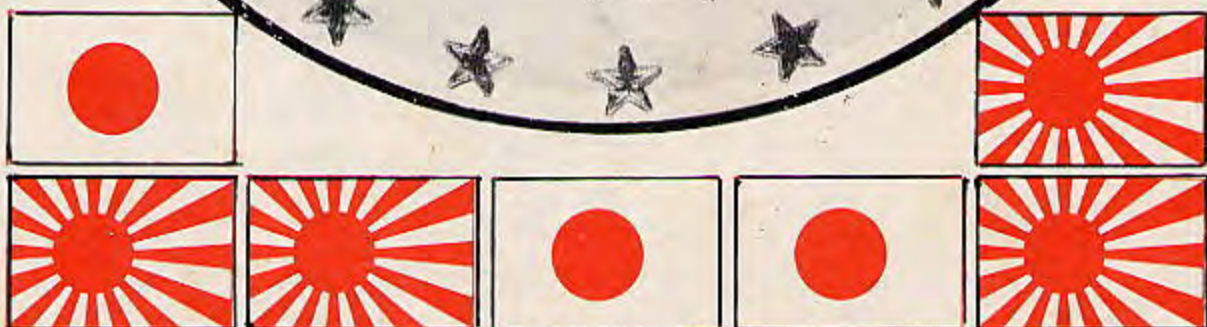
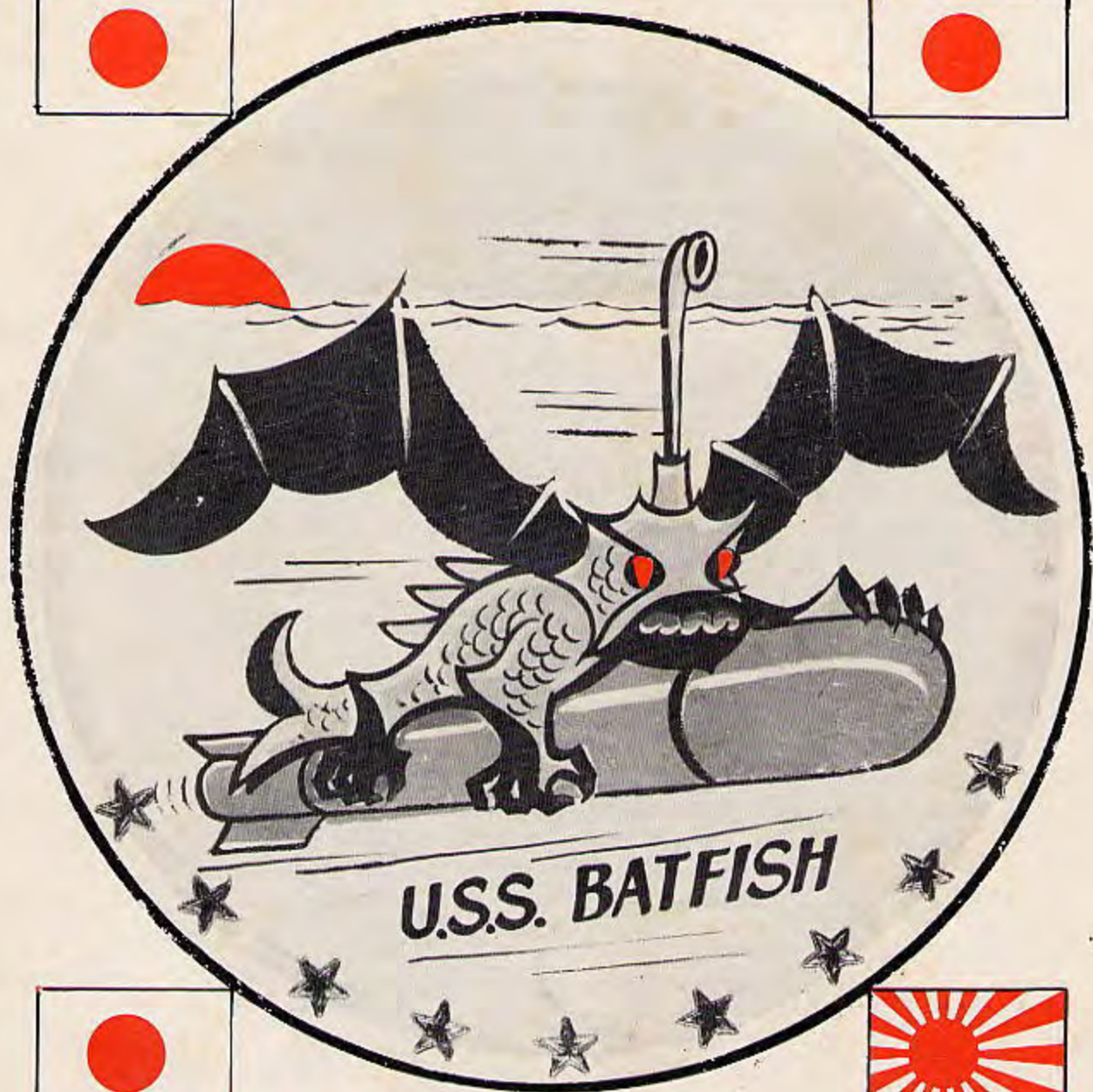


SUBMARINE



BATFISH

THE SECRETARY OF THE NAVY
WASHINGTON

The President of the United States takes pleasure in presenting the PRESIDENTIAL UNIT CITATION to the

UNITED STATES SHIP BATFISH

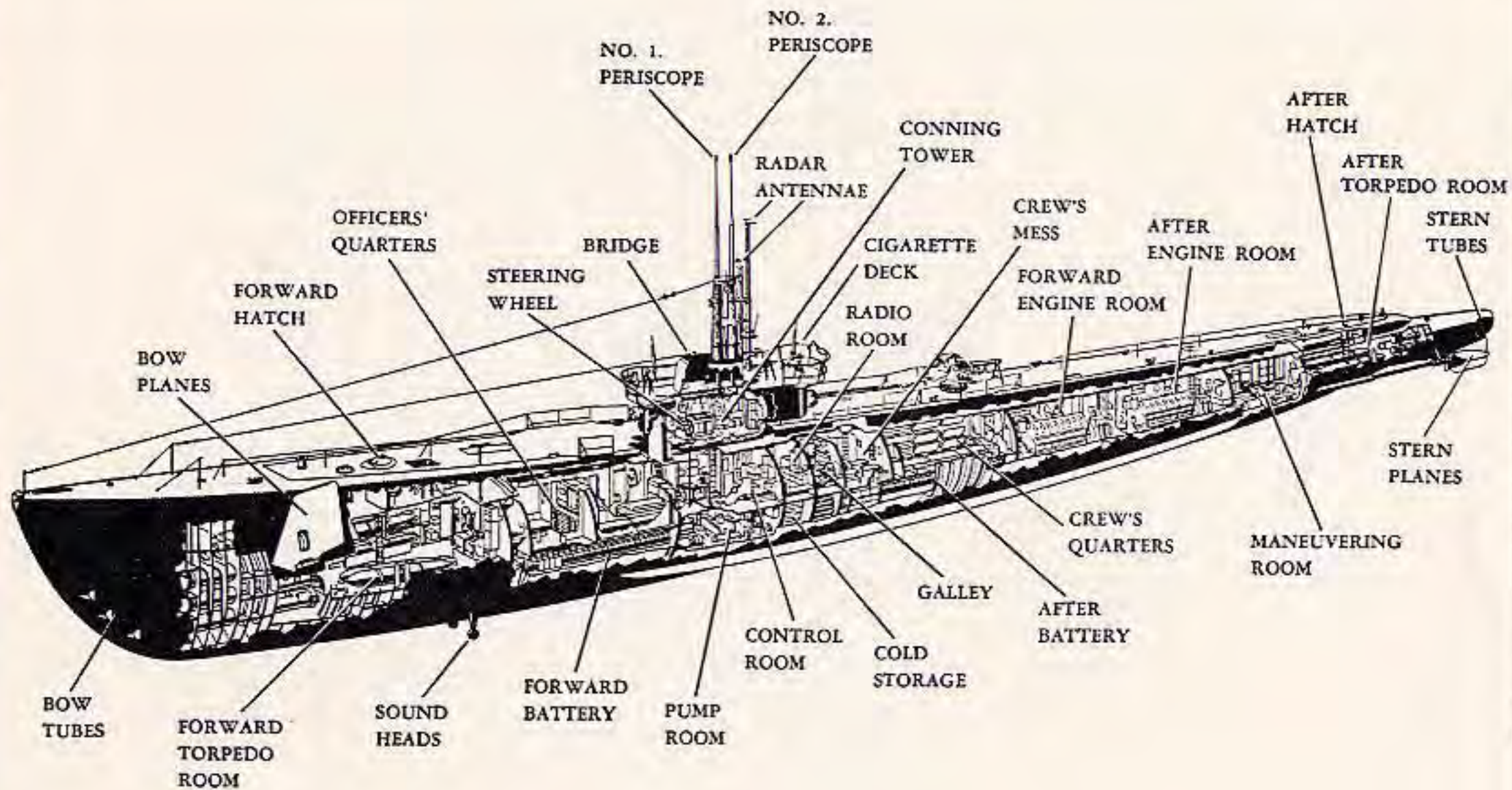
for service as set forth in the following

