

## USS TINOSA (SS283)

USS TINOSA (SS283) was built by the Mare Island Navy Yard, Vallejo, California. Her keel was laid 21 February 1942 and she was launched 7 October 1942 under the sponsorship of Mrs. William E. Malloy, wife of Captain Malloy, U.S. Navy. The fleet submarine was placed in commission on 15 January 1943, Lieutenant Commander Lawrence R. Despit, USN, in command.

TINOSA had a length overall of 311 feet 10 inches; extreme beam, 27 feet 4 inches; standard displacement 1,526 tons; mean draft 15 feet 2 inches; submerged displacement, 2424 tons; designed surfaced speed of 20.25 knots; designed submerged speed of 8.75 knots, and a designed depth of 300 feet. She had a designed complement of 6 officers and 54 men and was armed with ten 21-inch torpedo tubes, one 3-inch .50 caliber gun, two .50 caliber guns and two .30 caliber guns.

TINOSA departed San Francisco on 11 April 1943 and reached Pearl Harbor on the 16th for final training in Hawaiian waters. She commenced her first war patrol on 3 May 1943 and was off the east coast of Kyushu, Japan, the night of 29 May when she intercepted a three-ship convoy. TINOSA was twice driven off by gunfire as she pressed home a series of surface attacks. Two torpedo hits blasted one target, apparently the 975-ton freighter KOSHIN MARU revealed in post-war records to have been damaged five miles off Irosaki. Near daybreak of 6 June she commenced chase of the smoke of a convoy and moved in well after daylight for the kill. She observed two hits which left the largest ship dead in the water, and after a second try failed, she dived to escape the hunting patrol ships above. Depth charge attacks kept TINOSA down while the convoy escaped.

An hour before midnight on 9 June 1943 TINOSA commenced tracking an escorted tanker. Before the daybreak of the 10th she made an unsuccessful attack and after dodging depth charges of the escorts, moved in for a second attempt and was rewarded by the sound of two heavy explosions on target. She returned to Midway on 19 June 1943.

TINOSA spent her second war patrol in the vicinity of the Caroline Islands. She put to sea on 7 July 1943 and underwent a heavy depth charge attack on the morning of 15 July while an enemy aircraft carrier out-distanced her. Escorting destroyers drove her away from a tanker on 20 and 21 July, but near daylight on the 24th, she sighted the unescorted TONAN MARU NO. 3. Originally built by Japan as a floating whale factory to render oil from whales while at sea, that ship had been converted into one of Japan's largest tankers, rated at 19,209 tons. Making an "end-around" for attack position, TINOSA moved in, and at 0928, sent four torpedoes on their way to target. Two heavy explosions rocked the hugh tanker and as the submarine prepared to fire another salvo, four distant depth charge explosions were heard. Ten minutes later two more torpedoes streaked from TINOSA and the sound of two explosions followed. The tanker took a port list, settled by the stern, and smoke poured all around. When half an hour passed it was apparent that TONAN MARU #3 was not sinking. Her sizable deck guns prevented TINOSA from moving in on the surface so she came as close as 875 yards off the tanker's beam, took careful aim on a ninety-degree track, and fired a single torpedo which hit without explosion. The tanker's deck guns opened on the torpedo wake and the periscope of TINOSA. Another single torpedo was sent on its way with identical results. Now TINOSA crossed track to see if a torpedo net had been rigged about the target but found no evidence of such net. At 1039, a tenth torpedo from the submarine hit

target with no effect and nine minutes later the eleventh torpedo hit target well aft on the port side, made a splash at the side, then glancing starboard, jumped clear of the water about one hundred feet from the stern of the tanker. Two more tries with a single torpedo produced "dud" hits and TINOSA circled to try again from the other side as a destroyer approached from the east. At 1131 a fourteenth torpedo hit TONAN MARU #3 with no effect and was followed by a fifteenth torpedo which also hit but did not explode. A moment later the destroyer passed directly overhead and soon several depth charges exploded to give the submarine a shaking. She came to periscope depth at 1357 and found the tanker still afloat but down by the stern with a port list. By this time fifteen torpedoes had been fired by the submarine. Of this number, twelve hit the target. Eight torpedoes had been fired from theoretically perfect positions, having first been withdrawn from the tube for checking of all adjustments with fire control as methodical as leisure could allow. Only one torpedo remained on board TINOSA and Commander Daspit saved this specimen for examination at Pearl Harbor where he arrived on 4 August 1943. The tanker was towed by the Japanese into the safety of their great naval base at Truk Atoll after the disillusioned submariners left the scene.

