WWII Submarine Patrol Journal of Chief Electrician's Mate Wesley L. Headington

A Transcription and Annotation, Rev 2

Edited by

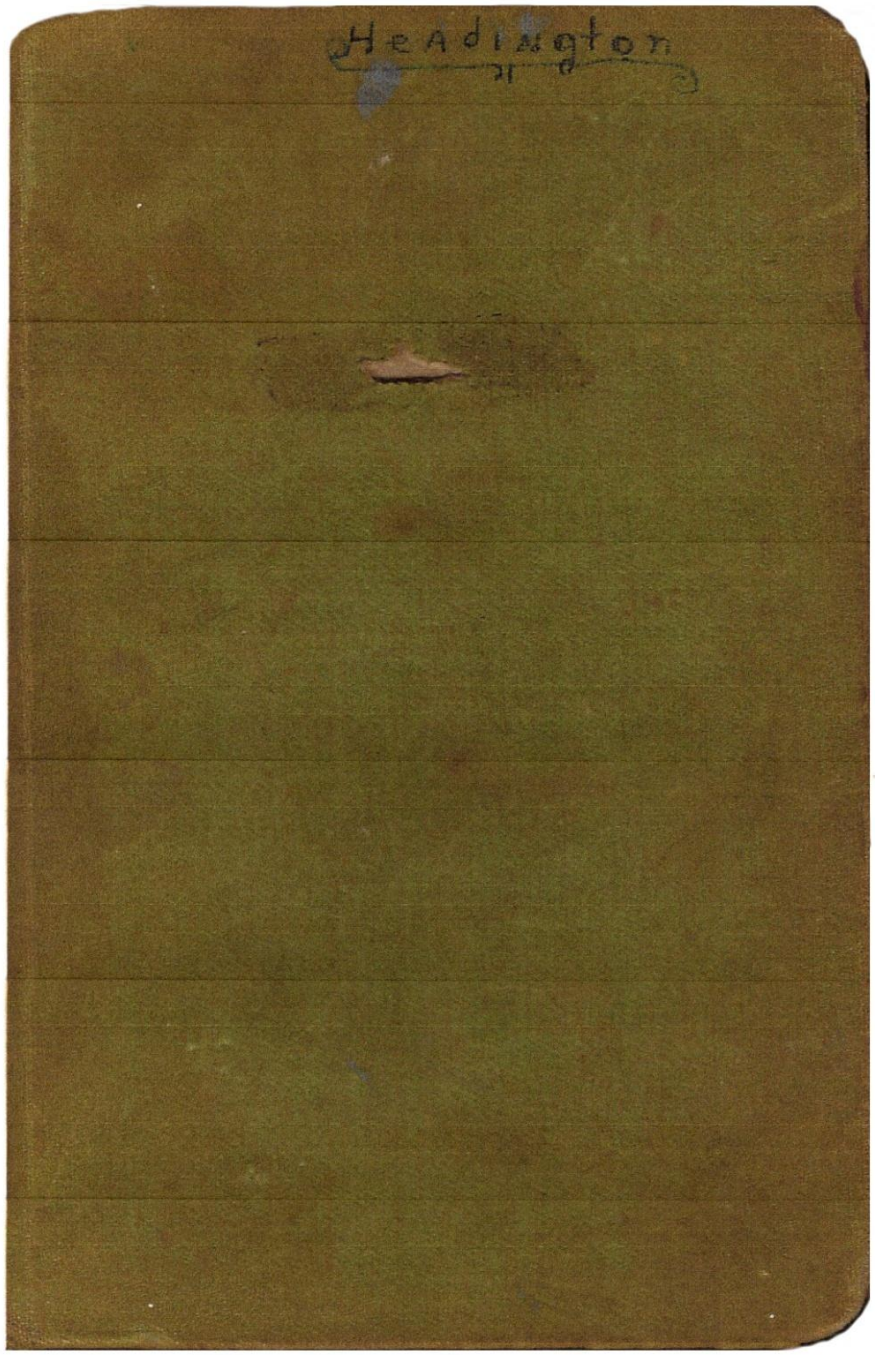
Martin B. Sattison, Captain, USN (Ret)

September 2026

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Preface

In the spring of 2026, Captain Robert Skinner, USN (Ret), was approached by the family of Wesley (Wes) Llewellyn Headington, a World War II submarine Electrician's Mate, who had served on a number of boats in the Pacific theater, completing thirteen war patrols. Wes had died in 2011 and the family had a war patrol journal that Wes wrote during his time in the Pacific. They sought Bob's advise on what should be done with the journal. Bob realized the historic value of it and suggested that the journal be donated to a museum if it wasn't to be kept in the family. Kerry Adams, Wes' daughter, gave the journal to Captain Skinner to deliver to a museum of his choice. He made several photocopies of the journal before donating it to the Submarine Force Museum in Groton, CT during the week of commissioning of the USS Idaho (SSN 799).

There was significant interest in reading the journal within the southeast Idaho submarine community. So, I took on the project of creating an electronic version based on one of Skinner's photocopies. This is the result of that effort. This is the second revision. Revision one was a preliminary version, shared only with the family to seek their approval. Revision Two, added internal links that made it more convenient to navigate between the body of the journal and the notes at the end.

Electrician's Mate Wesley (Wes) Llewellyn Headington's World War II Patrol Journal covers the time frame of October 21, 1941 to about June 9, 1944. The transcription is faithful to the original, including format, punctuation and spelling. Errors in the original document are not corrected, but

are noted by the use of "[sic]" after the error. Repeated errors are only annotated as such after the first occurrence.

In general, Wes wrote only on the right-hand pages of the bound journal; however, there are several instances where he went back to previously written entries and made additional comments on the adjoining left-hand pages. For example, on the back of page 6 he wrote two inserts for text originally written on page 7. For the sake of continuity, the transcriptions of such inserts appear where they fit in the narrative, and are annotated as such, for clarity.

There are several instances where there are gaps in the page numbering. It is not clear if these anomalies are due to missing pages, pages that were left blank, errors made by Wes or errors in making the copy used to create this document.

Notes appear at the end of this document with the intent to add background information, context, and clarity. References to the notes are indicated in the transcription in parentheses. Click on the hyperlink to send you directly to the Note. In the Note, click on the page number at the beginning to return to the text where you left off.

Marty Sattison, Capt (USN, Ret)
Former Submarine Officer
USS Plunger (SSN 595)

Wesley L. Headington

Jan 24, 1921 — Jan 16, 2011



Obituary for Wesley L. Headington Wesley L. Headington, 89, of Hagerman, Idaho, a World War II and Korean War Veteran peacefully passed away at his home on January 16, 2011. Wes was born in Saskatchewan, Canada to Floyd and Julia Headington on January 24, 1921. He grew up and graduated from high school in Decorah, Iowa. Wes enlisted in the U.S. Navy in 1939. Upon completion of Electrician Mate School and Naval Submarine School, he was proudly assigned to the USS Thresher (SS-200). Wes was entering Pearl Harbor on the Thresher as the December 7, 1941 attack began. With honor, Wes completed 13 submarine war patrols during World War II. Wes met and married June Hillary Price on January 28, 1944 in Perth, Australia. After assignments on several submarines and participation in the Korean War, he was selected to serve on the first U.S. Nuclear submarine, Nautilus (SSN 571), commissioned in 1954. Wes's last naval assignment was at the Navy's Idaho Nuclear Power Training Unit in Idaho Falls, Idaho. He retired as Chief Electrician's Mate in Idaho Falls after 20 years of service. He spent the next 20 years working on various nuclear-related projects for the Idaho National Laboratory before full retirement in 1984. Wes and June loved Idaho and spent many wonderful weekends at their Palisades Lake cabin with family and friends. Wes enjoyed hunting, fishing, gardening, wood-working, playing cards and pool. He and June were active members of the First Lutheran Church for many years. Wes was a member of the Idaho Falls Elks Lodge. After the death of his beloved wife, June in 2003, Wes moved to Hagerman, Idaho to be closer to his daughter. Wes is survived by his brothers Douglas (Jeannine) Headington of Sun City,

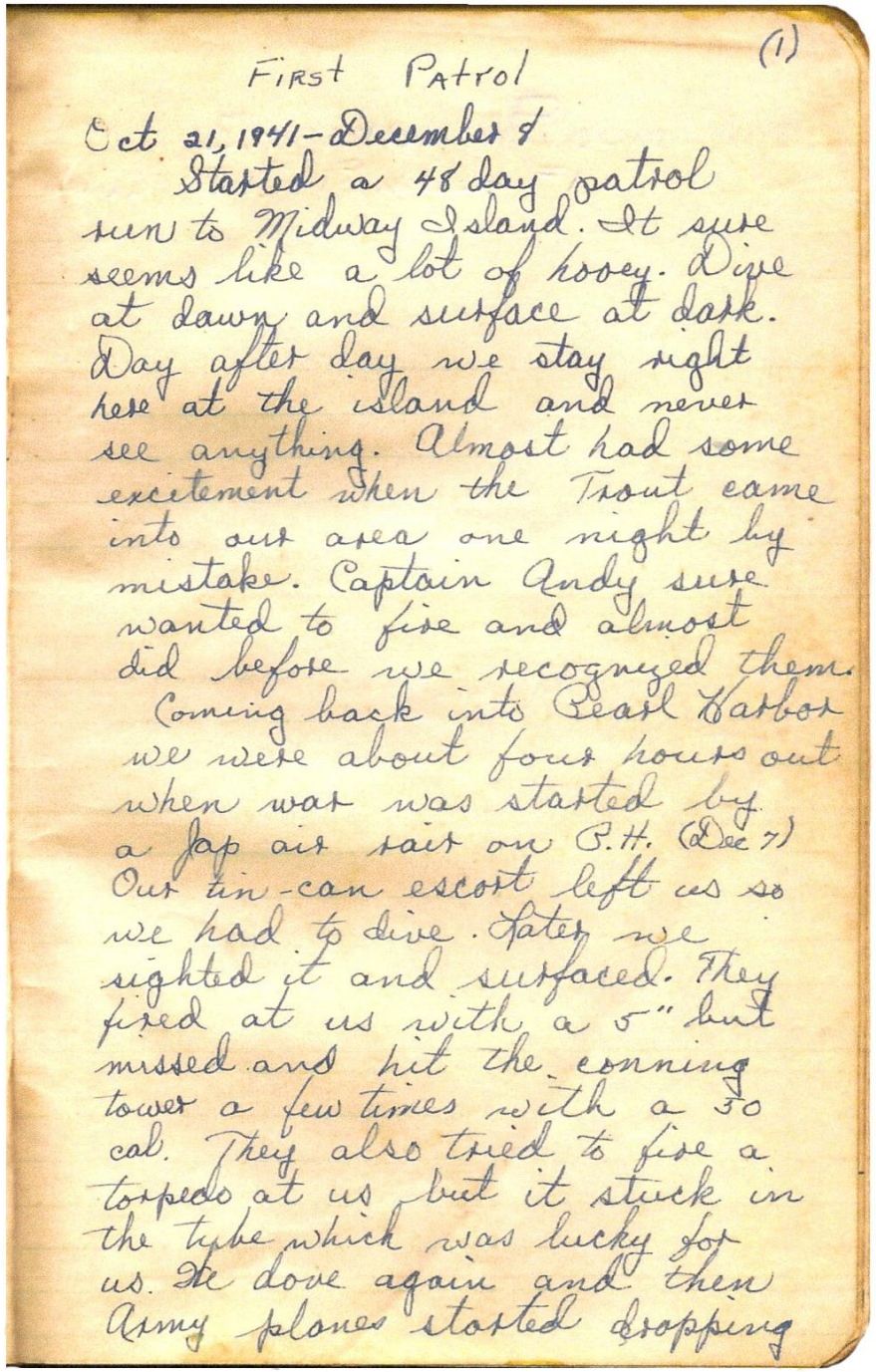
Arizona and Curtis (Joan) Headington of LaCross, Wisconsin; sister Jeanette Rod of Moscow, Idaho; sister-in-law Laverne Headington of Decorah, Iowa; daughter Kerry (Frank) Adams of Hagerman, Idaho; son Dennis (Amy) Headington of Rocky Mount, Virginia; grandchildren Jamie (Danielle) Adams, of Las Vegas, Nevada, Scott Headington of Austell, Georgia, Todd (Macey) Headington of Fredericksburg, Virginia, Frankie Adams of Idaho Falls, and Cody Adams of Hagerman; and great grandchildren Zachary Adams, Daniel Alvarez, Jaden Powell-Adams, Madison Headington, Abigail Headington and Kobe Alvarez. Wes was preceded in death by his parents, wife, brothers Harry, Lloyd, Hugh, and Roger and great granddaughter Jessica Adams. Wes's family gives special thanks to employees and residents of Cornerstone Care Assisted Living in Hagerman for their friendship and assistance to Wes during his 4-year residence. Thanks also to Aimee and Laurell of Alliance Hospice Care, Jerome, Idaho for their loving care of Wes during the past month. A memorial service will be held on January 24, 2011 at Calvary Chapel, 241 State Street, Hagerman at 6:00 PM. In lieu of flowers, the family suggests donations be made to the Calvary Chapel Youth Program, P.O. Box 595, Hagerman, Idaho 83332.

