnson, K. B. TM1	Ostrander, E. E. MM3
Buckley, J. P. RM1	Keeter, D. C. CMOMMA	Phillips, P. D. SC1
Burgan, W. W. LT	Kemp, W. W. GM1	Rennels, J. L. SC2
Campbell, J. S. ENS	Kessock, P. F1	Renino, H. S1
Carr, W. J. CGMA	Krebs, P. H. S1	Seal, E. H., Jr. TM2
Carter, J. E. RM2	Kirk, E. T. S1	Simonetti, A. R. SM2
Dayison, W. E. MOMM1	Lape, A. D. F1	Skjonsby, V. L. LCDR
Deaton, L. N. TM1	Lindemann, C. A. S1	Smith, D. O. BM1
Erdey, J. S. EM3	Logue, R. B. FC1	Stevens, G. V. MOMM2
Fielder, E. F. LTJG	Lynch, W. L. F1	Terrell, W. C. QM3
Finkelstein, O. TM3	MacAlman, S. E. PHM1	Thomas, W. S1
Galli, W. O. TM3	MacGowen, T. J. MOMM1	Tyler, R. O. TM3
Garmon, C. E. MOMM2	Magyar, A. J. MM3	Vidick, J. EM2
Garrett, G. C., Jr. MOMM2	Manallsay, J. C. ST3	Wach, L. J. COX
Gerlacher, W. L. S2	Mandjiak, P. A. MM3	Waldron, W. E. RM3
Goss, R. P. MOMM1	Massa, E. E. S1	Ware, N. C. CEM
Greene, H. M. LT	Maulding, E. C. SM3	White, W. T. Y2
Hand, W. R. EM2	Maulding, G. E. TM3	Whlpp, K. L. MM2
Hartman, L. M. MM3	McGill, T. J. CMOMMA	Witting, R. L. MM3
Hayes, D. M. EM2	McGilton, H. E. TM3	



The 52 on Eternal Patrol

USS SEALION (SS 195)	USS CISCO (SS 290)	USS DARTER (SS 227)
USS S-36 (SS 141)	USS S-44 (SS 155)	USS SHARK II (SS 314)
USS S-26 (SS 131)	USS WAHOO (SS 238)	USS TANG (SS 306)
USS SHARK (SS 174)	USS DORADO (SS 248)	USS ALBACORE (SS 218)
USS PERCH (SS 176)	USS CORVINA (SS 226)	USS GROWLER (SS 215)
USS S-27 (SS 132)	USS SCORPION (SS 278)	USS SCAMP (SS 277)
USS GRUNION (SS 216)	USS GRAYBACK (SS 208)	USS SWORDFISH (SS 193)
USS S-39 (SS 144)	USS TROUT (SS 202)	USS BARBEL (SS 316)
USS ARGONAUT (SS 166)	USS TULLIBEE (SS 284)	USS KETE (SS 369)
USS AMBERJACK (SS 219)	USS HERRING (SS 233)	USS TRIGGER (SS 237)
USS GRAMPUS (SS 207)	USS GUDGEON (SS 211)	USS SNOOK (SS 279)
USS TRITON (SS 201)	USS GOLET (SS 361)	USS LAGARTO (SS 371)
USS PICKEREL (SS 177)	USS S-28 (SS 133)	USS BONEFISH (SS 223)
USS GRENADIER (SS 210)	USS ROBALO (SS 273)	USS BULLHEAD (SS 332)
USS RUNNER (SS 275)	USS FLIER (SS 250)	USS SCULPIN (SS 191)
USS R-12 (SS 89)	USS HARDER (SS 257)	USS CAPELIN (SS 289)
USS POMPANO (SS 181)	USS SEAWOLF (SS 197)	
USS GRAYLING (SS 209)	USS ESCOLAR (SS 294)	

Thirteen other U.S. submarines have been lost at sea (one in World War I, twelve in peacetime)



The Empty Berths...

*"There is a port of no return, where ships
 May ride at anchor for a little space
 And then, some starless night, the cable slips,
 Leaving an eddy at the mooring place...
 Gulls, veer no longer. Sailor, rest your oar.
 No tangled wreckage will be washed ashore."*

- Leslie Nelson Jennings ("Lost Harbor")