The examination of TINOSA's remaining torpedo disclosed no errors in adjustments and Admiral Lockwood ordered two test shots fired against the submerged cliffs at Kahoolawe. One of the torpedoes proved to be a dud and special impact tests confirmed the findings that the exploder's firing pin would release, but it would strike with insufficient force to set off the primer cap. If the steel plate were set so that the warheads struck it a glancing blow, the exploders functioned properly. This explained why some ships were sunk by torpedoes which struck them glancing blows at the turn of the keel or against the side, whereas solid and normal hits might fail. Modified firing pins devised in the shops of the Pearl Harbor Submarine Base corrected the fault of the Mark 6 exploder and at last United States submarines went to sea with a reliable torpedo -- thanks to investigative procedure of a smart submarine which produced results of a greater importance than the sinking of one large Japanese target. The first twenty torpedoes with these modified firing pins were carried by the famed submarine BARB when she left Pearl Harbor for patrol on 30 September 1943.

TINOSA sailed from Pearl Harbor on 23 September 1943 and spent her third war patrol off the Caroline Islands. She had an encounter with a two-ship convoy on 4 October but lost depth control when a poppet valve of torpedo tube number 1 stuck open and flooded the submarine. She heard one loud explosion from the four torpedoes previously fired but the ships escaped into the night while she brought the flooding under control. Near daybreak of 6 October 1943 she sighted a loaded tanker which had previously been hit by submarine STEELHEAD. Sixteen hours later this "Obstinate MARU", the 800-ton Japanese tanker KAZAHAKO, slid under the sea some 250 miles from Truk Atoll. Time after time that stubborn enemy had counter-attacked with deck guns and depth charges which at one time knocked men of TINOSA's after torpedo room off their feet, jarred open lockers, and started a fire in the motor room. The night of 7 October TINOSA bombarded the enemy radio station of Alet Island of the Paluwat Group. She was ordered to terminate her patrol two days later and returned to Midway on 16 October 1943.

TINOSA left Midway on 27 October 1943 for her fourth war patrol. She was off Palau on 22 November, having found the western entrance to the lagoon well guarded by air patrols and a surface patrol addicted to the use of depth charges, with or without submarine contact. A noise had developed in her superstructure when her speed went above six knots and this made her hunting

difficult. As she submerged for patrol off Malaki Passage she sighted smoke to the southeast and closed two freighters under the guard of three escorts. Three torpedoes were let go towards one freighter at 0838 and this target rolled on her port side and slid rapidly under the sea. Within five minutes a second salvo of three torpedoes ripped into a second freighter and the submarine found herself between two sinking ships with wakes leading out ahead and astern. So the spot was marked for pouncing escorts whose efforts were fruitless. The underseas warrior went deep and made a sharp change of course, then went full speed ahead as screws were heard close aboard and four close depth charge explosions knocked out planes, gyro, steering and other equipment. TINOSA took a fifteen degree up-angle, then plunged down to 380 feet before control was regained by her skillful diving officer. Five minutes later six more depth charges rained down but this was the end of her danger. She made good her evasion and surfaced at 1850, safe from the hunting escorts. Victims of her attacks were the 4,398-ton freighter YAMATO MARU and the 4,071-ton freighter KISO MARU.

On 26 November TINOSA sank the 3,811-ton freighter SHINI MARU, scoring a hit which almost blew the stern off this target. She swung left and unleashed three torpedoes at another target and two explosions were heard as she went deep and enemy escorts bore down. During the last attack, one torpedo had not fired and was believed to be stuck in number five tube. When the submarine surfaced, Lieutenant C. E. Bell, Jr., USN, went over the side and found the torpedo half ejected. Ensign K. R. VanGordgen, USN, also went over the side and placed a wedge in the impeller of the arming wheel of the torpedo to prevent rotation. The door seemed clear of obstruction so TINOSA was backed at about 8 knot speed and the tube number five fired. The torpedo left the tube and sank.