First Patrol

Oct 21, 1941 – December 8 (Note 1)

Started a 48 day patrol run to Midway Island. It sure seems like a lot of hooey. Dive at dawn and surface at dark. Day after day we stay right here at the island and never see anything. Almost had some excitement when the Trout (Note 2) came into our area one night by mistake. Captain Andy sure wanted to fire and almost did before we recognized them.

Coming back into Pearl Harbor we were about four hours out when war was started by a Jap air raid on P. H. (Dec 7). Our tin-can escort (Note 3) left us so we had to dive. Later we sighted it and surfaced. They fired at us with a 5" but missed and hit the conning tower a few times with a 50 cal. They also tried to fire a torpedo at us but it stuck in the tube which was lucky for us. We dove again and then Army planes started dropping

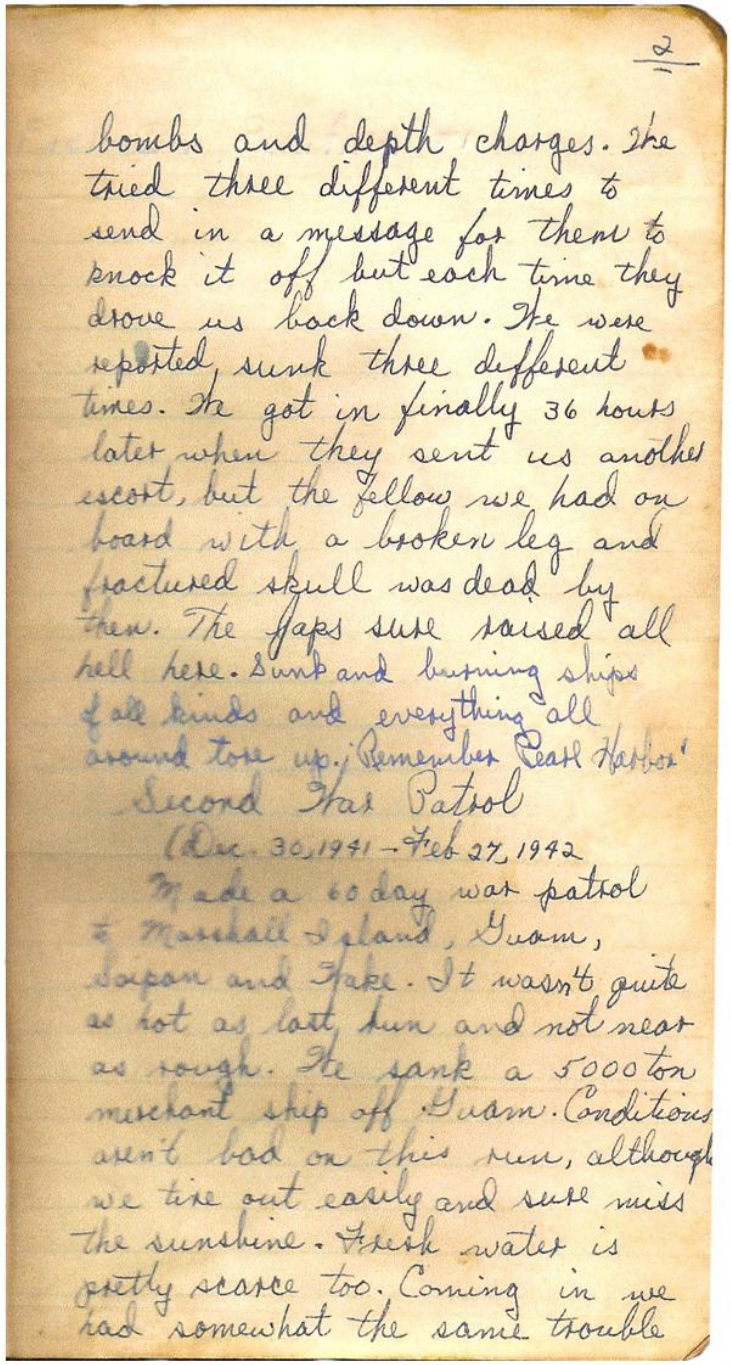

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bombs and depth charges (Note 4). We tried three different times to send in a message for them to knock it off but each time they drove us back down. We were reported sunk three different times. We got in finally 36 hours later when they sent us another escort, but the fellow we had on board with a broken leg and fractured skull was dead by then. The Japs sure raised all hell here. Sunk and burning ships of all kinds and everything all around tore up. Remember Pearl Harbor.

Second War Patrol

(Dec 30, 1941 – Feb 27, 1942)

Made a 60 day war patrol to Marshall Island, Guam, Saipan and Wake. It wasn't quite as hot as last run and not near as rough. We sank a 5000 ton merchant ship off Guam (Note 5). Conditions aren't bad on this run, although we tire out easily and sure miss the sunshine. Fresh water is pretty scarce too. Coming in we had somewhat the same trouble


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as last time. A U. S. plane dropped two bombs on us but we dove and got away. (Getting to be kinda old – fighting the Japs and also our own forces). (Note 6). We went in close at Marshall and radioed in what we saw there.

Saipan is a large naval base but we didn't see anything there or at Wake.

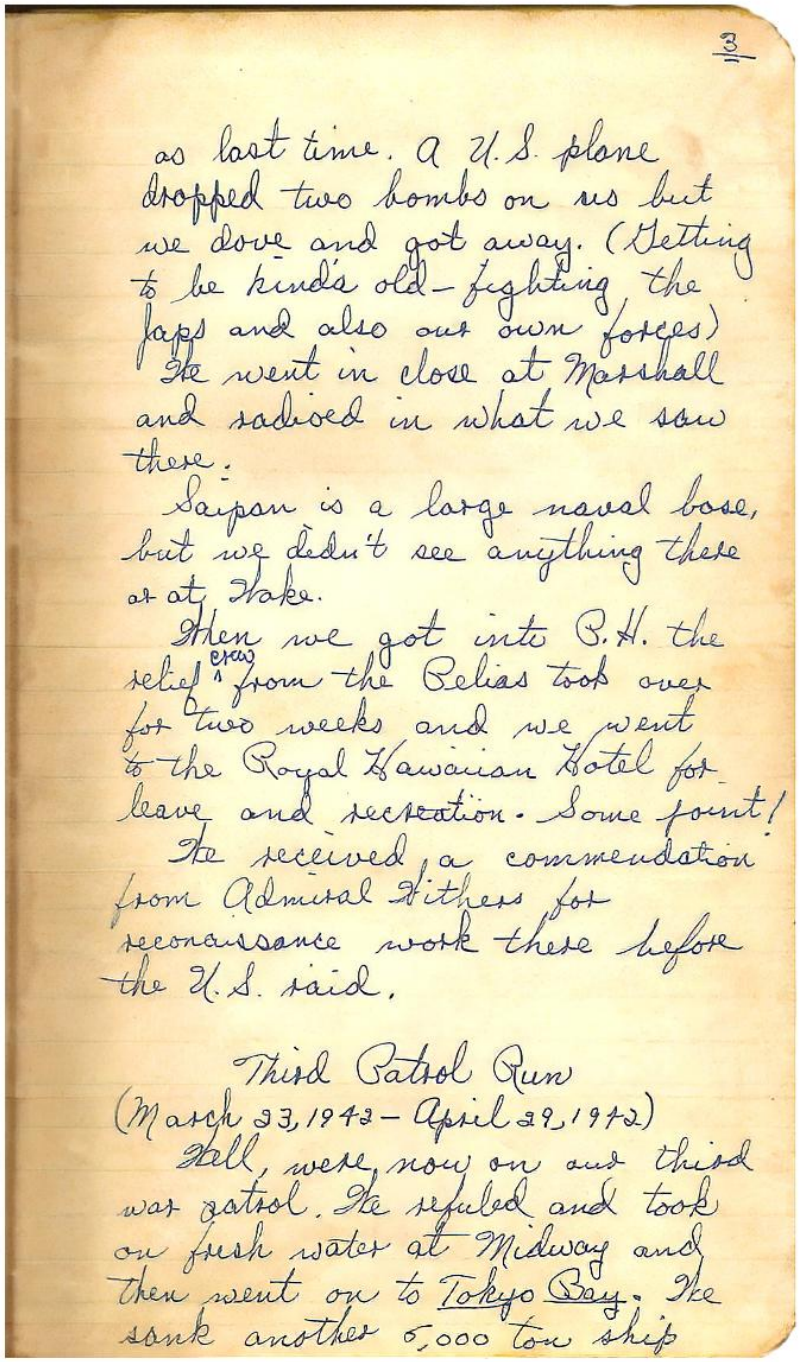
When we got into P. H. the relief crew from the Pelias (Note 7) took over for two weeks and we went to the Royal Hawaiian Hotel for leave and recreation. Some joint!

We received a commendation from Admiral Withers for reconnaissance work there before the U.S. raid.

Third Patrol Run

(March 23, 1942 – April 29, 1942)

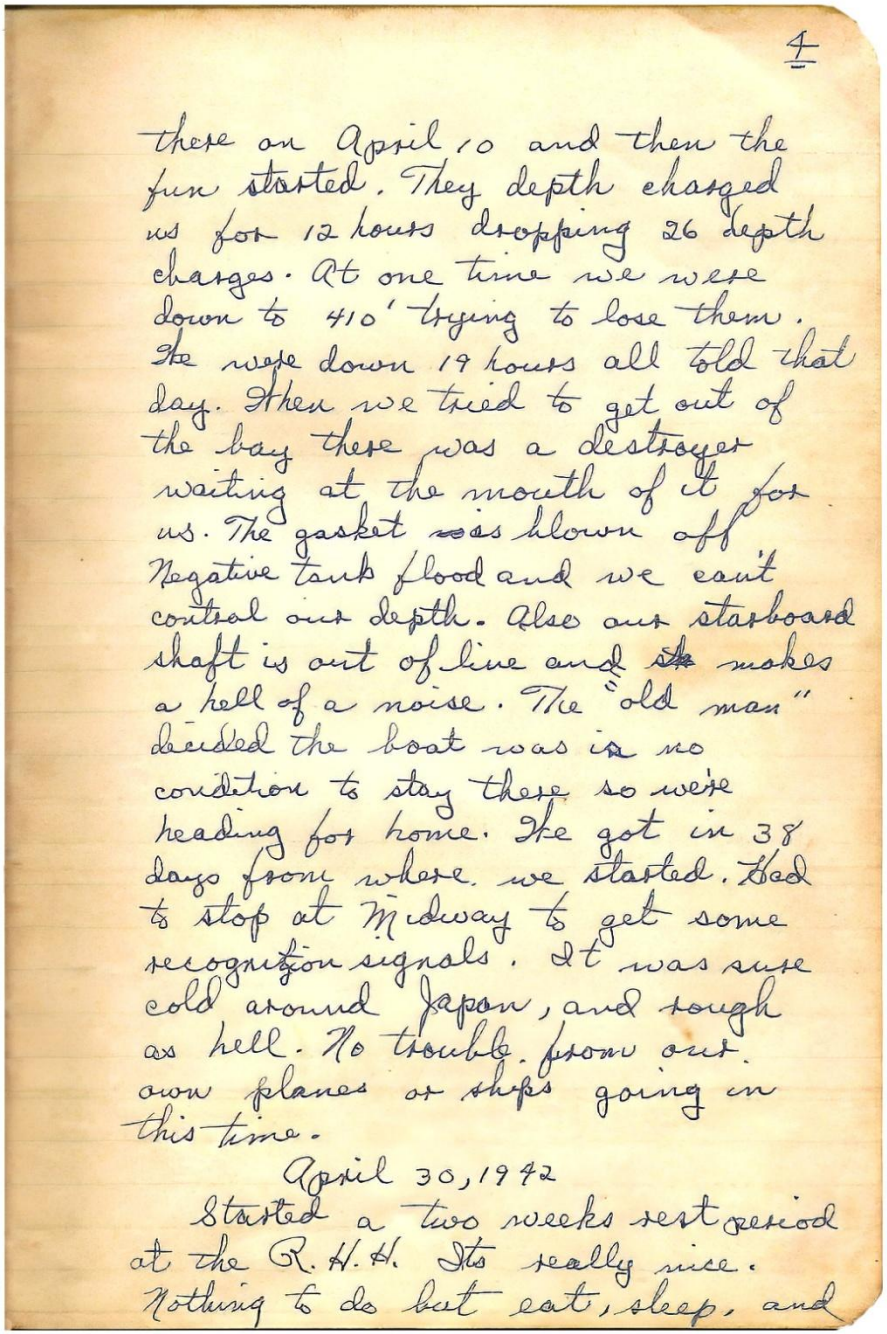
Well, we're now on our third war patrol. We refueled and took on fresh water at Midway and then went on to Tokyo Bay. We sank another 5,000 ton ship



there on April 10 (Note 8) and then the fun started. They depth charged us for 12 hours dropping 26 depth charges. At one time we were down to 410' trying to lose them. We were down 19 hours all told that day. When we tried to get out of the bay there was a destroyer waiting at the mouth of it for us. The gasket is blown off Negative tank flood and we can't control our depth. Also our starboard shaft is out of line and she makes a hell of a noise. The "old man" decided the boat was in no condition to stay there so we're heading for home. We got in 38 days from where we started. Had to stop at Midway to get some recognition signals. It was sure cold around Japan, and rough as hell. No trouble from our own planes or ships going in this time.