CITATION:

“For extraordinary heroism in action against enemy Japanese combatant forces during her Sixth War Patrol in the South China Sea from December 30, 1944, to March 3, 1945. Persistent and aggressive in her search for vital targets, the U.S.S. BATFISH relentlessly tracked down the enemy and in three separate, brilliantly executed attacks, launched her torpedoes with devastating speed and skill and demolished three Japanese submarines. By the destruction of these formidable and threatening hostile Fleet units in a single War Patrol, the BATFISH achieved a unique record in submarine warfare and contributed significantly to the successful completion of the war. The courage, superb seamanship and gallant fighting spirit of her officers and men reflect the highest credit upon herself and the United States Naval Service.”

For the President,

James Forrestal
Secretary of the Navy



TYPICAL U. S. FLEET SUBMARINE

CUT-AWAY SHOWING COMPARTMENTATION

THE U.S.S. BATFISH
(SS-310)

SUBMARINE KILLER SUBMARINE



THE RECORD

In service for less than two years during World War II, the USS Batfish (SS-310) and those who sailed in her won 9 battle stars, sank 15 enemy ships, damaged numerous others, and even rescued three, wet but happy, Army pilots whose B-25 bomber had crashed into the Sea of Japan. In that respect she was typical of the U.S. Navy's Submarine Force. But, as a "submarine killer submarine," Batfish was without a peer in that illustrious company of U.S. Submarines that dominated the naval actions of those drama-packed years.

The story of how this came about is one of the epics of World War II. It takes us back almost thirty years to the opening months of 1945 when a shortage of Japanese surface targets began to develop and United States submarines began to actively hunt out their Imperial Navy rivals. Batfish hit first and hardest when in February, operating in Luzon Straits on her sixth war patrol, she encountered three of the enemy's five remaining submarines then operating in Philippine waters. Although under torpedo and bomb attack from both Japanese and American aircraft, Batfish in a deadly three day underwater battle, "relentlessly tracked down the enemy and in three separate, brilliantly executed attacks, launched her torpedoes with devastating speed and skill and demolished" the Imperial Japanese Navy Submarines RO-55, RO-112, and RO-113. Three submarines in three days! When the third enemy submarine went down on February 12, Batfish turned in a record that was equaled by no other submarine in history.



"I christen thee . . . Batfish." The bubbles fly as Mrs. Nellie W. Fortier swings the traditional bottle of champagne against the bow of the sleek new submarine in Christening Ceremony at Portsmouth Naval Shipyard on 5 May 1943.

The new fleet submarine was named after one of the small, pediculate fishes of the family Malthidae, related to the angler. It is grayish brown above, covered with bony tubercles, and reddish below. It sits on the bottom, supported by its fins, waiting for its prey, which consists of almost everything coming within its reach.

* Acoupa (SS-310) was renamed Batfish by Navy officials on 24 September 1942 prior to her keel laying.



