


# SUB-BASE GAZETTE

SUPPLEMENT SECTION



U.S. SUBMARINE BASE      NEW LONDON, CONN.

**THE NEWS OF  
SUBMARINES**

**A MONTHLY  
PUBLICATION**

**SUBMARINES, ATLANTIC FLEET**

SATURDAY, JUNE 10, 1944

**U. S. SUBMARINE RESCUES  
FLYERS**

U.S. Submarine Base, Pearl Harbor: Breaking silence concerning underwater activities, the navy revealed yesterday the dramatic tale of 22 rescues by the submarine TANG, during the April 29 and 30th carrier-plane assault against Truk. Lieut. Comdr. Richard O'Kane, skipper of the submarine, told how the submarine completed the rescues, shelled at least one beach at Truk, went into waters which charts showed completely unnavigable, without losing a man from the crew or one of the helpless aviators . . . . The Tang's two-day saga began April 29, shortly after the first waves of bombers had smashed Truk's buildings, airfields and military installations. The submarine was patrolling near by, when she was notified one bomber was down a short distance off the reef. The sub crew found the members of the crew floating in the rubber boats and fished them out of the water, unhurt. Next the submarine laid off the reef watching, while two Kingfisher catapult planes tried to rescue Lieut. (jg) Robert Kanze, shot down inside the lagoon as he chased a Japanese fighter over the enemy's anti-aircraft guns. Just for luck, the sub shelled the beaches at Ollan Island when one call forced the submersible to pass close inshore. On the first trip past Ollan O'Kane said the shore batteries replied to the sub's deck gun ineffectively. In a half dozen subsequent trips in the same area, the shore guns remained silent.

The second morning of rescue work started with Kanze's rescue, plus that of two flyers whose plane had overturned and sunk when Kanze tried to climb aboard: While this was underway, the submarine's crewmen saw another bomber go into the ocean. O'Kane turned the sub's nose past Ollan again to a spot where they picked up its crew . . . . While this pickup was under way, the Tang had a call from the eastern side of the island. En route to this rescue, it spot-

(Continued on Page 4)

**PRESIDENTIAL CITATION  
TO SUB TRIGGER**

May 11, 1944—The Presidential Unit Citation has been awarded the U.S.S. TRIGGER for outstanding performance in combat during the fifth, sixth, and seventh war patrols of the submarine, on which she inflicted severe damage on enemy shipping.

The citation, signed for the President of the United States by Acting Secretary of the Navy James Forrestal reads:

"For outstanding performance in combat during her Fifth, Sixth and Seventh War Patrols against the enemy. Employing highly daring and hazardous tactics, the USS TRIGGER struck at the enemy with consistent aggressiveness, seeking out and pursuing her targets with dogged determination regardless of unfavorable attack conditions. Her exceptionally notable record of severe damage inflicted on hostile shipping and the gallant fighting spirit of her officers and men reflect great credit upon the United States Naval Service."

**"VIRTUALLY UNCHALLENGED"**

Biting deeper into Japan's vital but thinning merchant fleet, U. S. submarines operating in Pacific and Far-Eastern waters have sent 13 more merchant ships and one destroyer to the bottom in recent forays . . . victims of the unflagging submarine campaign which military observers here believe is not the least reason for Japan's present drive which won the Peiping-Hankow Railroad, in order to by-pass sea routes along which U. S. submarines now surge virtually unchallenged.

<b>The LATEST SCORE</b>	
of U. S. Submarines in the war against Jap shipping	
<b>SUNK</b> .....	<b>589</b>
<b>PROBABLY SUNK</b> .....	<b>36</b>
<b>DAMAGED</b> .....	<b>114</b>

**U. S. SUBS BEAT  
U-BOAT RECORD**

A UP survey, summarizing Navy Department communiques, shows that American submarines during the last six months have sunk a total of 203 enemy vessels in the Pacific and adjacent waters. This is a monthly average of more than thirty-three ships, or slightly better than one a day. The UP compares this with the German success in the middle part of 1942, when German U-boats in the Atlantic sank Allied ships at the rate of about three a day. Would this suggest to you that the German submarines in 1942 were doing three times as well as the American submarines during the last six months? Not at all. Actually, the figures show, on analysis, that our submarines, ship for ship, are more than twice as efficient as the German submarines in the terms that count: the terms of damage inflicted on the enemy.