April 30, 1942

Started a two weeks rest period at the R.H.H. [Royal Hawaiian Hotel] Its [sic] really nice. Nothing to do but eat, sleep, and



get looped, etc. After our leave was up we took the boat into the Pearl Harbor Navy Yard for overhaul. We were supposed to go to Mare Island but they fouled us up. More Thresher luck. Was there six weeks, during which time the Midway battle was fought. It's sure a hell of a yard overhaul.

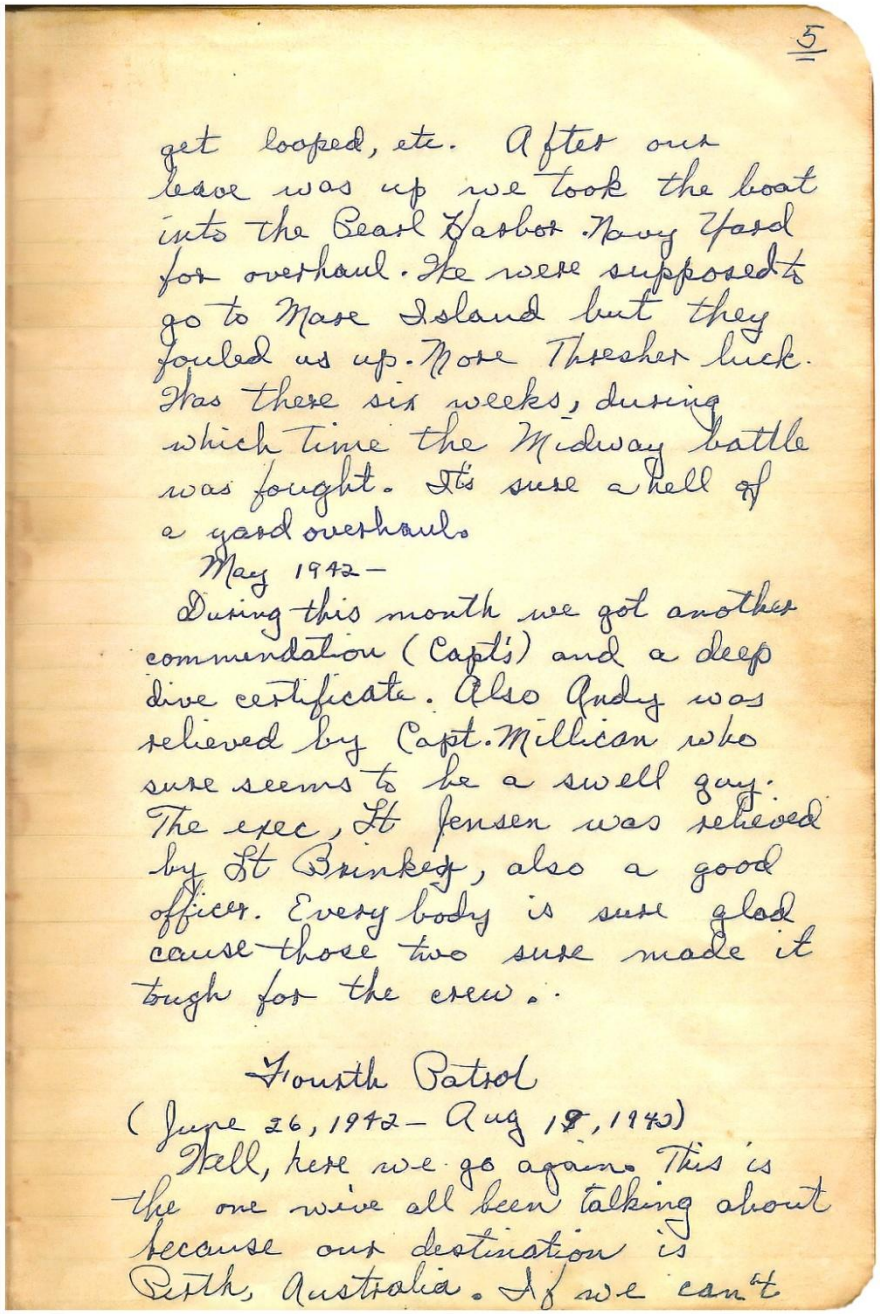
May 1942 –

During this month we got another commendation (Capt's) and a deep dive certificate. Also Andy was relieved by Capt. Millican (Note 9) who sure seems to be a swell guy. The exec, Lt Jensen was relieved by Lt Brinkley, also a good officer. Everybody is sure glad cause those two sure made it tough for the crew.

Fourth Patrol

(June 26, 1942 – Aug 19, 1942)

Well, here we go again. This is the one we've all been talking about because our destination is Perth, Australia. If we can't


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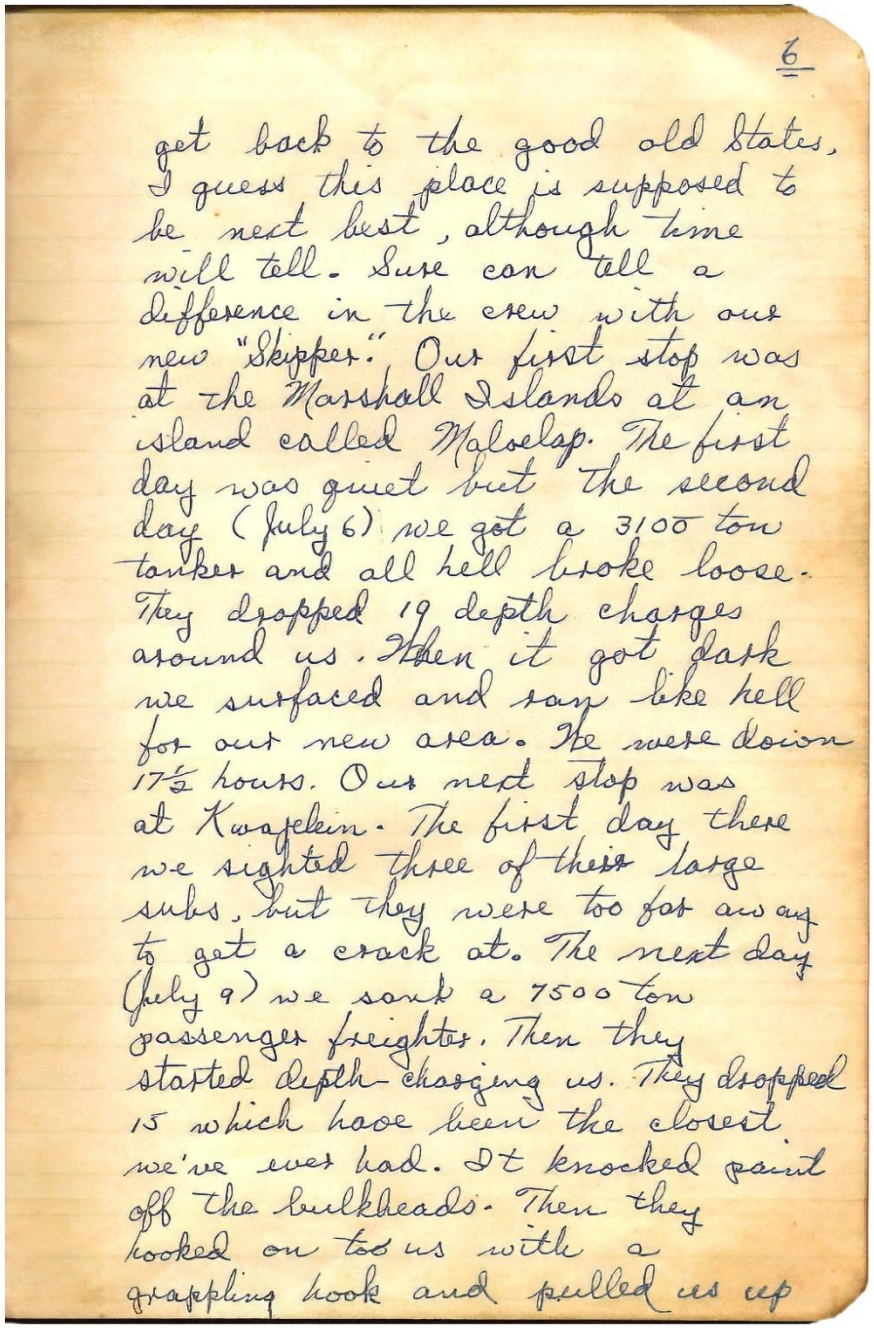
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get back to the good old States, I guess this place is supposed to be next best, although time will tell. Sure can tell a difference in the crew with our new "Skipper." Our first stop was at the Marshall Islands at an island called Maloelap. The first day was quiet but the second day (July 6) we got a 3100 ton tanker and all hell broke loose. (Note 10) They dropped 19 depth charges around us. When it got dark we surfaced and ran like hell for our new area. We were down for 17½ hours. Our next stop was at Kwajelein [sic]. The first day there we sighted three of their large subs, but they were too far away to get a crack at. The next day (July 9) we sank a 7500 ton passenger freighter. (Note 11) Then they started depth charging us. They dropped 15 which have been the closest we've ever had. It knocked paint off the bulkheads. Then they hooked on to us with a grappling hook and pulled us up


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to 70' before we broke loose.

[Inserted later, see back of page 6: We were so close to getting it here that even the skipper gave up hope, so we started destroying confidential papers and smashing confidential machinery. Guys were even shaking hands so-long with one another in a sort of matter of fact way. No panic, although there was a lot of silent praying going on. Seems funny, kind of, when you're getting depth charged, to watch the cork fly off the bulkhead and light bulbs popping. If you happen to be standing up when one goes off close, it'll knock you right flat on your _____.] At last I know what it is to be really scared. Guess we must have made them a bit mad. Our lives weren't worth a plugged nickle [sic] right then. We finally slipped away and at dark after 15 hours down we surfaced and ran like hell. Found out later it was a converted sea-plane tender. Next we proceeded to Truk (Note 12). Things were pretty quiet here for awhile, until we sighted another ship (July 20). We fired, missed, and they dropped seven depth charges on us. The next morning before we dove we almost collided with a 250 ft patrol boat. (Note 13) We were so close we could hear them jabbering. They fired their deck gun and missed, but I don't see how. [Inserted later, see back of page 6: We found out when we got in that they didn't miss us completely. They hit our after loading boom, and although it didn't hurt anything, it would have sure raised hell if it had been about 3 or 4 feet lower.] We dove and they dropped three ash-cans while we were at 75'. Boy! Were they close. The old man is staying right here, Boy, is he a fighting "skipper." Things have been pretty quiet for a day or so now. Tonite [sic] we sighted two