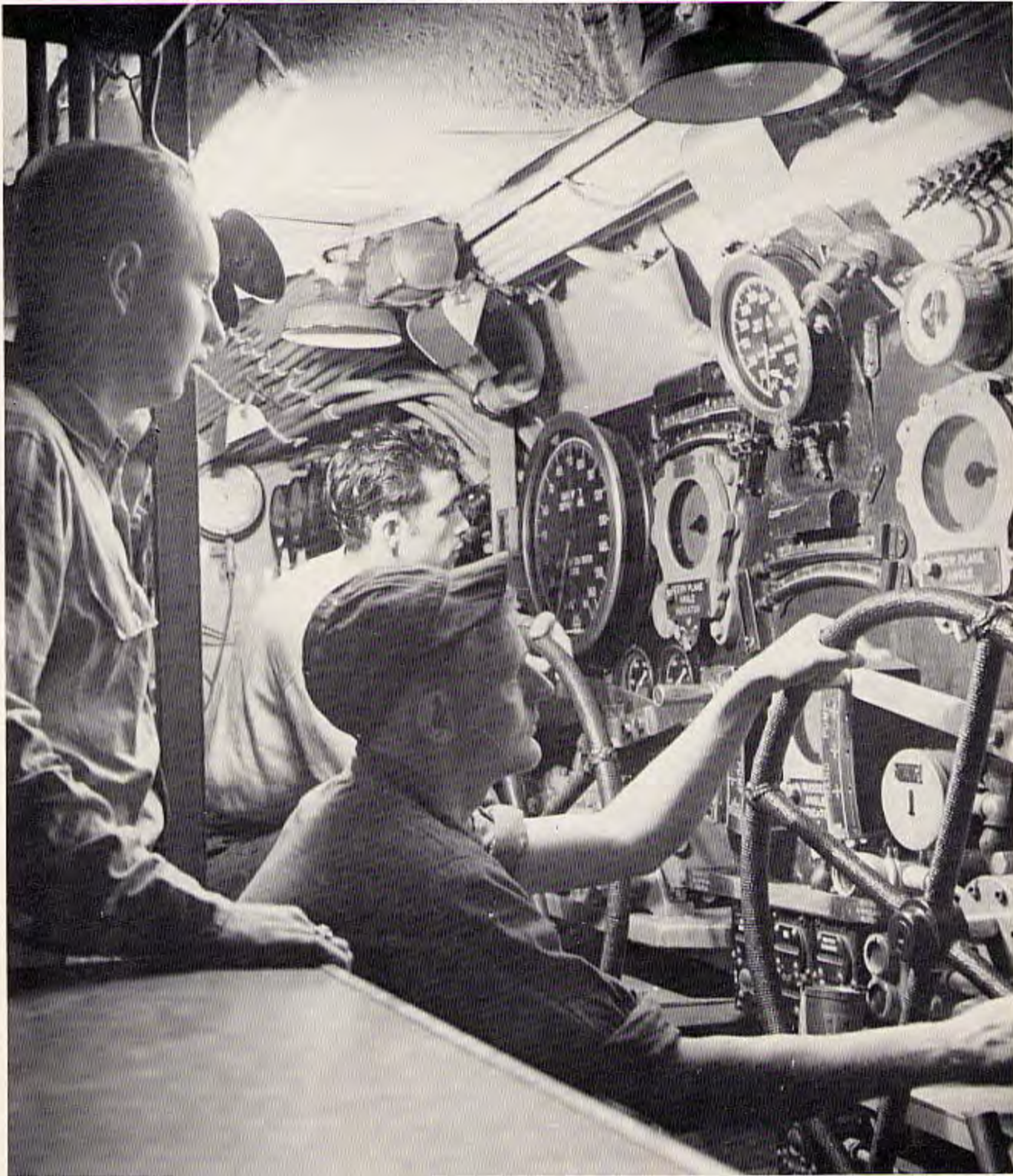
1st WAR COMMAND

The Batfish's story begins in the Portsmouth Naval Shipyard, New Hampshire, where the submarine's keel was laid 27 December 1942. She launched 5 May 1943, under the sponsorship of Mrs. Nellie W. Fortier of Chocorua, New Hampshire, mother of six sons then serving in the Armed forces. The fleet submarine commissioned 21 August, 1943, Lt. Commander Wayne R. Merrill, USN, commanding.

Batfish had a cruising radius of 10,000 miles and maximum duration at sea of 75 days for one patrol. She was 311 ft., 6 in. in overall length, had a beam of 27 ft., 3 in., displaced 1,526 tons on the surface with full war load, and had a mean draft of 15 ft., 3 in. She had a normal crew of 6 officers and 60 enlisted men. Her four diesel engines delivered 5400 h.p. and produced a maximum surface speed of 20.25 knots. Submerged, operating on her 2740-h.p. battery-powered motors, her maximum speed was 8.75 knots. Her test diving depth was 300 feet, a depth that was more frequently than not exceeded by many fleet-type submarines when under enemy depth charge attack. She carried 24 torpedoes--six in her forward tubes, four aft, and the rest in stowage racks fore and aft. For surface battle, Batfish mounted a 5-inch 25 caliber gun; one 40-mm gun; and two .50 caliber machine guns.

Following shakedown training along the New England Coast, Batfish, departed New London, Connecticut, in mid-October 1943 for combat operations in the Pacific. She transited the Panama Canal enroute to Pearl Harbor, arriving 19 Nov. 1943 for final readiness training before proceeding to Midway Atoll. She departed Midway 11 Dec. 1943 to conduct her first war patrol in waters south of Honshu, Japan.

Batfish entered her patrol area 29 Dec. 1943 to encounter near typhoon weather which greatly hampered operations for the next two weeks. Captain Merrill made his first kill the night of 19 January 1944 when he attacked a 4-ship convoy and sank the 5,486-ton cargo ship Hidaka Maru. Patrol operations were terminated 24 January and the submarine returned to Midway for refit 30 January 1944. Merrill took Batfish on her second war patrol to the Honshu Area,



Batfish diving officer and crewmen at control room diving station. Crewmen are at stern and bow plane controls. All eyes are on the diving plane angle indicators—the dive must not be too steep!

22 February--15 April 1944, but returned to Pearl Harbor empty-handed. Not one target worthy of Batfish's torpedo fire was encountered during the 54-day patrol in heavy weather and near-typhoon gales. Upon completion of refit at Pearl Harbor, Batfish departed for Midway on 11 May 1944.



2nd WAR COMMAND

Lieutenant Commander John Kerr Fyfe assumed command of Batfish upon her arrival at Midway on 15 May 1944. Eleven days later she was enroute to conduct her third war patrol in waters south of the Japanese home islands. Fyfe sent a salvo of torpedoes into an unidentified Japanese training ship the afternoon of 10 June 1944. Minutes after the ship sank with midshipmen thrashing about the choppy water, the submarine was severely shaken by a tremendous explosion, possibly the bomb from an aircraft, but continued on patrol. A cargo ship and a tanker were attacked the afternoon of 18 June, two torpedoes went into the side of the cargo ship, but the other two torpedoes that Fyfe fired missed the tanker and ended their run at the edge of a well-terraced garden in sight of the city of Andakino.

Batfish torpedoed and sank the 990-ton Japanese cargo ship Nagaragwa Maru on 22 June 1944, escaping without damage from enemy escorts which dropped over 50 depth charges. On 28 June, Captain Fyfe abandoned his attack approach on three destroyers when an aerial bomb "fell from nowhere," shattering glass gauges and knocking cork from Batfish's bulkheads. A second approach was spoiled when the soundman reported a fast approaching object that had the sound of a "freight train." Two torpedoes barely missed the stern of Batfish as Fyfe turned away to evade and make repairs. On 29 June 1944, the submarine attacked a convoy but torpedoes missed the target and escorts held Batfish down with depth charge attacks until the convoy was beyond range. Fyfe launched a "fierce running gun battle to sink a large enemy trawler and yacht-type escort" on 1 July 1944. Batfish returned to Midway 7 July 1944 for refit.



The much decorated Batfish skipper John K. Fyfe gazes at the horizon from the bridge of Batfish. Photograph was taken in March 1945. In addition to the Navy Cross, the Silver Star Medal w/3 Gold Stars, and the Ribbon and Bronze Star for the Presidential Unit Citations to USS Batfish and USS Sand Lance, Cmdr. Fyfe, (now--Rear Admiral, USN, Ret.) was awarded the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; the Asiatic-Pacific Medal; the National Defense Service Medal; and the Philippine Liberation with one Star.

Batfish conducted her fourth war patrol in the vicinity of Palau Island. She departed Midway 31 July 1944; sank a floating mine with gunfire 4 August, then sank Japanese Minesweeper Number 22 (492-tons) while off Velasco Reef on 23 August. She again closed the reef on 26 August, firing a spread of torpedoes which finished the destruction of the Japanese destroyer Samidare (1,580-tons). The submarine served on lifeguard station for aviators off Peleliu 27-28 August, then departed her patrol area 3 September for Fremantle, Australia, arriving 12 September 1944.

Batfish departed Fremantle 8 October 1944 to spend her fifth war patrol in support of the liberation invasion of the Philippine Islands. Two of her torpedoes passed under the shallow draft of a fast patrol craft the night of 19 October 1944 and failed to explode. She was soon on station in the Sulu Sea off northwest Mindanao, one of the strategic positions taken by Southwest Pacific Forces Submarines on a line extending from North Borneo to Northern Luzon. She intercepted a convoy the night of 27 October 1944 but destroyers temporarily drove her from the track. She trailed the enemy into San Fernando Harbor 7 November and was temporarily "boxed in" by five fast patrol craft before she escaped. She reentered the harbor the afternoon of 11 November, sinking a moored cargo ship and damaging several smaller craft despite severe enemy countermeasures.

On the night of 14-15 November 1944, Batfish joined the submarines Ray and Raton in coordinated attacks upon a four ship convoy. Several torpedo hits were scored by Batfish but sinkings were not confirmed. She returned to Pearl Harbor 1 December 1944 for refit.

Batfish commenced her sixth war patrol from Pearl Harbor on 30 December 1944. This patrol took the submarine into the South China Sea, south of Hong Kong, east of Hainan Island, thence into Luzon Straits. She was a unit of a hunter-killer group called "Joes' Jugheads," comprising herself, Archerfish and Blackfish.

The trio of submarines arrived on station off Hainan Island on 18 January 1945 and spent most of the next week and a half dodging the deadly floating mines the Japanese



Crewman prepares battle flag display in Batfish's forward torpedo room. Battle flags will be flying from periscopes when the submarine returns from war patrol. Note crewman who appears to be in bed with a torpedo as he reads magazine.