First of all, we must consider the distances. . . . Our submarines must cruise on an average of three times as far to get to their hunting grounds as the German submarines had to in 1942. Thus the German submarine could stay 50 per cent longer "on station" than can ours in the Pacific. Next, we must consider opportunity. In 1942 the Allied powers were laboring under terrific handicaps in the matter of escort; even so, we were probably able to give better escort than the Japanese are today, but let that margin be balanced roughly by the excess of "targets in area". Let us say on the whole that the German opportunities were twice as great. Finally, we must consider the number of submarines available for average daily use. It is recognized that the Germans had well over twice as many submarines in the Atlantic in 1942 as we can possibly have in the Pacific today.

Putting these various figures together, what is the result? First, each German submarine should have done 50 percent better than each of ours, because it had 50 per cent longer "on-

(Continued on Page 4)

# The SILENT SERVICE

(Reprinted with permission from N. Y. World Telegram.)

By JESS STEARN.

SUBMARINE BASE, NEW LONDON, Conn., May 15.—The shortest known route to Japan is by way of New London. From this bleak Connecticut port come the men who have made the waters of Japan their happy hunting ground. From here by the thousands they come, the pick of Uncle Sam's fighting Navy, straining for the enemy's throat, strangling his lifeline, grinding away at his empire, giving him no rest night or day—neither asking nor receiving quarter.

Comprising little more than one per cent of our rapidly expanding navy, they have sunk two-thirds of the Jap ships accounted for by that navy—at last word sinking 589 definitely, 150 probably. Pearl Harbor was still smouldering when they were on their way to Japan, with everything in sight fair game. And, even then, with a good share of our navy resting on its sides, and with but few subs available for the Tokyo run, their watchword was circle and attack. Attack, always attack, for sinking Japs is

their business, and business, they say, is good.

When not spawning their tin-fish on the Mikado's doorstep they were periscoping the Japs at their horse races, photographing the sacred shrine of Fujiyama, prying unnoticed into the mysterious movements of the enemy. Submerged by day, unseen by night, they have gone where nothing else has dared.

At Corregidor, with two of every three relief ships sunk before Manila Bay, the subs always got through. They brought food, ammunition and hope to the men of Bataan and slipped away under Jap noses with gold from the banks of Manila, with secret archives of state and with the President of the Philippines and others who were to keep alive the spirit of resistance in their people. They rescued Australian aviators and American nuns from Japanese-occupied islands and they put Carlson's gallant raiders on Makin and took them off.

Relentless hunters of the sea, they have known themselves what it is to be hunted by friend and foe alike,

mistaken for the enemy by twitchy-fingered pilots of our own and taken for what they are—the scourge of Japan—by the enemy. Without them, without their daring and their enterprise, there could have been no Gilberts, no Marshalls, no Truks.

## Six Crews Honored.

For achievement surpassed by none, six crews have been honored by their President, and, from one of their leaders—for whom Gilmore Hall here is named—has come a cry as stirring as any in this war. Riddled by machine-gun fire, lying bleeding and helpless on his surfaced deck, and with a Jap destroyer coming on, Cdr. Gilmore gave his last order to his men below.

"Take her down," he commanded. They took her down.

For where they have gone, for what they have done, submarine losses have been slight and submariners everywhere regard their pig-boats as the safest things that swim, pointing out that in the life of every cruiser or destroyer there comes a time when it wishes it could submerge. Recently

Submarines are a service almost their own, with a tradition all their own. This bewhiskered gun crew, returning from a successful South Pacific patrol, is checking its deck gun for future action. The four replicas of Japanese flags on each side of the conning tower denotes two enemy warships and two enemy merchantmen sunk.





Trained to fight below surface, far from home, they have become known as members of the Silent Service -- so ingrained is the knowledge that a stray phrase, an unguarded word may mean death. They are shown (above) at gun drill aboard a sub.

the wife of a young submariner who was transferring to cruisers caught up with him before he could sail and furiously set him right. "You get off that darn thing," she snapped, "and get back on submarines where you belong. Don't you ever think of your family?"