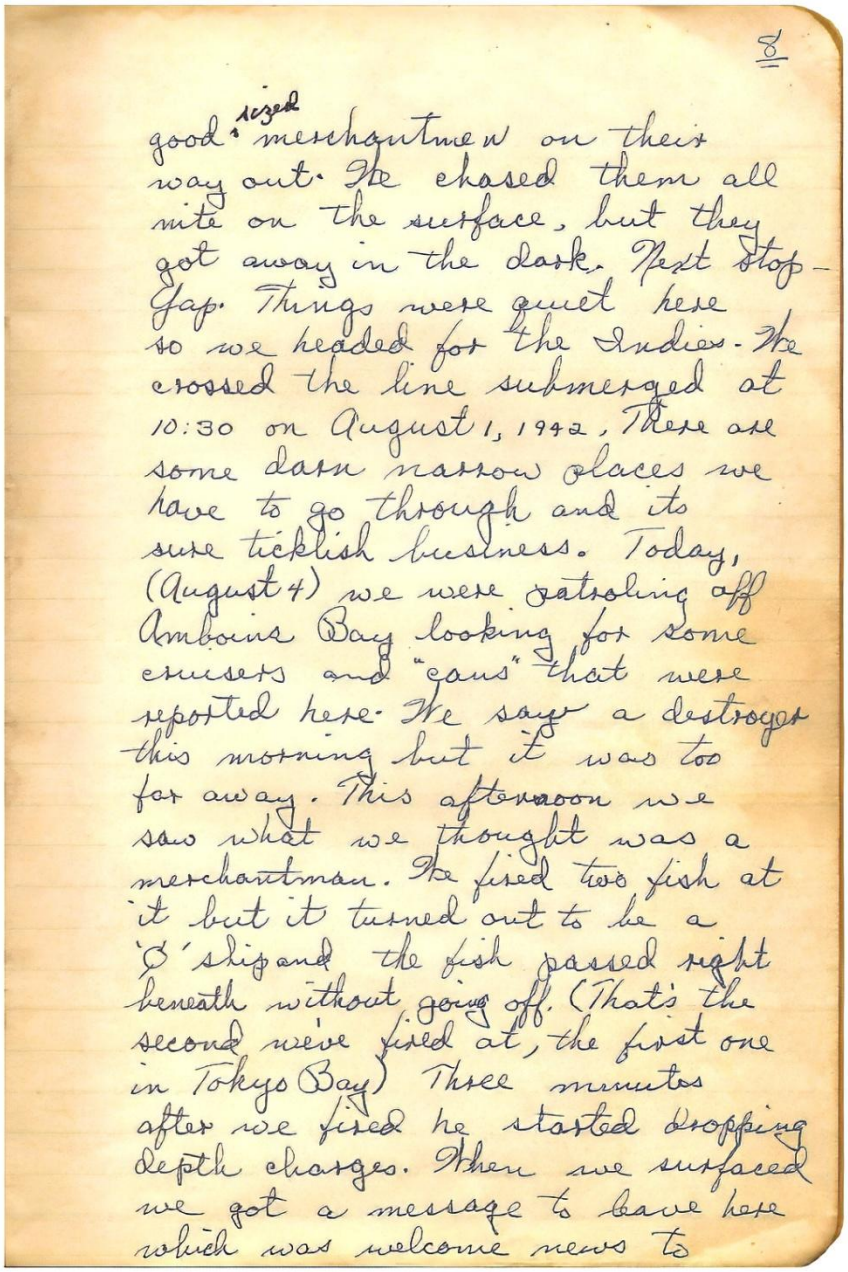
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good-sized merchantmen on their way out. We chased them all nite [sic] on the surface, but they got away in the dark. Next stop – Jap. Things were quiet here so we headed for the Indies. (Note 14) We crossed the line submerged at 10:30 on August 1, 1942. There are some darn narrow places we have to go through and its sure ticklish business. Today, (August 4) we were patrolling off Amboina Bay (Note 15) looking for some cruisers and "cans" that were reported here. We saw a destroyer this morning but it was too far away. This afternoon we saw what we thought was a merchantman. We fired two fish at it but it turned out to be a 'Q' ship (Notes 16 and 17) and the fish passed right beneath without going off. (That's the second we've fired at, the first one in Tokyo Bay). Three minutes after we fired he started dropping depth charges. When we surfaced we got a message to leave here which was welcome news to

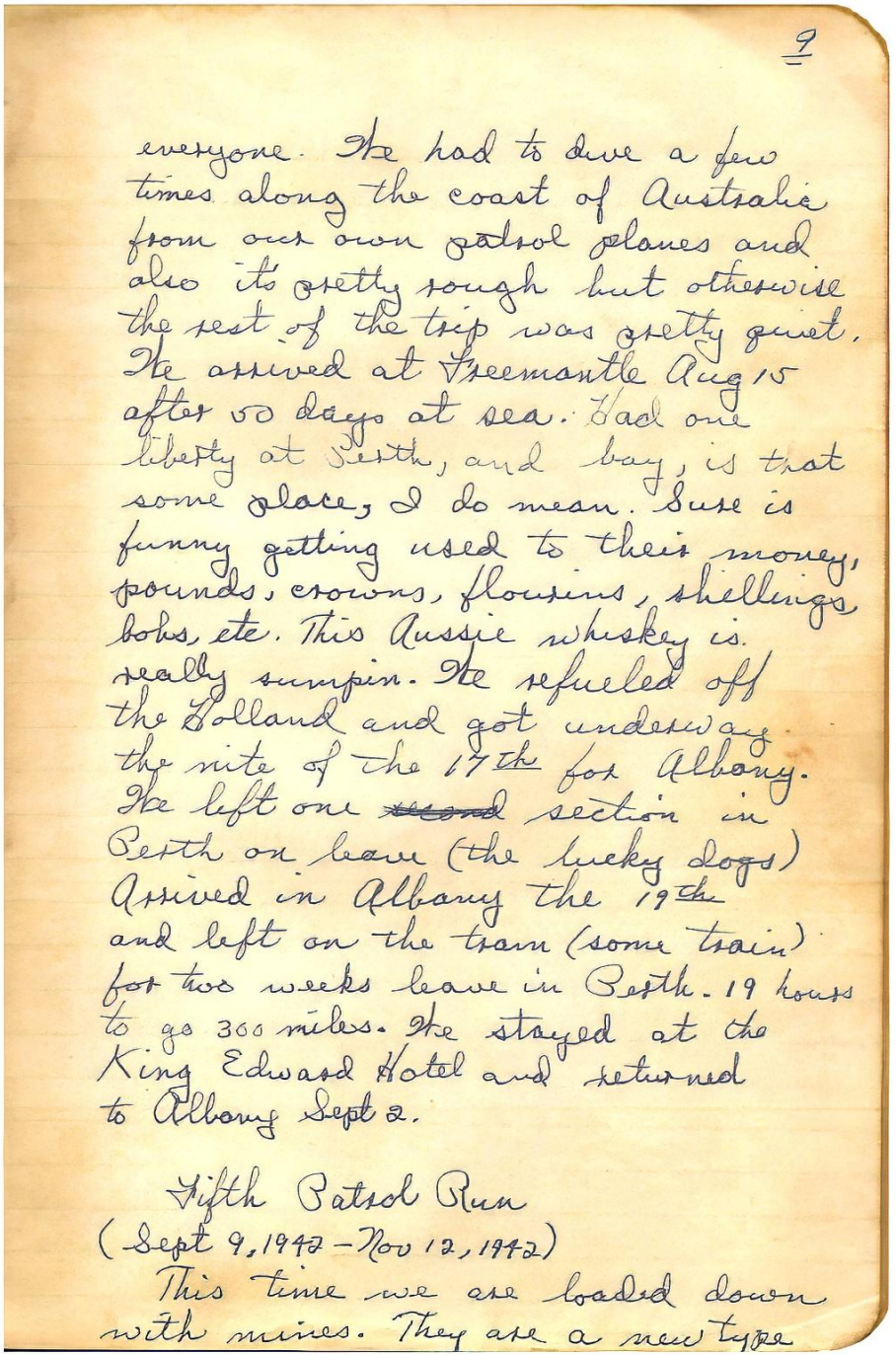


everyone. We had to dive a few times along the coast of Australia from our own patrol planes and also it's pretty rough but otherwise the rest of the trip was pretty quiet. We arrived at Freemantle [sic] (Note 18) Aug 15 after 50 days at sea. Had one liberty at Perth, and boy, is that some place, I do mean. Sure is funny getting used to their money, pounds, crowns, flourins [sic] (Note 19), shillings, bobs, etc. This Aussie whiskey is really sumpin [sic]. We refueled off the Holland (Note 20) and got underway the nite of the 17th for Albany (Note 21). We left one section in Perth on leave (the lucky dogs). Arrived in Albany the 19th and left on the train (some train) for two weeks leave in Perth. 19 hours to go 300 miles. We stayed at the King Edward Hotel and returned to Albany Sept 2.

Fifth Patrol Run

(Sept 9, 1942 – Nov 12, 1942)

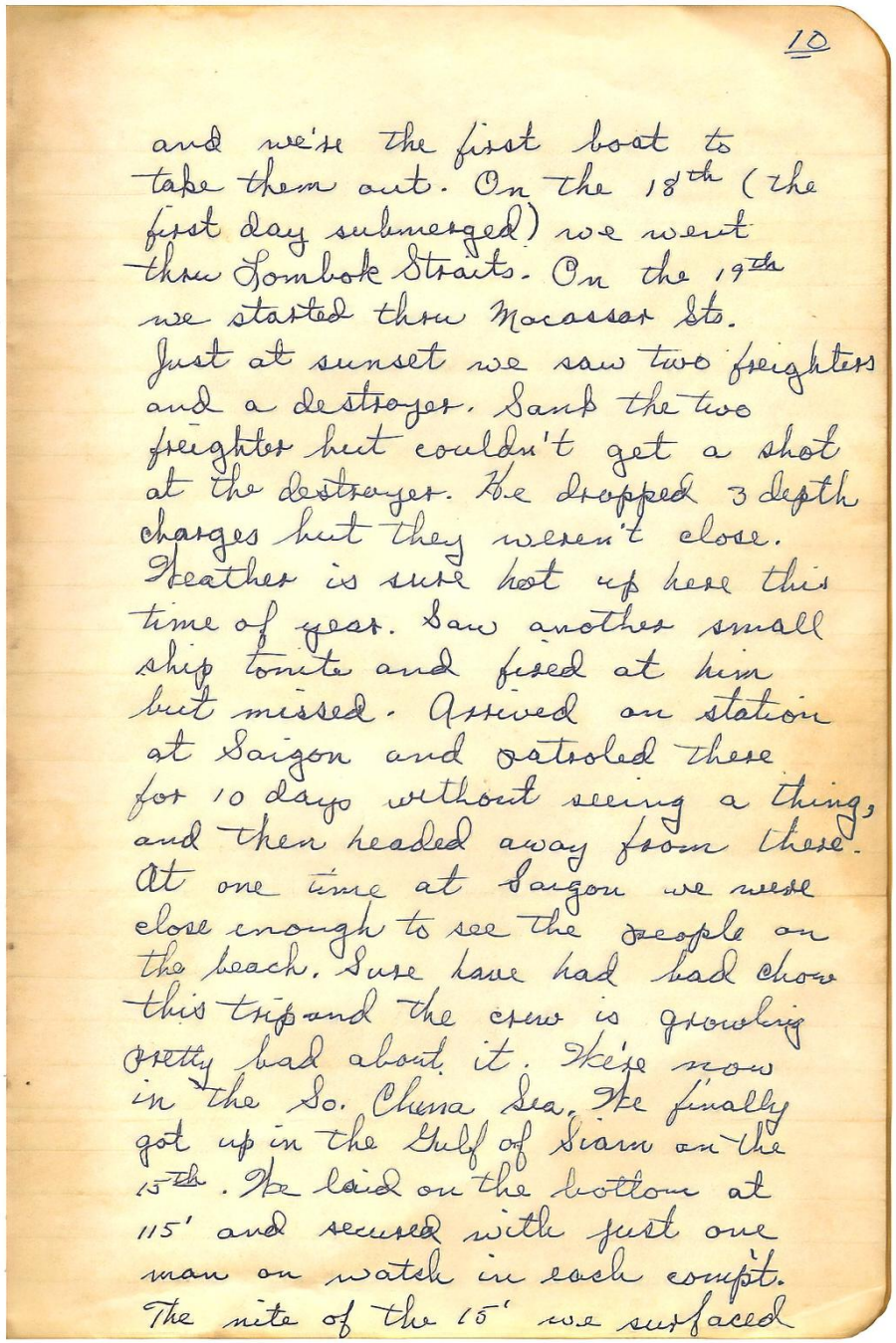
This time we are loaded down with mines. They are a new type



and we're the first boat to take them out. (Note 22) On the 18th (the first day submerged) we went thru [sic] Lombok Straits. On the 19th we started thru Macassar Sts. (Note 23)