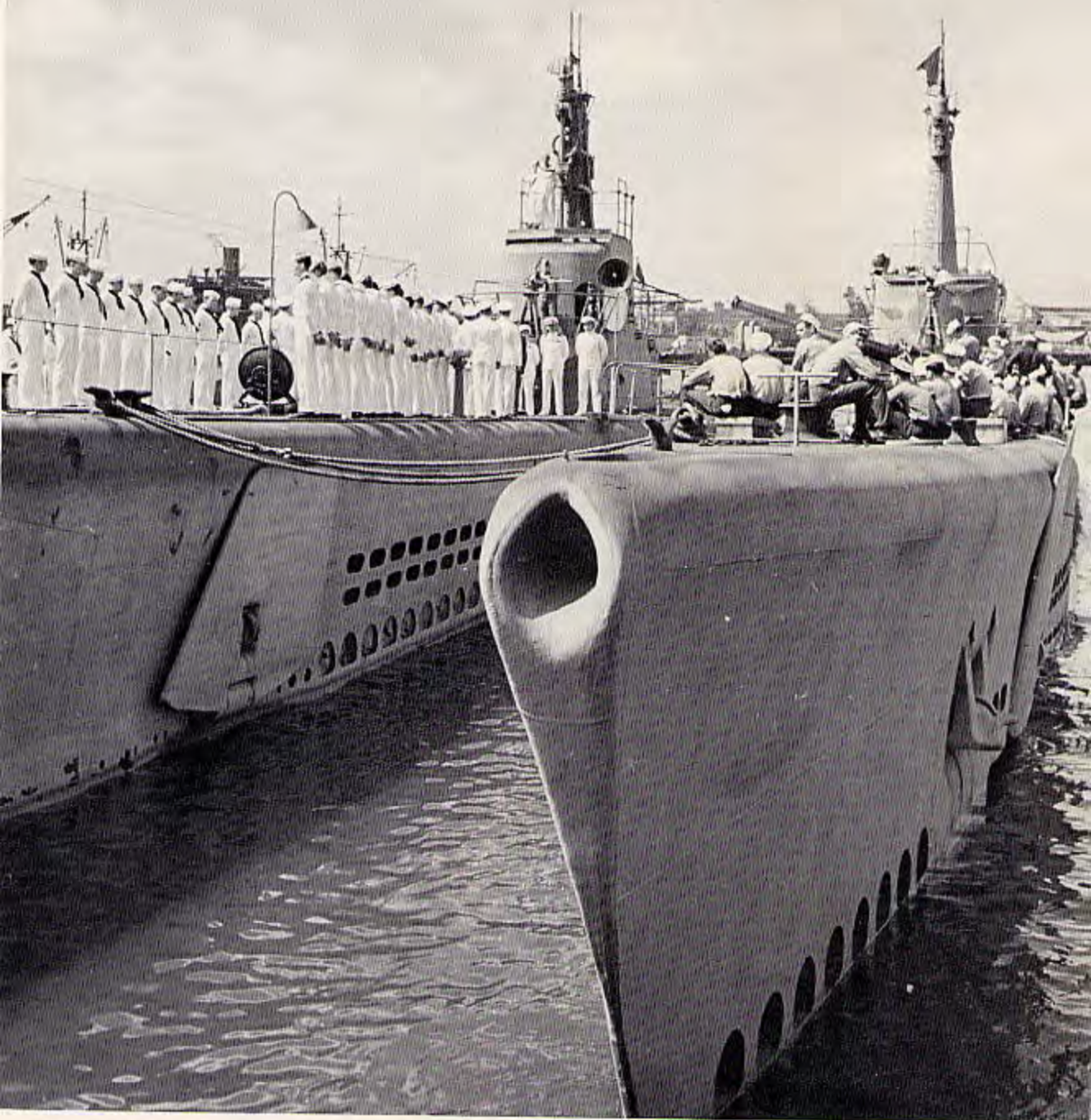
had let loose in the South China Sea. On 30 Jan., Batfish took an aerial bomb from a Japanese plane as she headed for a position off Linyen Harbor on the southern coast of Hainan Island. A number of enemy ships had been reported in the harbor but Batfish found only a number of half sunken ships and one small freighter. After a two day wait, the freighter came out and Batfish fired four torpedoes. Thirty seconds passed, then the time went into minutes, but the much expected explosion never came. Coming up to periscope depth to see what had happened, an enemy plane spotted Batfish and let go a bomb that shook the submarine from bow to stern.

On 2 February, Batfish was ordered to a new patrol area in the Babuyan Islands off the northern coast of Luzon. At this time the Japanese were busy evacuating some of their top-ranked personnel from Aparri. Submarines were one way of getting out the evacuees, and as the Japanese had been known to essay these missions, Batfish was alerted. Along the way, on 4 February, Batfish battle-surfaced in heavy seas on an enemy landing barge and left it burning briskly at dusk. Still a day away from her assigned area, Batfish proceeded south towards the Babuyan Islands.

Batfish arrived on station on 6 February and three days later her watch picked up results. At 2250 on the evening of 9 February, a radar contact was made at 11,000 yards. Captain Fyfe started tracking. In a few minutes the radar detector began to register strong signals which could only be Japanese air search radar. Fyfe directed a surface approach. At 2331, range 1,850 yards, he fired four torpedoes at the target. All four missed. The moonless night was unusually dark, and the target had not been sighted. Suddenly the radar contact ceased. Fyfe instinctively guessed the target to be a submarine.

Fyfe started a fast end-around to gain a new attack position. At 0200 on 10 February the radar contact was reestablished and a few minutes later, the lookouts picked up a target identified as a I-type* Japanese submarine. At 1,000 yards Fyfe fired three torpedoes, the first one a hit. As the explosion roared in the darkness, the radar indication on the detector ceased abruptly. As abrupt was

* Records available after the close of the war indicated the target must have been the RO-55.