Since the war, 20 submarines have been reported overdue and presumed lost. While the number of American subs is one of the best-kept secrets of the war—there were 113 at the start—these 20, it may be said, are an inconsiderable part of the under-sea navy which has been groomed here for the Pacific.

A naval station since 1868, New London is now the site of the only submarine school in the land. Every submarine skipper prowling the Pacific today, every member of his crew, is a product of this school.

They have come here from the surface fleet, naval stations and boot camps—volunteering for submarines, eager for action, and few, once they make the grade, are disappointed. In some cases, within 10 months of arrival, they have finished their schooling, put to sea, met and bested the enemy, and, properly decorated for valor, have returned here as the

seasoned nucleus for new submarines putting to sea.

While submariners pride themselves on the best jobs in the fleet they are, significantly, the best-paid men in the navy, receiving 50 per cent more than they would in the surface fleet, and everything possible is done to create the happy illusion that a submarine is a mildly scaled-down version of the Waldorf-Astoria. Every submarine is completely air-conditioned, replete with showers, radios, phonographs, books, ice-cream freezers, portable washing machines, and individual bunks with beauty-rest mattresses and indirect lighting.

#### Given the Best.

Although they may not see the sun for months, most submariners return from patrols with tropical tans, for lolling under the sun lamp is one of the favorite indoor sports, along with poker and acey-deucey. Submariners, envied by the rest of the navy, raid the ice-box whenever they like, and, when not on duty, don't wake for meals if they prefer not to. Their food is the best in the world today, and they are always glad to get back to their boat, even when putting up for 25 cents a day in \$50-a-day suites in the Royal Hawaiian Hotel, Honolulu.

now a rest center for the submarine service. For at sea submariners can take what they like from a well-stocked larder, including 2400 pounds of prime beef, 1000 pounds of butter, 300 dozen eggs, 1000 pounds of sugar, storerooms of frozen turkey and chicken, strawberries and cream.

However, it is not for these things—for food or for privilege—that men come to New London to train for submarines, but for fellowship, camaraderie and the chance to shine—for these, and for the short route to Japan.

There is no fol-de-rol on a submarine, no spit-and-polish, no gold braid. This is the Dungaree Navy, and men, thrown together as they are, value each other for what they are, knowing the mistake of one may mean the lives of all. On a submarine, they stress here, where reliability is everything, it is equally important for skipper and mess-boy to do the right thing at the right time—so they tell this story:

A mess-boy was ordered up to stand his first watch and the skipper thought it wise to stress the importance of this new duty. "Jack," he

(Continued on Page 4)

## SUB MENACE TO JAPAN DOUBLES

There was a time when Germany thought that her U-Boats would win the war. Happily for us that time seems definitely to have passed. We never placed an equal dependence on our own submarines; but in the Pacific they are proving a more effective weapon than even the most optimistic dared to hope. The Japanese light cruiser, two destroyers and nine other vessels recently reported sunk in that area of action bring to 739 the number of enemy vessels sunk or damaged by American submarines alone. This is a sizable section of Japan's total tonnage, probably more than she can replace.

Indeed, with her limited shipyard capacity, Japan has done well if she managed to replace merely the fighting craft lost to our torpedoes. These have destroyed 45 Japanese warships, probably sunk ten others and damaged 14 more. The long list of other victims are merchant craft, from small coasters to huge liners, which Japan needs as badly as she does her warships. It is only by shipping that her sprawling empire is held together.

### The Silent Service

(Continued from Page 3)

said, "I want you to remember that if you make one slip, it may be the end of \$7,000,000 worth of machinery." Jack was attentively silent. "Yes, Jack," the skipper said, "\$7,000,000 depends on you." The skipper allowed this to sink in, added, "And besides the \$7,000,000, Jack, I hope you realize the lives of your shipmates depend on you. Think of that, Jack, 70 lives depending on you."

He gave the mess-boy a penetrating look. "And now, Jack," he said, thinking the mess-boy properly impressed, "now do you realize how important it is you keep a good lookout?"

Jack nodded solemnly. "Yes, sir," he said, "I do—but haven't you forgotten one thing, sir?" The skipper turned, puzzled. "What's that, Jack?" "There's me, sir."