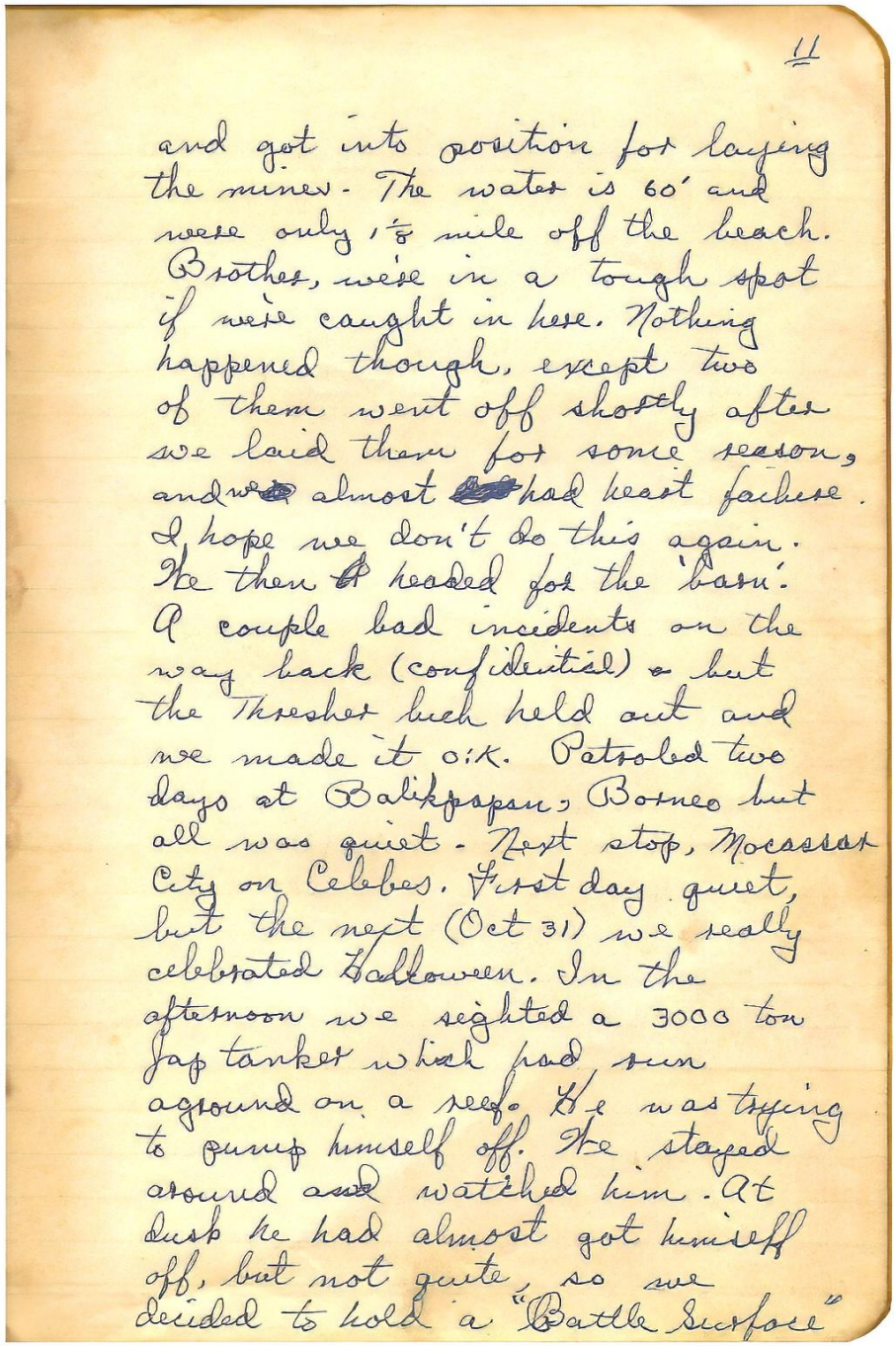
Just at sunset we saw two freighters and a destroyer. Sank the two freighters but couldn't get a shot at the destroyer. (Note 24) He dropped 3 depth charges but they weren't close.

Weather is sure hot up here this time of year. Saw another small ship tonite and fired at him but missed. Arrived on station at Saigon and patroled [sic] there for 10 days without seeing a thing, and then headed away from there. At one time at Saigon we were close enough to see people on the beach. Sure have had bad chow this trip and the crew is growling pretty bad about it. We're now in the So. China Sea. We finally got up in the Gulf of Siam on the 15th. We laid on the bottom at 115' and secured with just one man on watch in each comp't. The nite of the 15 we surfaced


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and got into position for laying the mines. The water was 60' and were only 1 1/8 mile off the beach. Brother, we're in a tough spot if we're caught in here. Nothing happened though, except two of them went off shortly after we laid them for some reason, and we almost had heart failure. (Note 25) I hope we don't do this again. We then headed for the 'barn'. A couple bad incidents on the way back (confidential) but the Thresher luck held out and we made it OK. Patroled two days at Balikpapan, Borneo but all was quiet. Next stop, Mocassar City on Celebes. First day quiet, but the next (Oct 31) we really celebrated Halloween. In the afternoon we sighted a 3000 ton Jap tanker which had run aground on a reef. (Note 26) He was trying to pump himself off. We stayed around and watched him. At dusk he had almost got himself off, but not quite, so we decided to hold a "Battle Surface"



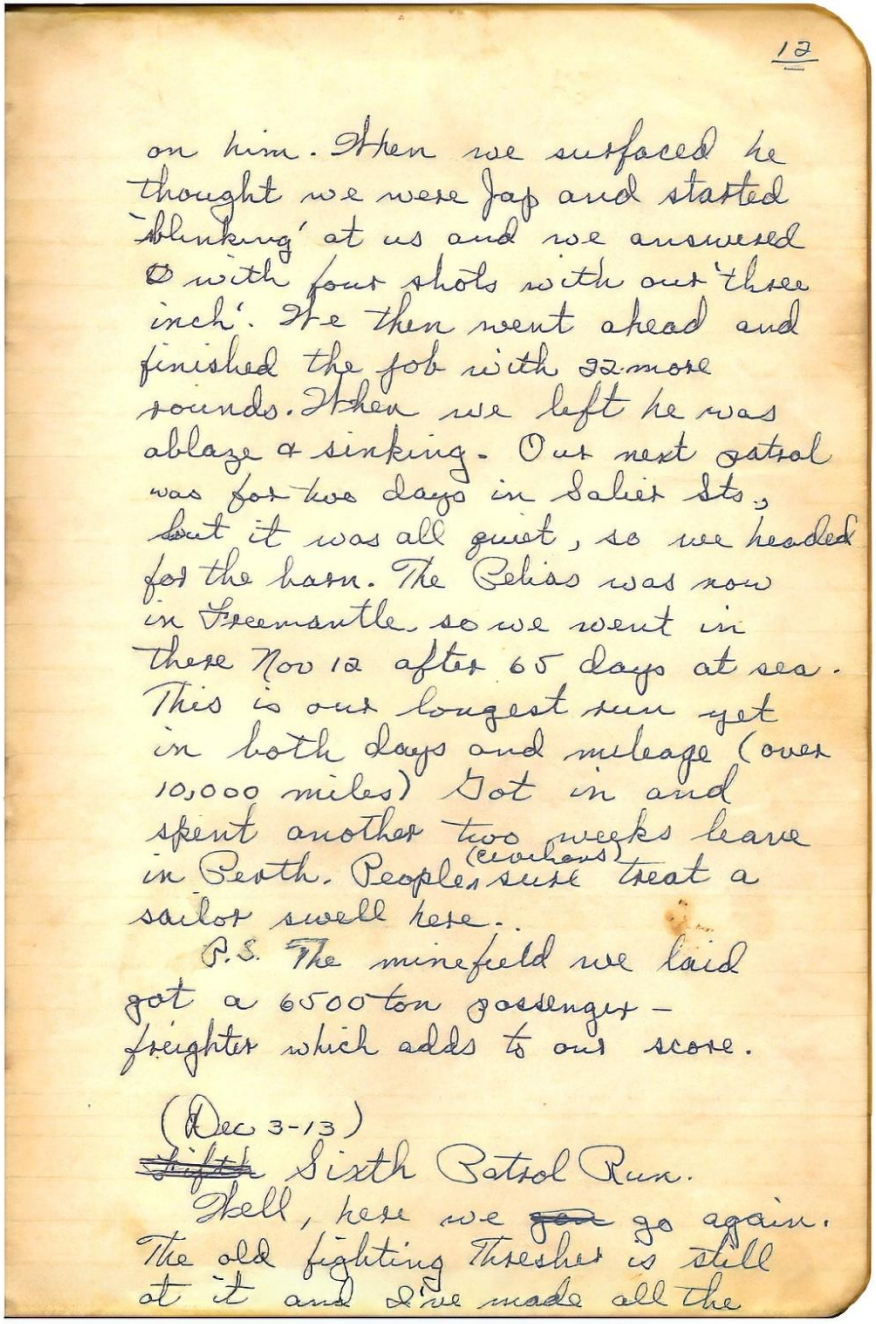
on him. When we surfaced he thought we were Jap and started 'blinking' at us and we answered with four shots with our 'three inch'. We then went ahead and finished the job with 22 more rounds. When we left he was ablaze and sinking. Our next patrol was for two days in Salier Sts. (Note 27), but it was all quiet, so we headed for the barn. The Pelias was now in Freemantle [sic], so we went in there Nov 12 after 65 days at sea. This is our longest run yet in both days and mileage (over 10,000 miles). Got in and spent another two weeks leave in Perth. People (civilians) sure treat a sailor swell there.

P.S. The minefield we laid got a 6500 ton passenger – freighter which adds to our score. (Note 28)

(Dec 3 – 13)

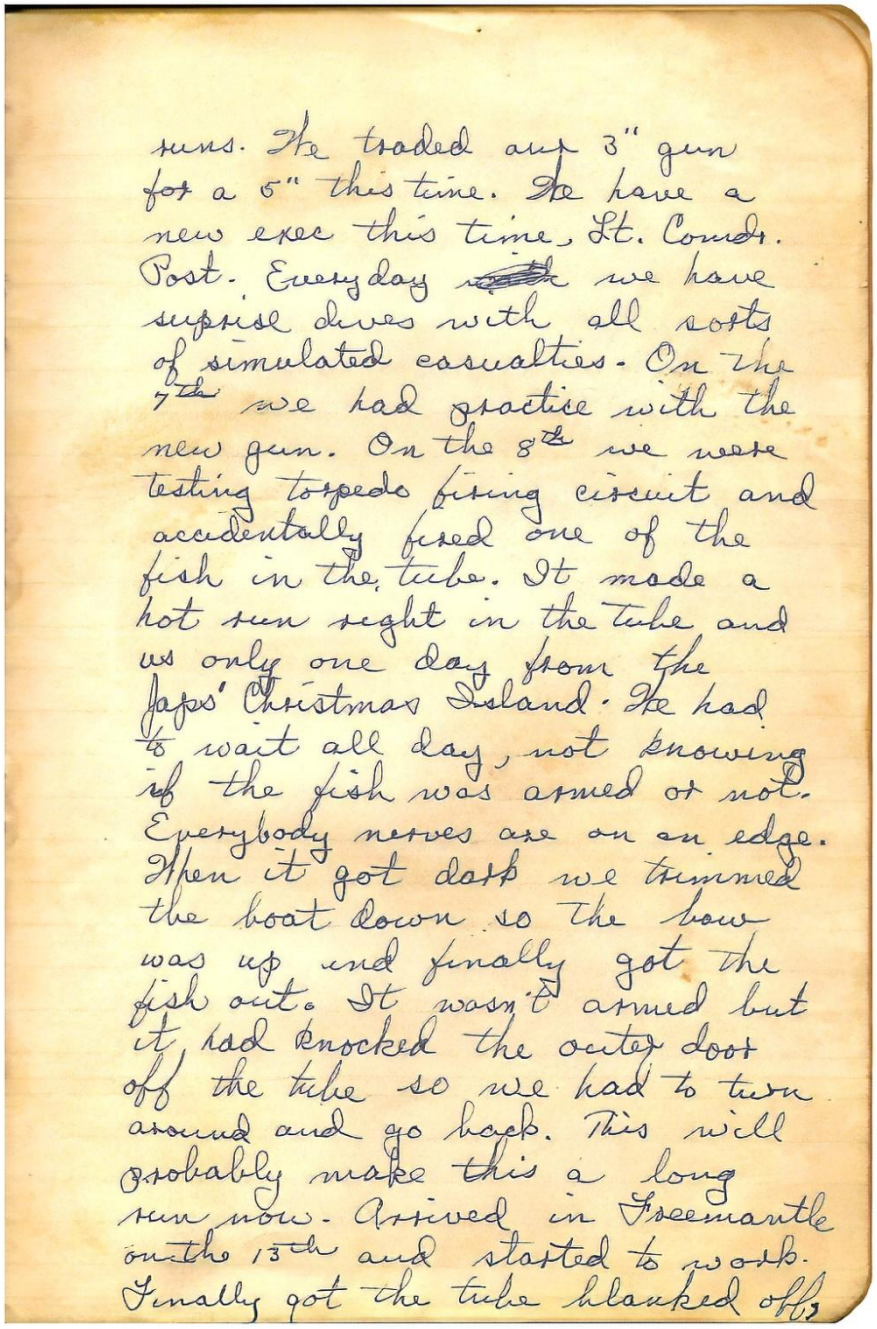
~~Fifth~~ Sixth Patrol Run

Well, here we go again. The old fighting Thresher is still at it and I've made all the