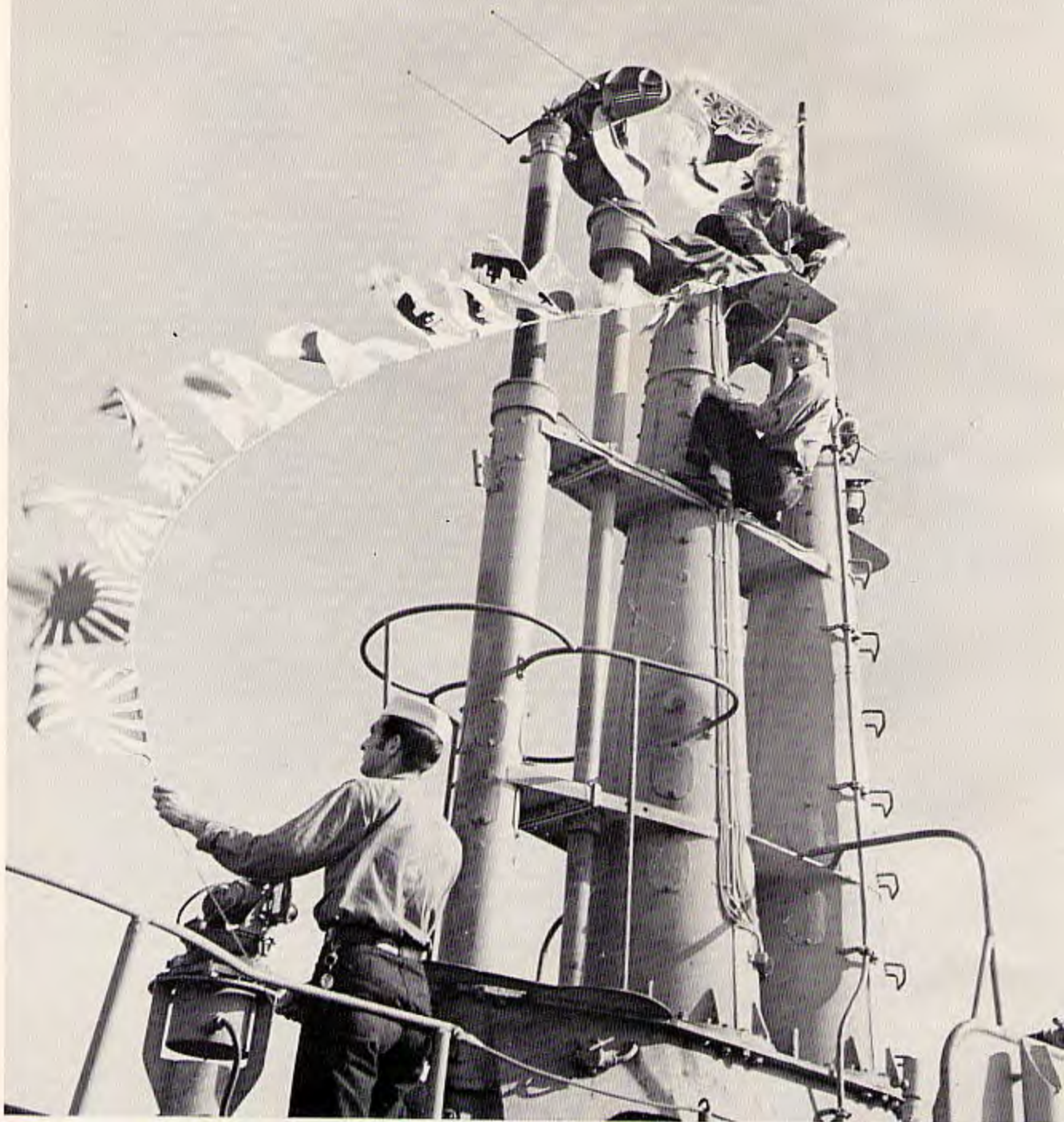
In dress uniforms, Batfish officers and crew muster on deck to receive combat awards at the end of their historic 6th War Patrol. Picture taken on 5 March 1945 at Pearl Harbor. Submarine at right is not identified.

the decease of the Imperial Navy Submarine RO-55.

Fyfe circled Batfish over the spot several times on the off chance of locating a survivor, but none was found. Diving at dawn, Batfish cooled her heels til around noon at which time Fyfe brought her up to periscope depth for observation. An American patrol plane was spotted nearby. While the crew and the officers in the conning tower were taking glimpses of the plane, it spotted the submarine. The pilot banked his plane and fired a torpedo at Batfish. Take her down! Dive! Dive! 100 feet! As Batfish neared the depth of 75 feet, the beat of the torpedo's screws could be heard through the hull as it passed overhead.

Batfish stayed down for the rest of the day and surfaced at sundown only to be run down by Japanese planes. After a half hour wait, Batfish surfaced again only to be driven down again. Fyfe brought Batfish up again a half hour later and this time all was clear. At 1915, radar contact was made with another target and again the radar detector began to register the same signal previously associated with the enemy submarine RO-55. There was no doubt in Fyfe's mind, this was another Japanese submarine. He maneuvered Batfish carefully to determine the approximate bearing of his foe. At 0037 on 11 February, the target was sighted by the bridge watch. At 0043, as Fyfe was preparing to open fire, the enemy submarine fired three torpedoes at Batfish and dove. At 0100, Batfish's sound operator reported a "swishing noise"-the sound made by a submarine blowing her tanks. A few minutes later, radar contact was made. The enemy submarine had surfaced and Fyfe sent his crew to battle stations "radar depth." At 0232 he fired four torpedoes. An explosion flashed and roared, and the hit blew the Japanese submarine RO-112 to pieces. About fifteen minutes later as Fyfe surveyed the situation, an enemy patrol plane came from nowhere and let loose a bomb that ripped off part of Batfish's superstructure. At dawn Fyfe took Batfish down.

At sundown, Fyfe brought Batfish up and the RO-55 and RO-112 shooting was duplicated to a "T." At 2115, the radar detector picked up the third submarine. Batfish began the track. When the range shortened to 7,150 yards the target



Batfish crewmen display their battle flags on returning to Pearl Harbor from their historic 6th War Patrol: 7 Japanese warships, 8 merchantmen. Batfish downed 3 Jap subs in 3 days. Note "bat" on battle flag flying from number 1 periscope.

submarine suddenly submerged. Fyfe headed Batfish for a position ahead on the track. At about 0300 on 12 February the enemy surfaced and Fyfe was ready for him. When the range closed to under 1,000 yards, Fyfe fired three torpedoes. The first one hit! The Japanese submarine RO-113 flared up with a mighty explosion, following a number of other explosions.

Searching through the oil slick and trashy water, a small box was picked up containing instruments for a navigator. As a little memento, Fyfe took one of the books from the box and gave a page from it to each member of his crew.

Batfish departed her patrol area 17 February 1945. Fyfe allowed his crew a small celebration on the following day as Batfish headed for Guam. After fueling at Apra Harbor, Guam on 21-22 February, she departed for Pearl Harbor, and arrived there 3 March 1945. Batfish departed Pearl Harbor 6 March 1945 and arrived at San Francisco on 13 March for overhaul.



3rd WAR COMMAND

Under the command of Lieutenant Commander Walter L. Small Batfish put to sea from San Francisco 31 May and arrived at Pearl Harbor 6 June 1945 to prepare for further combat operations.

Batfish departed Pearl Harbor for her seventh war patrol on 26 June 1945. After fueling at Saipan, she was assigned lifeguard patrol station in the East China Sea. She battle surfaced off the north coast of Yaku Shima 24 July, shelling the beach as part of a diversion plan for submarines entering the Sea of Japan. The next day she received word that a B-25 bomber had crashed into the sea and commenced a search which continued throughout the night. A patrol aircraft guided her to the three survivors the morning of 26 July 1945. The rescued Army aviators were transferred to hospital facilities at Iwo Jima on 5 August.



Batfish crewmen fire .50 caliber machine gun at floating mine Japanese had let loose in South China Sea. For surface battle, Batfish mounted a 5-inch 25 cal. gun; one 40-mm gun; and two .50 cal. machine guns.

Batfish took up a new lifeguard station off Honshu until close of hostilities on 15 Aug. 1945. She then rendezvoused with the submarine Tigrone to embark a rescued aviator for transport to Midway where she terminated her seventh war patrol 22 Aug. 1945. The submarine called at Pearl Harbor (26-30 August) and reached San Francisco, 9 September 1945. Following inactivation overhaul in Mare Island Naval Shipyard, she decommissioned 6 April 1946 and was assigned to the Pacific Reserve Fleet.



PEACE TIME COMMAND

Batfish commenced reactivation overhaul in the Mare Island Naval Shipyard 2 Jan. 1952 and recommissioned 7 March, Lieutenant Commander Robert J. Jackson, commanding. She conducted readiness training out of San Diego until 21 Apr. 1952, then set course by way of the Panama Canal to base at Key West, Florida. She reached her new base 9 May 1952 and became a unit of Submarine Division 122, US Atlantic Fleet. The remainder of her commissioned career was spent in training operations ranging from Key West into the Caribbean Sea and along the eastern seaboard.

Batfish departed Key West 3 May 1957 and entered the Charleston Naval Shipyard 5 May 1957 for inactivation. She decommissioned 4 August 1958 and was assigned to the Charleston Group, U.S. Atlantic Reserve Fleet. In the summer of 1959 she was assigned as a naval reserve training ship at New Orleans, Louisiana. During this service, 6 Nov. 1962, she was redesignated an auxiliary submarine (AGSS-310). She continued to serve at New Orleans until her name was struck from the Naval Vessel Register 1 November 1969.