TINOSA headed back to her area and just after dark on 3 December 1943 a ship under escort of a destroyer popped out of a rain squall. An unfortunate zig of the target spoiled a two-ship-shot but two hours later the submarine fired three bow tubes up stern. One torpedo hit and set the target afire on her stern as well as the ocean in the general vicinity. When the submarine came in for another try the enemy was still making eight knots despite the fire and intermittent explosions. Fire and smoke obscured the victim as TINOSA moved in and missed. The enemy retaliated by opening fire with machine guns and two large guns. Submerging to get in close, TINOSA was almost run down by the target before she gained new attack position. At 2120 she fired three torpedoes and two hits sent the 6,645-ton oiler AZUMA MARU to the bottom. She refueled at Darwin on 10 December and arrived in Fremantle on the 16th for refitting. During this time Commander D. F. Weiss, USN, relieved Commander Lawrence R. Daspit, as commanding officer of TINOSA.

TINOSA departed Fremantle on 10 January 1944, assigned to patrol the area to the northwest of Borneo. She was to terminate this fifth patrol at Pearl Harbor. As she passed through waters of the southern Philippines to the northwest of Borneo the late afternoon of 18 January, she sighted the masts of the famous "ghost" of the Malay barrier. This contact, identified as an "Old U.S. four-stack DD", brought forth the comment: "Guess this was BOWFIN's DD". The submariners were not the only men bothered by apparitions. In reality, this "ghost" was a "Three Stacker" with tripod mast with her forward stack of the raked type. Her silhouette, however, was American and many an airman swore they had seen the old "four stacker". So here in waters far from those usually associated with "Flying Dutchmen", cruised a ghostly American destroyer of unknown name and hull number. This "ghost" was found by American occupation forces in Japan at the close of the

war. She was the destroyer STEWART (DD 224), supposed to have been destroyed by demolition crews when Surabaya fell. She had been salvaged by the invading Japanese, given a raked stack and tripod mast, then sent to sea as Patrol Vessel No. 2 in the Japanese Imperial Navy. The destroyermen called her "RAMP" for "Recovered Allied Military Personnel."

On 20 January 1944 TINOSA landed agents and 5000 pounds of equipment at Labian Point, Borneo. two days later she arrived at the focal point of shipping lanes traversing Balabac Strait. She sighted smoke in the early afternoon of 22 January and maneuvered to get in front of a four-ship convoy and two escorts. Four torpedoes were fired at two overlapping ships and the bow of one target was rent off and flooded and her screws soon flashed in the air as she headed toward bottom. Outwitting the escorts, the wiley submarine surfaced after nightfall and was soon in hot pursuit of the remaining ships of the convoy. She commenced a night surface approach four hours before midnight and let go a three-tube salvo at a "perfect set-up." So what happened? Two of the torpedoes prematurely exploded so close aboard that spray was thrown upon TINOSA's bridge. She commenced another approach while reloading and continued in despite close shots from a Japanese destroyer which splashed water on her bridge. Three torpedoes streaked away and dense clouds of smoke arose from the target. By this time the destroyer was firing almost dead astern and TINOSA commenced approach on another target which swung a searchlight on her and shells began coming close again. The fighting warrior would not give up her prize. She let go with a three-tube salvo but all missed. Now her commanding officer called the lookouts off the bridge to escape the gunfire and the submarine opened to the northeast and settled down to rest submerged after nine solid hours at battle stations. Victims of her attack were the cargo-tanker ships KOSHIN MARU (5,485 tons) and SEINAN MARU (5,401 tons).

Midnight of 26 January 1944 had been passed for 34 minutes when TINOSA went all ahead emergency and swung full rudder to avoid two torpedo wakes which passed close aboard on each side. She was used to narrow escapes by the 14th of February. Shortly after midnight, she was almost caught in a box of four small patrol craft. Her superior speed got her out through a "hole" in the screen. She was patrolling off Surigao Strait near the moon hour of 15 February when she sighted smoke and submerged for a daylight periscope attack on a four ship convoy. She was unable to gain attack approach but surfaced in the late afternoon for an "end-around" which brought her in radar contact as darkness fell. She maneuvered into position on starboard beam of the convoy, finding ships in a "square" with the two largest leading each column. Three torpedoes were unleashed at the nearer leader and followed by three others for the far leader. One hit on the far ship and was followed by a rising column of smoke and a hail of gunfire. TINOSA decided to stay with the damaged ship which was the largest of the group and steaming very radically. Shortly after midnight, while attempting to get a set-up, TINOSA was forced to dive to 90 feet to let the target pass overhead. She came up to periscope depth and let go with a 3-tube spread. Large explosions were heard and a big black shape was in sight to the left of the smoke. Suddenly it was realized that the shape was the bow, high in the air, as the whole target slid vertically and disappeared in just a few seconds. This victim was the 1,988-ton ODATSUKI MARU. A few hours earlier she had inflicted heavy damage on the 2,610-ton transport CHOJO MARU.