(Unnumbered Page Between Pages 12 and 13)

runs. We traded our 3" gun for a 5" this time. We have a new exec this time, Lt. Comdr. Post. Every day we have surprise dives with all sorts of simulated casualties. On the 7th we had practice with the new gun. On the 8th we were testing torpedo firing circuit and accidentally fired one of the fish in the tube. It made a hot run right in the tube and us only one day from the Japs' Christmas Island. We had to wait all day, not knowing if the fish was armed or not. Everybody nerves are on an edge. When it got dark we trimmed the boat down so the bow was up and finally got the fish out. It wasn't armed but it had knocked the outer door off the tube so we had to turn around and go back. This will probably make this a long run now. Arrived in Freemantle on the 15th and started to work. Finally got the tube blanked off,


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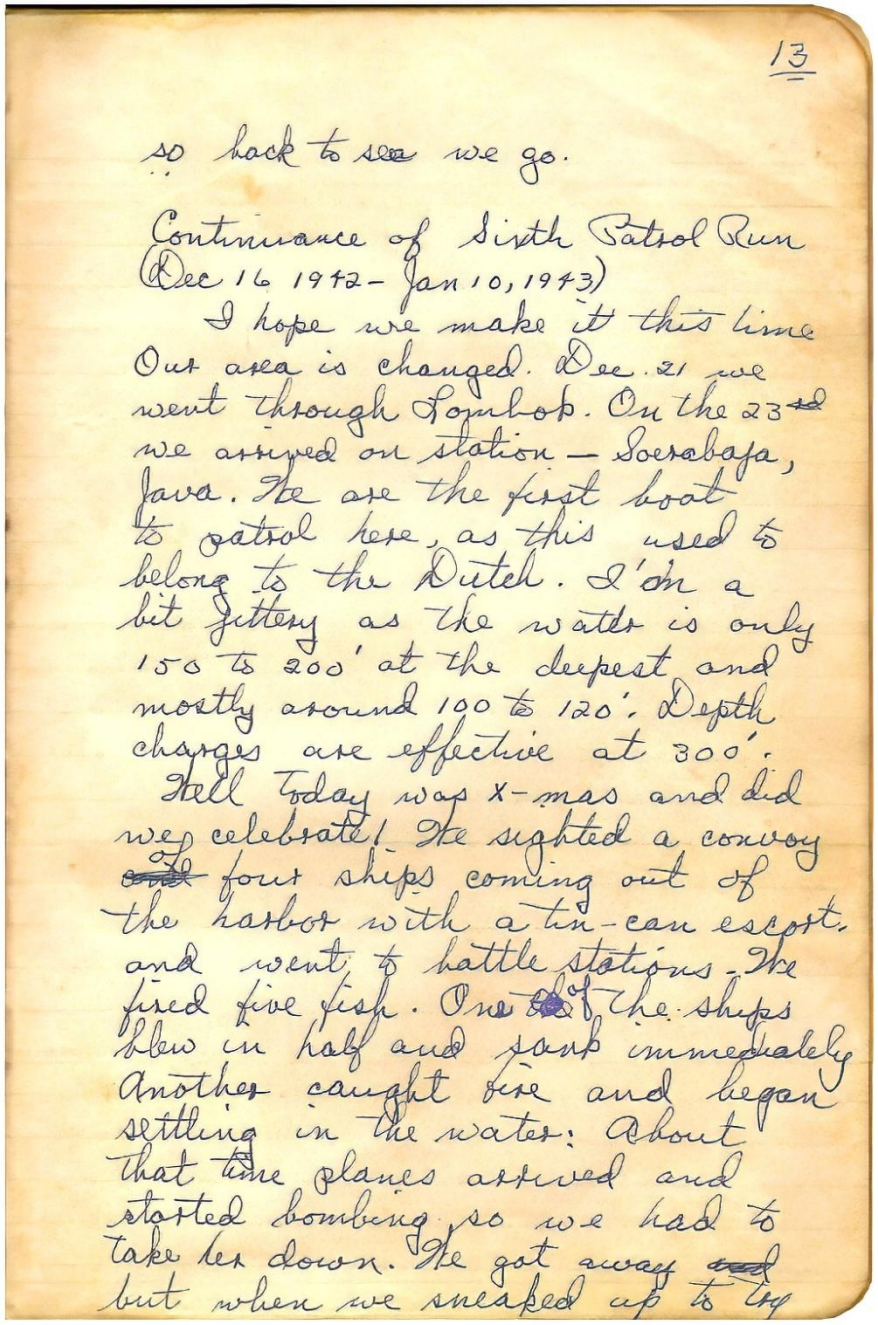
back to sea we go.

Continuance of Sixth Patrol Run

(Dec 16, 1942 – Jan 10, 1943)

I hope we make it this time. Our area is changed. Dec. 21 we went through Lombok. On the 23rd we arrived on station – Soerabaja, Java. (Note 29) We are the first boat to patrol here, as this used to belong to the Dutch. I'm a bit jittery as the water is only 150 to 200' at the deepest and mostly around 100 to 120'. Depth charges are effective at 300'.

Well today was X-mas and did we celebrate! We sighted a convoy (Note 30) of four ships coming out of the harbor with a tin-can escort, and went to battle stations. We fired five fish. One of the ships blew in half and sank immediately. Another caught fire and began settling in the water. About that time planes arrived and started bombing us so we had to take her down. We got away ~~and~~ but when we sneaked up to try



13

so back to sea we go.

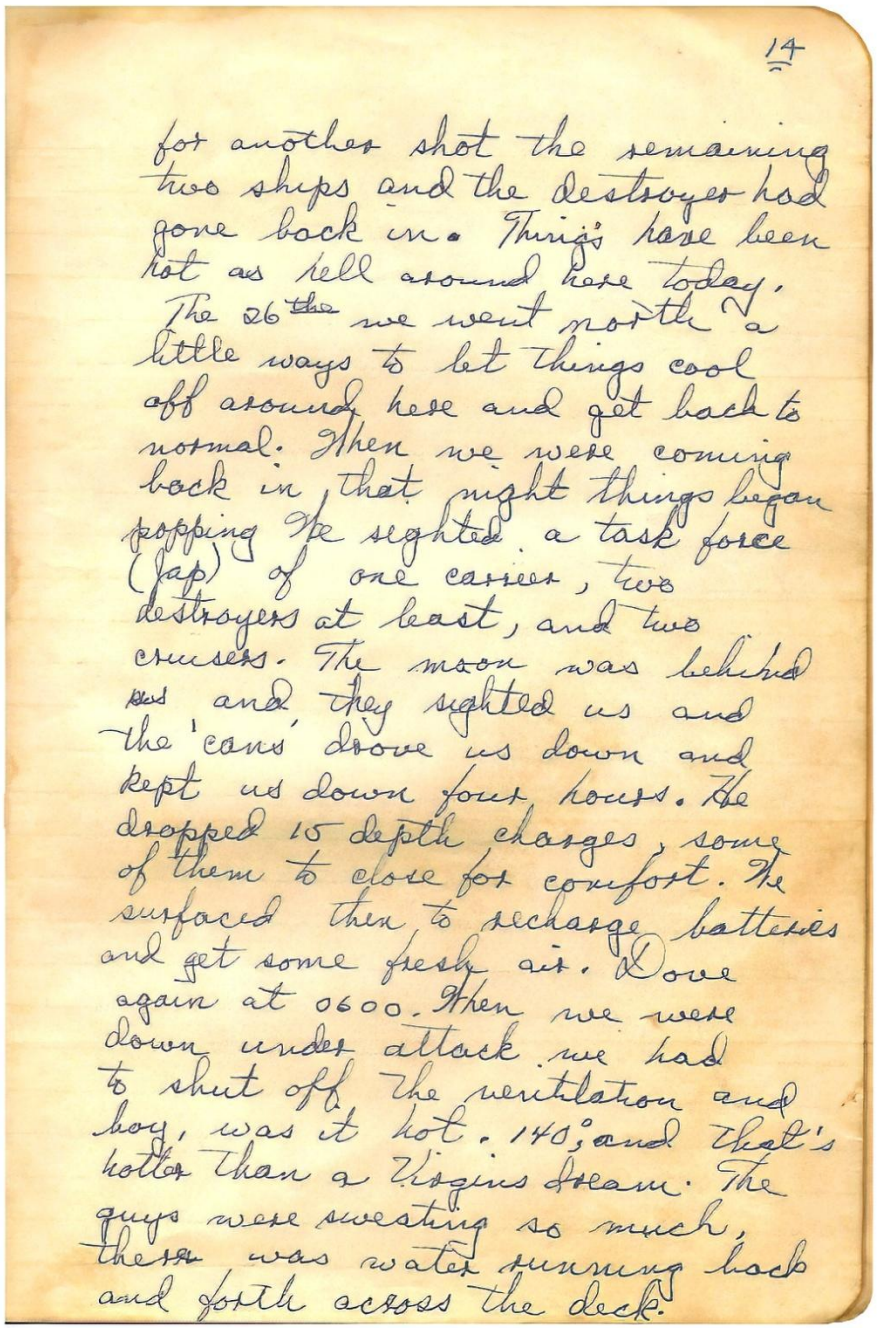
Continuance of Sixth Patrol Run
(Dec 16 1942 – Jan 10, 1943)

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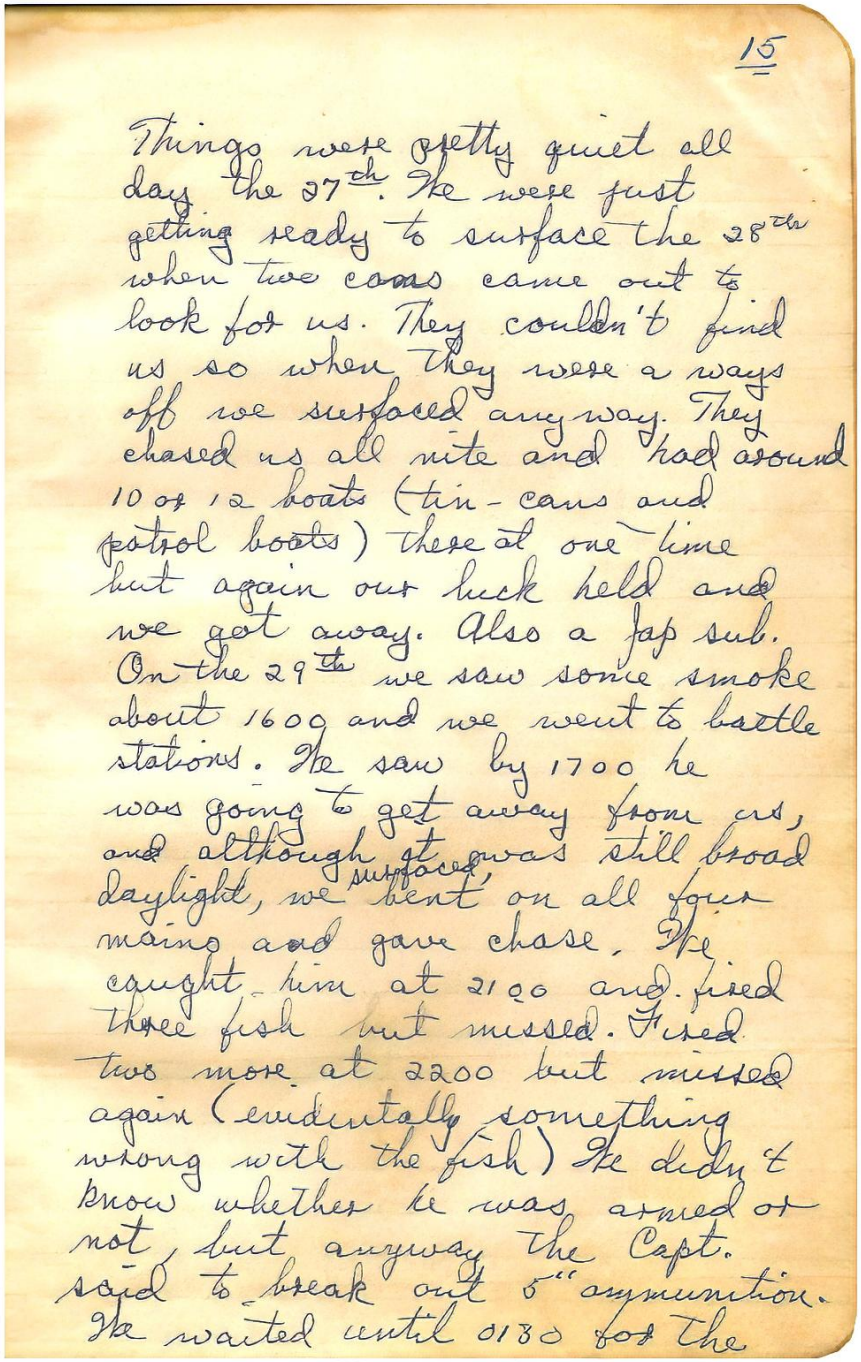
for another shot the remaining two ships and the destroyer had gone back in. Things have been hot as hell around here today.