USS Batfish (SS-310) was awarded the Presidential Unit Citation for extraordinary achievement during her sixth war patrol. War Patrol Numbers 1, 3 through 7 were designated successful for award of the Submarine Combat Insignia to men serving in her at the time. She also received nine battle stars for the following operations: 1 Star/1st War Patrol; 1 Star/3rd War Patrol; 1 Star /4th War Patrol;



Batfish motor-machinist mate stands watch in engine room during war patrol. Submariners were on "watch" 4 hours and off 8 hours around the clock during entire patrol except when called to "battle stations," then each man had a specific station to man, depending on type of battle engagement.

1 Star/5th War Patrol; 4 Stars/6th War Patrol; 1 Star/7th War Patrol

COMMANDING OFFICERS - USS BATFISH (SS-310)

Lt.Cmdr. Wayne R. Merrill, USN:	21 Aug 1943-15 May 1944
Lt.Cmdr. John K. Pyfe, USN:	15 May 1944-18 Mar 1945
Lt.Cmdr. Walter L. Small, USN:	18 Mar 1945- 6 Apr 1946
Lt.Cmdr. Richard J. Jackson, USN:	7 Mar 1952-12 Feb 1954
Lt.Cmdr. Richard H. Gibson, USN:	12 Feb 1954-28 Jan 1955
Lt.Cmdr. J.F. Bradley, Jr., USN:	28 Jan 1955-18 Aug 1956
Lt.Cmdr. Lamar L. Woodward, USN:	18 Aug 1956- 4 Aug 1958



MEMORIAL COMMAND

Batfish began her "last" patrol early in 1970 when about 50 members of the Oklahoma Chapter of the U. S. Submarine Veterans of World War II decided to get the submarine as a Memorial. Under their urging a bill was enacted in the Oklahoma State Legislature that authorized the acquisition of Batfish from the Navy. The bill, co-authored by State Senator James Imhofe and John Luton, established the Oklahoma Maritime Advisory Board and authorized the Oklahoma War Memorial Park at Muskogee. Karl Whelan, a World War II Commanding Officer of the submarine Gabilan, headed up the board responsible for bringing Batfish to Muskogee.

Batfish went into action right at the start of the 1,350 mile trip from Port Orange, Texas. She outlasted a duel with a dock strike, and then, surviving the sinking of one of her towing barges. But Batfish stuck to her course up the Mississippi River and Arkansas River Navigation System. Finally, she arrived at the Port of Muskogee on 8 May 1972.

On 5 May 1973, Batfish was eased into her permanent berth in an artificial lagoon thirty-six feet above and overlooking the navigable Kerr-McClellan waterway. Three weeks later, on Memorial Day (28 May 73) Batfish was "officially opened" to the public. Albert C. Kelly, the chairman of



The smiling faces tell the story. Batfish returns to the United States after 17 months in the Pacific. Photograph was taken March 13, 1945 as Batfish enters the San Francisco Harbor. Note Bay Bridge in background.

the Oklahoma Maritime Advisory Board, and Karl R. Wheland, the executive director of that Board, along with their "crew" of fellow Oklahoma submarine veterans have gone to great lengths in restoring Batfish to her original condition. The submarine is now practically in operating condition. If her former crew could walk aboard today, they would feel completely at home, and might even get her underway if they could break her out of the quiet little park just over the Arkansas River bridge on the Muskogee Turnpike.

This is a fitting end for one of the submarines that help make a shambles of Japanese shipping during World War II. A deadly instrument of war, built to help Americans "Remember Pearl Harbor," becomes a permanent memorial to men and women who served in all branches of the Armed Services. As time goes on, our people can and should learn from the trials and triumphs of this great submarine. The indomitable courage of her men when the chips were down should be everlasting inspiration to all our citizens.



A NEW BATFISH

The second Batfish(SSN-681), a nuclear-powered submarine, was built by the General Dynamics Corporation, Electric Boat Division, Groton, Connecticut. Her keel was laid 9 Feb.1970. She was launched 9 Oct. 1971, under the sponsorship of Mrs. Arthur R. Gralla, wife of Vice Admiral Gralla, Commander, Military Sealift Command.

Batfish (SSN-681) is a deep-diving submarine with a vast range. Ships of her class are adept in offensive operations against hostile submersibles. Just as Batfish (SS-310) proved to be, she will be particularly suited as a "killer submarine." The submarine will also have capabilities as a minelayer, supporter of underwater demolition team operations, and as a weather reference station. She may perform many types of reconnaissance and intercept missions. Vast range and terrible striking power through torpedoes are the hallmark of the nuclear-powered submarine.



Batfish crewmen display their battle flag. Two surface gun battles, seven Japanese warships, and seven merchantmen. Photo taken March 1945

U. S. S. BATFISH

COMMANDING OFFICER

LIEUTENANT COMMANDER W. L. SMALL, U. S. NAVY

EXECUTIVE OFFICER

LIEUTENANT C. K. SPRINKLE, U. S. NAVAL RESERVE

OFFICERS

LIEUTENANT J. W. DITWIG, U. S. NAVAL RESERVE
 LIEUTENANT G. I. BERMAN, U. S. NAVAL RESERVE
 LIEUTENANT R. H. WALKER, U. S. NAVY
 LIEUTENANT (jg) E. H. LONGFELLOW, U. S. NAVY
 LIEUTENANT (jg) W. L. McCANN, U. S. NAVAL RESERVE
 LIEUTENANT (jg) J. L. FROM, JR., U. S. NAVY
 LIEUTENANT (jg) H. W. KREIS, U. S. NAVY

CHIEF PETTY OFFICERS

JOHN CECIL BOHREER, CEM
 CLIFFORD B. COX, CMoMM
 JOSEPH M. FARNSWORTH, CRM
 DAVID W. LAUGHLIN, CMoMM
 DONATO PERSICO, CTM
 MARIUS M. SCHLIEF, CY

SHIP'S COMPANY

Abel, A. F.	De Grotte, H. C., Jr.	Lawrence, V. W.
Athen, D. D.	Delworth, E. (n)	Leasure, R. E.
Becker, G.	Dennis, D. L.	Lowder, H. E.
Belcher, H. W.	Duefrene, E. W.	McKinney, E. G.
Benfield, F., Jr.	Elliott, W. L.	Morreale, P. V.
Birdsall, R. A.	Evinger, A. J.	Nelson, R. W.
Breslin, J. J.	Fulton, R. E.	Newton, D. W.
Butterworth, J. T.	Garnet, J. L.	Oswald, R. F.
Callanan, J. B.	Gerhardt, M. A.	Palmer, E. A.
Campbell, W. W., Jr.	Gibson, W. M.	Powell, W. O.
Cartmill, C. L.	Glaze, J. (n)	Randolph, W. W.
Carter, C. W.	Grant, W. B.	Robinson, L. (n)
Cassidy, J. T.	Hammond, L. T.	Ruffin, J. L.
Cherowbrier, E., Jr.	Hayes, J. P.	Sanks, R. L.
Coker, H. L.	Hill, R. R.	Sheats, C. B.
Collar, R. A.	Hoffman, C. C.	Slunaker, V. R.
Coleman, M.	Hosler, R. F.	Sogoian, A. A.
Comfort, K. E.	House, R. A.	Thibodeau, J. E.
Comstock, W. E.	Huey, W. B.	Thomas, T. A.
Craig, R. T.	Isbell, W. J.	Tuma, J. R.
Cramer, E. J.	Javorski, S. J.	Warren, M. C.
Crockett, W. I.	Kelly, N. L.	Weis, A. P.
Davis, W. V.	Kost, M. (n)	Witte, E. R.