### U. S. Submarine Rescues Flyers

(Continued from Page 1)

ted an additional downed pilot in the sight of Kuop Island. The Tang went in after him and there just off the reef where the water was supposed to be unnavigable the pilot, after floating all night, was picked up. Another pilot, who had been in the water for an hour, also was rescued.

Then the sub went after three rafts on the reef. . . . Lieut. (jg) John Burns beat them and picked up a fighter who just had struck the water, and the crews of two torpedo planes. With seven pickups aboard Burns taxied five hours before the sub got to him. By then the plane had been ruined by water and the sub had to sink it with its deck gun.

The sub wasn't through. There still was one more crew — this one back in the sub's old spot just a little off Ollan where Japanese batteries were. The sub went back around Truk at full speed. Just as darkness fell, the pilot on the water used his next to last Very pistol shell. A searching night fighter saw it and summoned the sub. From the water, the sub hoisted aboard two more. The battle of Truk was over. No man remained afloat near the naval stronghold. The submarine Tang turned its nose to the east.

—Baltimore Sun.

### U. S. Subs Beat U-Boat Record

(Continued from Page 1)

station." Thus the results obtained by each German submarine in 1942 should have been 1.5 times the results obtained by each American submarine during the last six months. Second, since the opportunities were twice as great, it follows that each German submarine should in an equal period of time have been able to destroy twice as many ships as each American submarine; hence, applying the previous figure, each German submarine should have accomplished three times the results obtained by each American submarine. Finally, we come to look at the over-all results. If under the above conditions the numbers of submarines had been equal, then the results obtained (three ships a day sunk by the Germans as against one ship a day sunk by the Americans, each during a period of maximum efficiency) would be exactly comparable, and we might assume that the ship-for-ship efficiency was equal. But since it took the Germans at least twice as many submarines to accomplish their results as it did the Americans, then we must assume that, ship for ship, our submarines have been doing twice as well as the Germans were able to do at the height of their underwater power. And since basic figures of these calculations have been largely weighted in favor of the Germans, we may come to the inescapable conclusion that the average American submarine today is more than twice as efficient as a fighting machine as the average German submarine in 1942.

—Major George Fielding Eliot  
New York Herald Tribune.

## Sub Paragraphs

BASCOM N. TIMMONS, CHICAGO SUN — That Navy communique (No. 518) which disclosed twelve more Japanese vessels sent to the bottom, including three combat vessels, was actually read at the Navy Department the day before it was released. It was held up because of the funeral of Secretary Knox. Seems there were some Navy men who thought it best that the Navy issue no other news that day. There are others in Washington, however, who think it would have been a fine tribute to "the old man" to announce a major victory by Navy submarines on the day he was placed in a hero's grave at Arlington.

Washington, June 5—Sixteen more Japanese vessels have been sunk by United States submarines in the Pacific and Far East, increasing the total sent to the bottom by our underwater raiders to 589, the Navy announced today.

A communique disclosed that the latest toll included a large transport, a large cargo vessel, seven medium cargo vessels, two small cargo vessels, four medium cargo transports and a small cargo transport.

U.S. NEWS — Oil—Japan is suffering from an oil shortage; is hard pressed by the loss of tankers to U.S. submarines. Japan's oil supply line is exposed and slender. Food—Japan's shipping situation is not far from desperate; is growing worse by the week. Without adequate merchant shipping, Japan will strangle. Result is that the time is near when U.S. can strike some vital blows. A series of dramatic sea-air, even landing, moves can be expected. This war, as a major operation, should approach its last stages not many months after Germany is defeated. Japan is showing less and less ability to keep up in the race on the sea or in the air. U.S. advantage is piling higher. A Japanese defeat is not improbable by late 1945 or early 1946. . . . that's the optimistic view, but it is one widely held.

NEW YORK TIMES, May 13: All naval authorities assert that the disruption of Japan's war program through destruction of her ships by our submarines cannot be overestimated. Not only is Japan having difficulty supplying and reinforcing her garrisons in outlying defense points but she is being restricted in the loot she can bring home from conquered islands. Authorities also declare that a tremendous load is placed on the enemy's shipbuilding facilities.