The 26th we went north a little ways to let things cool off around here and get back to normal. When we were coming back in that night things began popping. We sighted a task force (Jap) of one carrier, two destroyers at least, and two cruisers. (Note 31) The moon was behind us and they sighted us and the 'cans' drove us down and kept us down four hours. He dropped 15 depth charges, some of them to [sic] close for comfort. We surfaced then to recharge batteries and get some fresh air. Dove again at 0600. When we were down under attack, we had to shut off the ventilation and boy, was it hot. 140°, and that's hotter than a Virgin's dream. The guys were sweating so much there was water running back and forth across the deck.



Things were pretty quiet all day the 27th. We were just getting ready to surface the 28th when two cans came out to look for us. They couldn't find us so when they were a ways off we surfaced any way. They chased us all nite and had around 10 or 12 boats (tin-cans and patrol boats) there at one time but again our luck held and we got away. Also a Jap sub.

On the 29th we saw some smoke about 1600 and we went to battle stations. We saw by 1700 he was going to get away from us, and although it was still broad daylight, we surfaced, bent on all four mains and gave chase. We caught him at 2100 and fired three fish but missed. Fired two more at 2200 but missed again (evidentally [sic] something wrong with the fish) We didn't know whether he was armed or not, but anyway the Capt. said to break out 5" ammunition. We waited until 0130 for the


15

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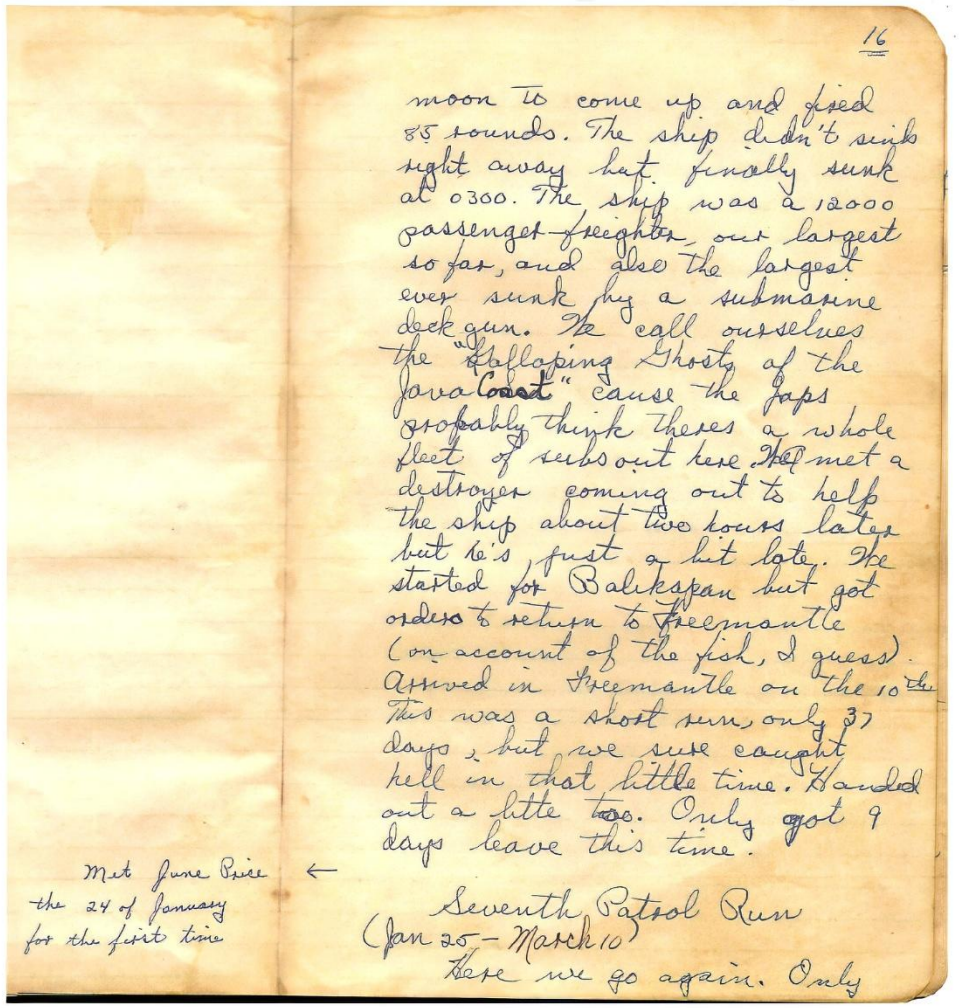
moon to come up and fired 85 rounds. The ship didn't sink right away but finally sunk at 0300. (Note 32) The ship was a 12000 passenger-freighter, our largest so far, and also the largest ever sunk by a submarine deck gun. We call ourselves the "Galloping Ghosts of the Java Coast" cause the Japs probably think theres [sic] a whole fleet of subs out here. We met a destroyer coming out to help the ship about two hours later but he's just a bit late. We started for Balikapan [sic] (Note 33) but got orders to return to Freemantle (on account of the fish, I guess). Arrived in Freemantle on the 10th. This was a short run, only 37 days, but we sure caught hell in that little time. Handed out a little too. Only got 9 days leave this time.

[Inserted later, on back of page 15: Met June Price the 24 of January for the first time.]

Seventh Patrol Run

(Jan 25 – March 10) [1943]

Here we go again. Only


16

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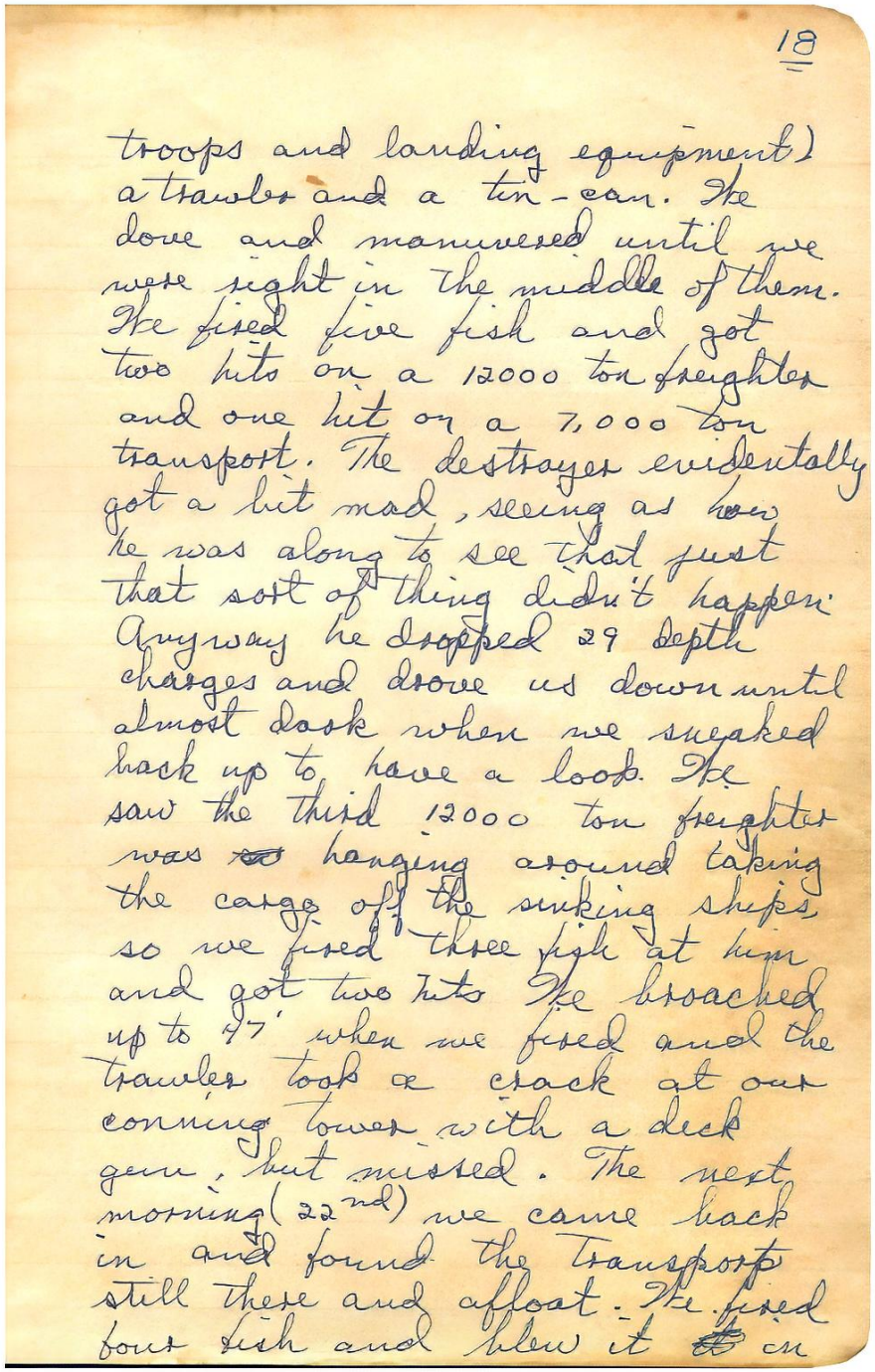
Here we go again. Only

about 20 of the guys left on the boat who started the war on it. I can get off anytime I want, but requested to stay on here. We have credit for 56,000 tons so far which ain't bad. Today, the 31th [sic], we were submerged off Christmas Island (Note 34). Nothing here. Feb 2 we started patroling [sic] Sunda Sts. (Note 35) First 6 days were quiet. On Feb. 14 another holiday and we're at it again. Got a shot at a large Jap sub and hit him, but the damn thing (torpedo) didn't explode. (Note 36) Something is sure wrong somewhere. We sent in the dope and were ordered to leave here. [Insert from back of page 16: Feb 14. We found out that this sub never reached port when we got in. Our torpedo didn't go off but evidentally [sic] knocked a hole in him.] We went back to Christmas Island and spent the 17-18th doing reconnesence [sic] work and taking pictures of the island. The evening of the 18th we shoved off, enroute for Lombok St and went through them the nite of the 20th. The morning of the 21th [sic] we sighted a convoy of two freighters, one transport (all heavily loaded with

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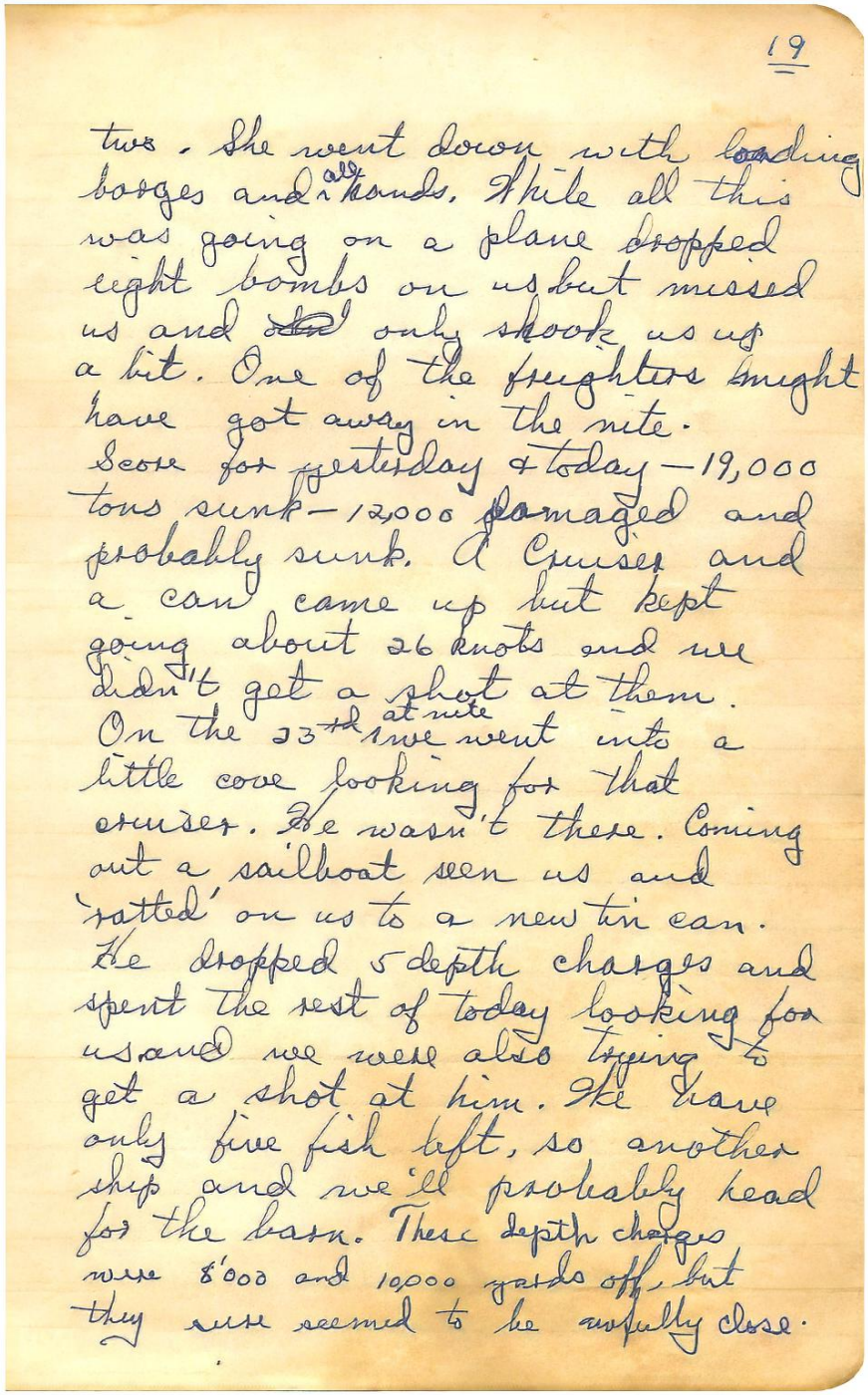
troops and landing equipment), a trawler and a tin-can. We dove and maneuvered until we were right in the middle of them. We fired five fish and got two hits on a 12000 ton freighter and one hit on a 7,000 ton transport. The destroyer evidentially got a bit mad, seeing as how he was along to see that just that sort of thing didn't happen. Anyway he dropped 29 depth charges and drove us down until almost dark when we sneaked back up to have a look. We saw the third 12000 ton freighter was hanging around taking the cargo off the sinking ships, so we fired three fish at him and got two hits. We broached up to 47' when we fired and the trawler took a crack at our conning tower with a deck gun, but missed. The next morning (22nd) we came back in and found the transport still there and afloat. We fired four fish and blew it in