TINOSA set course for Midway but at 1047, on 19 February 1944, she sighted smoke which led her to a four ship convoy with three escorts, two of which were very smart destroyers. The latter two stayed between TINOSA an any possible target.

They seemed to have very effective detection gear as the submarine could not outwit this pair. She managed only one hasty attack, a salvo of two torpedoes just after midnight. They missed and brought the destroyers out to hunt. They took up the chase in earnest with gunfire as an added attraction. Now TINOSA submerged to avoid the gunfire and commenced evasive tactics. The destroyers "sat" on the spot where she dived and searched for a while to no avail. The wily submarine made her way clear to refuel at Midway and terminated her fifth war patrol at Pearl Harbor on 4 March 1944.

TINOSA departed Pearl Harbor on 29 March 1944 to conduct her sixth war patrol as a unit of a wolfpack comprising besides herself, the submarines BANG and PARCHE. The wolfpack commander was Captain G. E. Peterson in PARCHE.

The three submarines pointed their bows towards the Luzon Straits Area and BANG made the first contact on a convoy of 12 ships the 29th of April. After expending 20 torpedoes in a series of devastating attacks, BANG trailed while TINOSA and PARCHE took the offensive. TINOSA submerged right in front of the convoy while PARCHE made the first attack on port flank and left the convoy in such a turmoil that it seemed almost impossible for her to get a good shot. Then a dream set-up occurred. There were five ships overlapped in such a way that angular distances between the bow of #1 and the stern of #5 was under eleven degrees. TINOSA fired a six-torpedo spread and four hits were felt and heard. The escorts now switched their attention from PARCHE to TINOSA but she evaded their fury and came to periscope depth near the noon hour of 30 April to renew the attack. She was soon diving from the enemy air patrol which held her down all day while the surviving ships of the convoy passed out of sight.

A second 12-ship convoy was contacted in the early daylight of 3 May 1944 by TINOSA and all three submarines took up the chase. They caught up with the convoy near midnight and TINOSA fired six torpedoes. She observed one hit under the bridge of an oiler and a second hit under the bow of the same target. A hit in a cargo ship set it aflame but as she moved in to finish off the cripple, the destroyers intervened. She surfaced about two hours later to recharge her batteries, then again headed for the convoy. Meantime PARCHE had pounced on six remaining ships and BANG, trailing all this time, followed up with an attack which expended her last four torpedoes. At 0349 TINOSA was back on the firing line, gaining three hits out of four torpedoes fired to disintegrate her target. She was unable to see the results of another four-torpedo salvo and fired her last torpedoes at 0950 on a suspected "Q" ship. In this attack, TINOSA was officially credited with sinking the 6,440-ton cargo ship TAIBU MARU and the 6,436-ton cargo ship TOYCHI MARU. The two submarines with no torpedoes were ordered home and PARCHE continued on patrol alone. TINOSA arrived in Majuro Lagoon, Marshall Islands, on 15 May 1944 for refit.

TINOSA put out from Majuro on 7 June 1944 to conduct her seventh war patrol in the East China Sea. On the morning of the 15th she got between the escorts and ships of a convoy to press home an attack but her torpedoes passed ahead of two overlapping tankers. The escorts came "boiling" down the wakes and 23 depth charges exploded in the sea. One was close enough to cause the submarine to temporarily lose depth control and she went down to 360 feet. The convoy had escaped by the time she lost these hunters and she was unable to regain contact.