*Many men served in Batfish during World War II. The above roster lists only those actively serving in her on 25 May 1945.



USS Batfish "guys and their gals" have some fun at Ship's Company Party held in Yosemite Hall in San Francisco on 25 May 1945.

The Batfish crew, like those on all our submarines in World War II, lived in the closest confinement, and therefore the tightest companionship, of all our fighting men. No matter where he was aboard his ship, no matter what he was doing, he could almost always reach out and touch another man. If he sat playing cribbage in the forward torpedo room, he needed only to turn his head to have his face warmed by the breath of a sleeping friend, and if the sleeper seemed to be in bed with a torpedo, that was just part of a submariner's intimacy.

He was not a pale, silent, dehydrated person, as he was so often pictured. He was like any seagoing man: healthy, cocky, profane. He had plenty of time to shave and he usually did (note picture above). He was better fed than most fighting men. He was in his early 20's. And if he was really a good submariner, he was an extrovert, a noisy, cheerful guy.

And he was a specialist. Brain rather than brawn was the criteria used in his selection. There were many "chiefs" but few "indians"--non-rated men constituted less than 15% of the entire crew. Each man had to be a specialist in his own job, but he had to know his shipmate's job as well. The torpedoman had to know how to charge the batteries, and the electrician had to know how to fire a torpedo. There were no spare parts in a submarine's crew--each man was a cog in the wheel.



STILL ON PATROL

U.S. NAVY SUBMARINES PAID HEAVILY FOR THEIR SUCCESS IN WORLD WAR II. A TOTAL OF 374 OFFICERS AND 3131 MEN ARE ON BOARD THESE 52 U.S. SUBMARINES STILL ON "PATROL."

SEALION

S-36

S-26

SHARK

PERCH

S-27

S-39

GRUNION

ARGONAUT

AMBERJACK

GRAMPUS

TRITON

PICKEREL

GRENADIER

RUNNER

R-12

GRAYLING

POMPANO

CISCO

S-44

DORADO

WAHOO

CORVINA

SCULPIN

CAPELIN

SCORPION

GRAYBACK

TROUT

TULLIBEE

GUDGEON

HERRING

GOLET

S-28

ROBALO

FLIER

HARDER

SEAWOLF

DARTER

SHARK II

TANG

ESCOLAR

ALBACORE

GROWLER

SCAMP

SWORDFISH

BARBEL

KETE

TRIGGER

SNOOK

LAGARTO

BONEFISH

BULLHEAD

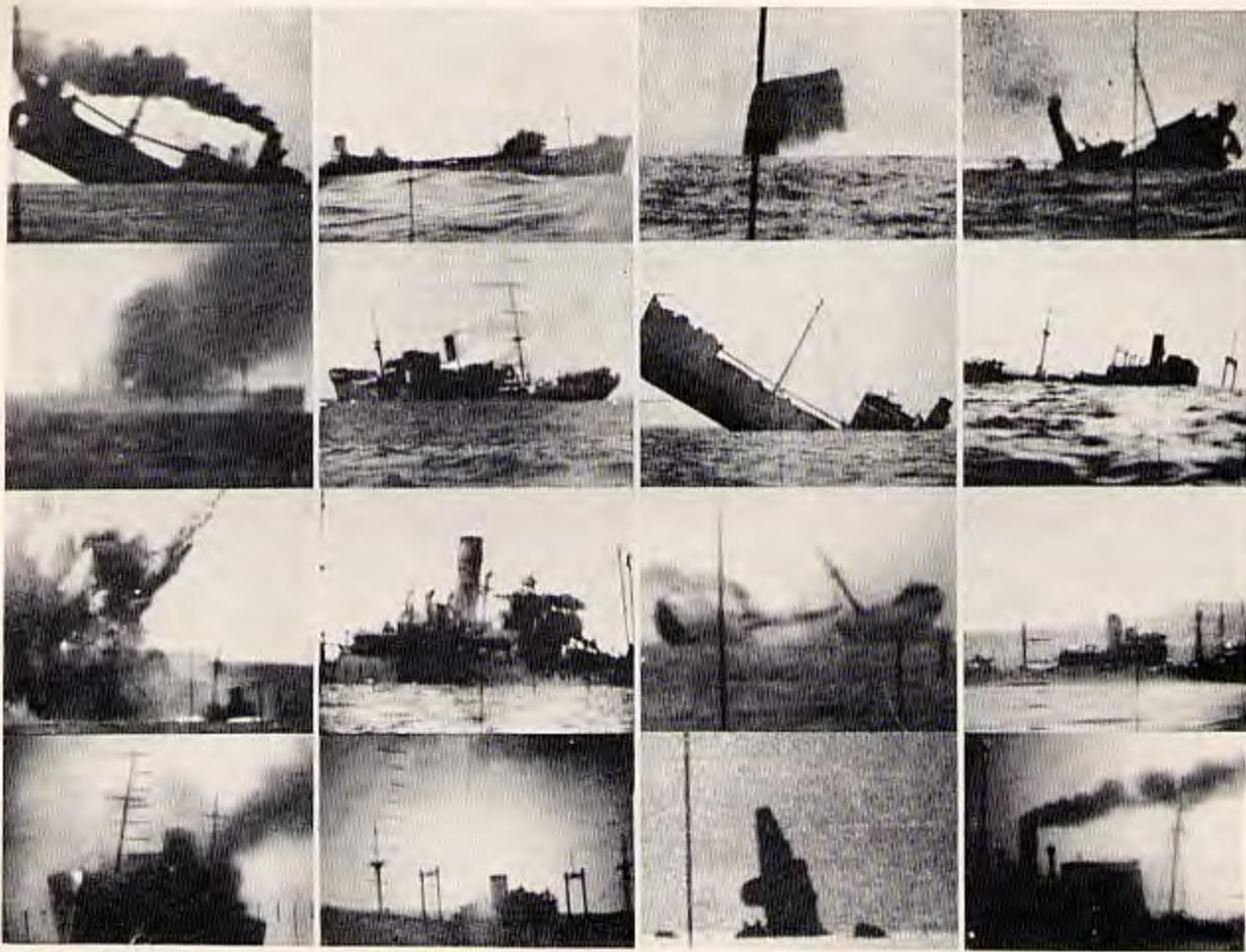


WE SHALL NEVER FORGET THAT IT WAS OUR SUBMARINES THAT HELD THE LINES AGAINST THE ENEMY WHILE OUR FLEETS REPLACED LOSSES AND REPAIRED WOUNDS.

FLEET ADMIRAL C.W. NIMITZ, U.S.N.

I CAN ASSURE YOU THAT THEY WENT DOWN FIGHTING AND THAT THEIR BROTHERS WHO SURVIVED THEM TOOK A GRIM TOLL OF OUR SAVAGE ENEMY TO AVENGE THEIR DEATHS.

VICE ADMIRAL C.A. LOCKWOOD, JR., U.S.N.
COMMANDER SUBMARINE FORCE 1943 - 1946



The enemy paid his price! The above "periscope camera shots" taken by United States submarines during World War II in the Pacific tell the story.

During the Pacific conflict United States submarines sank 1,178 Japanese merchant ships and 214 Japanese naval vessels for a tonnage total of 5,631,117 tons--54.7 per cent of all Japanese shipping downed in the entire war by all agencies. This stupendous achievement, accomplished by a branch of the Naval service which never exceeded 1.6 per cent of the total United States naval strength in the war, was not bought at a bargain price, however. Fifty-two out of 288 American submarines were lost in the war--almost one out of five. The toll of lives was severe. The fatalities totaled 3,131 men and 374 officers. Six submariners lost their lives in the line of duty for every one non-submariner who died in Naval Service (exclusive of aviation).

Japanese submarine losses, however, were far greater. They lost 130--twenty three of which were sunk by American submarines. Illustrative of the toughness of submarines and the men who sailed in them, however, is the fact that at war's end, Japan's naval and air forces had been swept from the seas. But fifty submarines were still fighting.



THE "HONORABLE" ENEMY

To anyone uninitiated in undersea warfare, the battle between U. S. Submarine Batfish and the Japanese Submarines RO-55, RO-112 and RO-113 might seem as novel in the news as the classic "man bites dog." But, it was more a case of shark biting shark, for the underwater duelist were more or less evenly matched and each was acquainted with all of the methods and capacities of submarining. Each had the fire power to blow their adversary out of the water with only one direct hit.

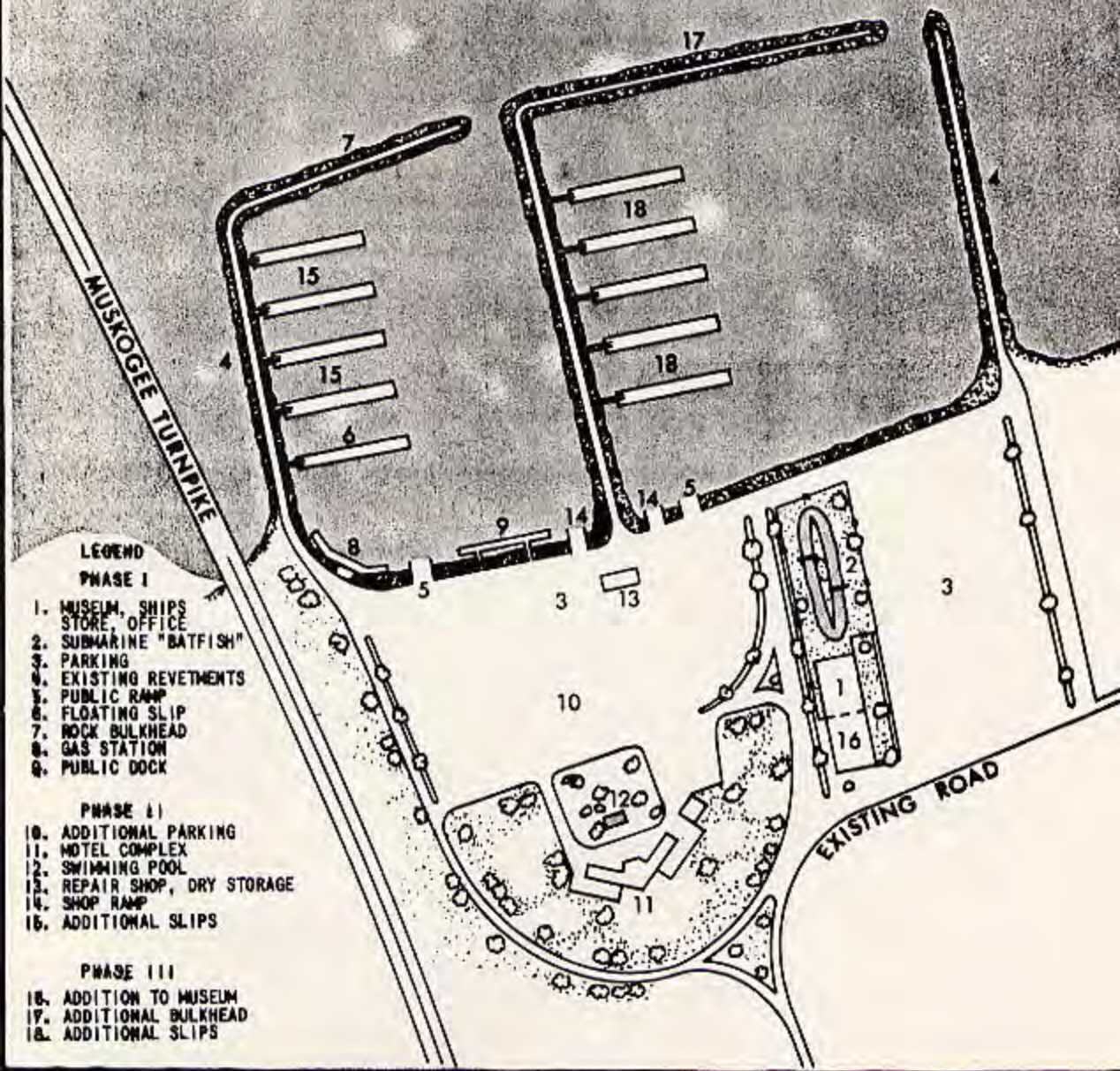
The first of the ill-fated Japanese submarines, the RO-55, began her date with destiny when her keel was laid on 5 August 1943 at the Mitzu Zosen, Tama Ship Yard. She launched 23 April 44 and was commissioned on 30 Sep.44. After extensive shakedown training in home island waters she departed Kure on 27 Jan. 45 under the command of Lt. Cdr. Koichiro Suwa. RO-55 arrived at Kaohsiung, Formosa on 1 Feb. 1945 and departed the next day for Batalinao (Aparri, Luzon) before proceeding to her assigned patrol area off the west coast of Luzon. Official records indicate she never arrived at Batalinao, but was attacked and sank by U.S. Submarine Batfish on 10 Feb. 45 at 18-50N, 121-40E. There were no survivors.

RO-112, the 2nd of the ill-fated Japanese submarines began her trip to doom on 20 June 42 when her keel was laid at the Kawasaki Juko Co., Kobe Ship Yard. She launched on 25 March 1943 and was commissioned on 14 Sept. 1943. After shakedown training in home island waters, RO-112 performed missions in the area of Surabaja, Australia, Truk, Saipan and Philippines. (No official records exist for RO-112 from 14 Sep.43 thru 9 Feb.45). On 9 Feb. 45, RO-112 under the command of Lt. Jun Yuji arrived at Kaohsiung from Kaoyu, China and departed immediately thereafter for Batalinao. Official records indicate she engaged USS Batfish in battle on 11 Feb. 45 at 18-53N, 121-50E and was sunk. No survivors.

RO-113 was a bit more successful at war than her sister subs but the result was the same. Her keel was laid at the Kawasski Juko Co., Kobe Ship Yard on 11 July 42. She launched on 24 April 43 and was put into commission on 12 Oct. 43. After shakedown training in home waters, she performed Anti-Sub operations in the waters adjacent to Ryuku Islands. During May-June 1944 she performed her duties around Saipan and New Island. On 25 Oct. 44 she departed Penang to participate in operations in Bengal Bay where she sank a Allied merchant ship on 6 Nov. 1944. On 18 and 19 Dec. 44 she again reported sinking two more Allied ships. Departing Singapore on 20 Jan. 45, she arrived at Kaohsiung on 7 Feb. 1945. RO-113's last assignment came on 9 Feb. 1945 when she departed Kaohsiung for Batalinao under the command of Lt. Kiyoshi Harada. The records indicate that RO-113 was intercepted and destroyed on 12 Feb. 1945 at 19-10N, 121-23E by U.S.S. Batfish. There were no survivors.



ARKANSAS RIVER



USS BATFISH (SS-310) is home from the war! The new Muskogee War Memorial Park at the Port of Muskogee, shown above in consulting engineer's drawing prepared for the Muskogee War Memorial Park Authority, is the permanent berth for USS Batfish. Future plans include a P-T boat and a Sherman tank to flank the famous World War II submarine in the park which is dedicated to men and women who served in all branches of the Armed Services.