TINOSA rendezvoused with TANG and SEALION on the 24th of June 1944 to discuss plans for a co-ordinated patrol. Just before daybreak of 2 July she commenced

tracking a large cargo ship maneuvering between the rocks and small islands in shallow water. She was pounded on by two aircraft and the birdmen kept her down until the afternoon when the surface patrol craft took over. The next night she intercepted a five-ship convoy and pressed home an attack near midnight to sink the 2,733-ton cargo-tanker KONSAN MARU and the 7,954-ton cargo ship KAMO MARU. Evading 43 exploding depth charges, she continued to patrol south and battle-surfaced on the 10th to sink a two-masted trawler. Five days later she sighted a large "I Class" Japanese submarine eight miles away and got a quick set-up on him and commenced an end-around. Darkness set in to obscure the target and the enemy submarine submerged before the attack could be made. She arrived in Pearl Harbor on 30 July 1944 and was routed onward to the west coast of the United States.

She reached her destination on 7 August and entered the Hunter's Point Navy Yard for overhaul. On 13 September 1944 Lieutenant Commander Richard C. Latham, USN, relieved Commander D. F. Weiss, USN, as commanding officer of TINOSA.

TINOSA completed her overhaul on 23 October 1944 and arrived in San Diego on 27 October for special test of FM sonar mine detection gear in the waters off that port. These tests were concluded on 6 November and she headed for the Hawaiian Islands the following day. After reaching Pearl Harbor she had four days of voyage repairs, nine days of training and three days of special exercises with her new equipment. On 4 December 1944 she departed Pearl Harbor to spend her eighth war patrol in mine detection missions in approaches to the harbors of Kata Daito Jima, Minami Daito Jima, Okinawa, Ie Shima and Naze Ko. She departed the last named location on the 18th of January and returned to Pearl Harbor on 30 January 1945. She was highly commended for performance of her special missions. More training and testing of new equipment was conducted prior to her departure on 1 March 1945 for the Marianas Islands.

TINOSA moored alongside destroyer tender FULTON at Saipan on 11 March and spent the next five days conducting special tests with sound equipment. On the 17th she put out to sea in company with SPADEFISH and TIRANTE, forming a wolfpack under tactical command of Commander Richard C. Latham in TINOSA. She experienced considerable difficulty with her bow planes on 23 March 1945 and depth control was almost impossible to manage at periscope depth in a rough sea. Nevertheless she decided to transit the Mansei Shoto at 150 feet. While passing 120 feet to come up for a look with the periscope she twice lost control and lightly touched the bottom but was maneuvered clear of reefs or obstacles of Yokoate Shima to accomplish her hazardous mission in connection with enemy minefields during 25-27 March. She took two Japanese prisoners aboard on the 28th from a lifeboat and left her lifeguard station off Truk a few days later because of the bow plane trouble. She returned to Guam on 7 April 1945.

TINOSA spent most of her tenth war patrol on lifeguard duty for American aviators off Truk Atoll, also making reconniassance and taking photographs of the islands of Truk Atoll. On 14 May Ulul Island of that Atoll was bombarded by the submarine. She returned to Guam on 16 May 1945 for refit.

By the time of her eleventh war patrol TINOSA had completed her course in experiments and tests of the mine detection device which had been perfected by the University of California Research Group. Upon her arrival in Guam from her tenth war patrol she formed with eight other subamrines and came under the direction of Commander W. B. "Barney" Sieglaff for her stiffest course: Japan Sea Navigation and Minefield Penetration. if this "course" was successfully passed, Japan could

be isolated by severing the last of her overseas supply lines which carried her imports across the Sea of Japan. Thus far, that huge body of water, heavily guarded by minefields, had been out of bounds to American submarines. Under the leadership of Commander E. T. Hydeman, these submarines formed a submarine task force known as "Hydeman's Hellcats." Further divided in three task groups of three submarines each, TINOSA formed in the third task group with BOWFIN and FLYING FISH. The latter submarine carried the task group leader, Commander Robert D. Risser and the three submarines formed a pack known as "Risser's Bobcats."

TINOSA departed Guam with "Risser's Bobcats" on 29 May 1945 and on 2 June, moved to the scene of a B-29 bomber crash about 18 miles northeast of Sofu-gan. She picked up from a lifeboat, ten survivors from the 21st Bomber Command, 61st Bombing Squadron, 39th Group. These men were transferred to submarine SCABBARDFISH on 4 June and TINOSA continued her run to the Sea of Japan.

Using her new mine detection gear, TINOSA passed through the heavily-mined Tsushima Strait on 7 June 1945. A part of the gear fouled her bow planes the following day and two volunteers went forward for the simple but hazardous job and managed to clear the trouble. Each submarine proceeded independently to assigned areas and the Japanese must have been astounded by the torpedo fire of submarines off the west coast of Honshu, Japan. TINOSA started off the fireworks in that island sea shortly after sunset of 9 June when she sank the 2,211-ton cargo ship WAKATAMA MARU. A second attack some three hours before midnight resulted in two "dud" torpedoes, one of which went in a circular run. She submerged to avoid the second pass of the "circular idiot-child" and managed to fire a fourth torpedo before she dived from a depth charge counter-attack. When she came back to try again she found her target missing from the scene. On 12 June 1945, with land only nine miles away, she sank an 800-ton sea truck. The 2,726-ton freighter TAITO MARU was sent to the bottom in 35 seconds on the 20th by the blast of three torpedoes. She was followed under the sea by the small freighter KAISEI MARU, a victim of TINOSA that same day. The submarines assembled off La Perouse Strait on the night of 24 June and moved on the surface through cotton-thick fog to re-enter the Pacific. Forming in parallel columns and keeping in touch by voice radio the "Hellcats" raced through the strait at 18 knots. Colors flying, they entered Pearl Harbor with the rest of the successful band on the Fourth of July.

TINOSA departed Pearl Harbor on 11 August 1945 for her twelfth war patrol. She had not reached the assigned area off the coast of Japan on the 14th when she received the broadcast by President Truman that Japan had surrendered unconditionally. The following day she was ordered to Midway where she arrived 16 August 1945. She put to sea on 25 August for the west coast of the United States and reached San Francisco on 4 September 1945. She entered the Mare Island Navy Yard for preservation. On 28 February 1946 she was placed "in commission in reserve". She was decommissioned on 31 December 1946 and remained in reserve until 4 January 1952 when she was recommissioned in the Mare Island Navy Yard. She was under command of Commander Lawrence H. Butt, USN, assigned to Division 33, Squadron Three, Flotilla One, U.S. Pacific Fleet.

TINOSA arrived at San Diego on 25 January 1952 to serve in local waters as a training ship for reservists and students of the Fleet Sonar School. She terminated this duty on 9 June 1953 and entered the Mare Island Navy Yard on the 12th. She was assigned to Sub Group One, Mare Island Group, Pacific Reserve Fleet. Lieutenant Commander Butt was relieved by Lieutenant Commander James P. Ragan on 15 June 1953.

TINOSA was decommissioned on 1 December 1953. She was found unfit for further service in 1958 and her name was ordered stricken from the Navy List of Ships on 18 February 1959. Her hulk was used for tests and experimentation in submarine damage control and salvage operations.

TINOSA was awarded the Presidential Unit Citation:

"For extraordinary heroism in action during her Fourth, Fifth and Sixth War Patrols in the restricted waters of the Carolines and the Philippines. Pursuing highly aggressive and tenacious tactics while covering wide areas of her assigned sectors, the USS TINOSA boldly penetrated strong air and surface escort screens to strike at the enemy with well planned and brilliantly executed gun and torpedo attacks. In ready response to the urgency of each hazardous mission, she closed her targets gallantly and dealt smashing blows at the enemy's supply in destroying or damaging thousands of tons of shipping and material vital to the maintenance of his war machine. A valiant fighting ship, implementing the superb seamanship and skill of her entire ship's company by her own unfailing fortitude under relentless Japanese bombing, gunfire and depth-charging, the TINOSA returned to port safe with an illustrious record of combat achievement in keeping with the highest traditions of the United States Naval Service."

She also received nine battle stars for operations listed below:

1 Star/FIRST SUBMARINE WAR PATROL: 3 May-19 Jun 1943

1 Star/SECOND SUBMARINE WAR PATROL: 7 Jul-4 Aug 1943

1 Star/THIRD SUBMARINE WAR PATROL: 23 Sep-16 Oct 1943

1 Star/ FOURTH SUBMARINE WAR PATROL: 27 Oct-16 Dec 1943

1 Star/ FIFTH SUBMARINE WAR PATROL: 10 Jan-4 Mar 1944

1 Star/ SIXTH SUBMARINE WAR PATROL: 29 Mar-15 May 1944

1 Star/ SEVENTH SUBMARINE WAR PATROL: 7 Jun-30 Jul 1944

1 Star/OKINAWA GUNTO OPERATION:

Assault and occupation of Okinawa Gunto: 17 Mar-21 Jun 1945