18

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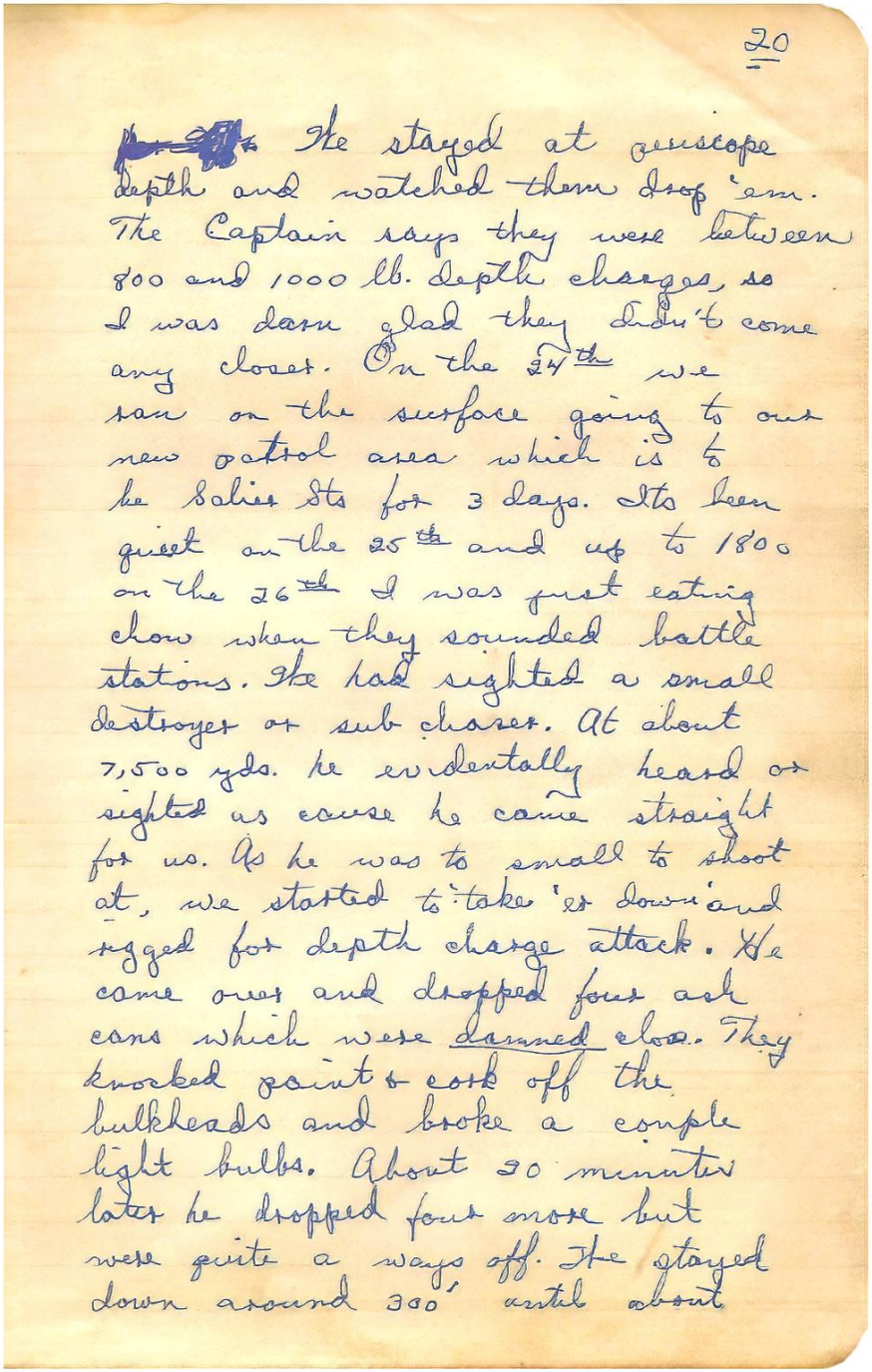
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Score for yesterday & today – 19,000 tons sunk – 12,000 damaged and probably sunk. A cruiser and a can came up but kept going about 26 knots and we didn't get a shot at them. On the 23rd at nite we went into a little cove looking for that cruiser. He wasn't there. Coming out a sailboat seen [sic] us and 'ratted' on us to a new tin can. He dropped 5 depth charges and spent the rest of today looking for us and we were also trying to get a shot at him. We have only five fish left, so another ship and we'll probably head for the barn. These depth charges were 8,000 and 10,000 yards off, but they sure seemed to be awfully close.


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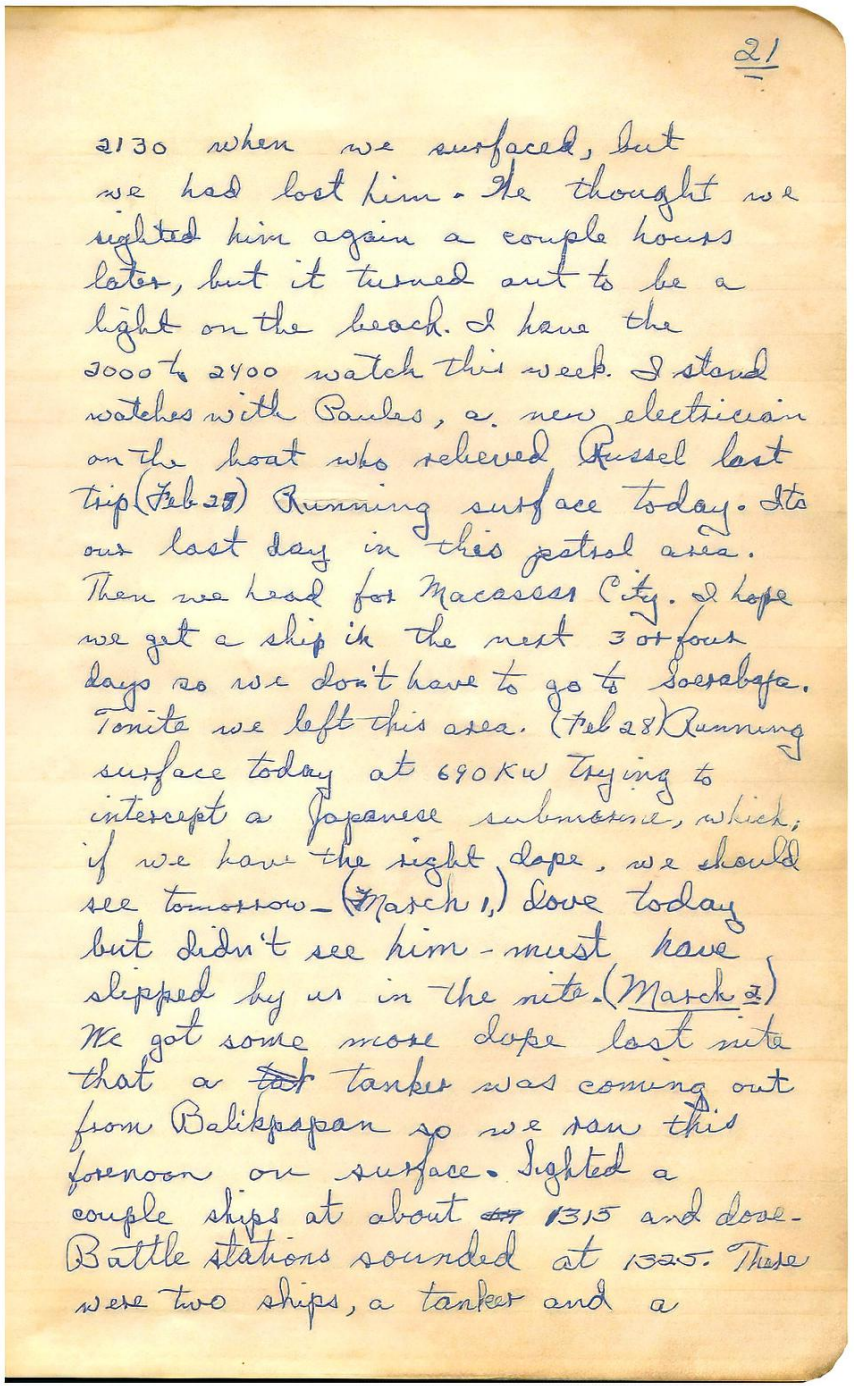
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We stayed at periscope depth and watched them drop 'em. The Captain says they were between 800 and 1000 lb. depth charges, so I was darn glad they didn't come any closer. On the 24th we ran on the surface going to our new patrol area which is to be Salier Sts for 3 days. Its been quiet on the 25th and up to 1800 on the 26th I was just eating chow when they sounded battle stations. We had sighted a small destroyer or sub chaser. At about 7,500 yds. he evidentally heard or sighted us cause he came straight for us. As he was to [sic] small to shoot at, we started to 'take 'er down' and rigged for depth charge attack. He came over and dropped four ash cans which were damned close. They knocked paint and cork off the bulkheads and broke a couple light bulbs. About 20 minutes later he dropped four more but were quite a ways off. We stayed down around 300' until about


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2130 when we surfaced, but we had lost him. We thought we sighted him again a couple of hours later, but it turned out to be a light on the beach. I have the 2000 to 2400 watch this week. I stand watches with Paules, a new electrician on the boat who relieved Russel last trip (Feb 25). Running surface today. Its our last day in this patrol area. Then we head for Macassar City. I hope we get a ship in the next 3 or four days so we don't have to go to Soerabaja. Tonite we left this area. (Feb 28) Running surface today at 690 KW trying to intercept a Japanese submarine, which, if we have the right dope, we should see tomorrow – (March 1) dove today but didn't see him – must have slipped by us in the nite. (March 3) We got some more dope last nite that a tanker was coming out from Balikpapan so we ran this forenoon on surface. Sighted a couple ships at about 1315 and dove. Battle stations sounded at 1325. There were two ships, a tanker and a


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freighter. At 1520 we got close enough & fired three fish at the tanker. One of them hit but didn't explode and the other two missed. We fired the fourth at long range and got a good hit dead astern. This is about the best shot we've ever made. Not five minutes later they were abandoning it. [Insert from back of page 21: March 2. This ~~tanker~~ freighter we hit but the torpedo didn't explode. When we got back in we found out that he never got in so we got credit for it too. We evidentally knocked a hole in him anyway, causing him to sink.] The tanker is a 7,000 tonner. The freighter came up to pick up survivors so we fired our last fish at him and missed. (Note 38) We are out of torpedoes now and about 8 days from Perth. I think we'll head for the barn now – Just sighted a patrol boat looking for us at 1630 but he's quite a long ways off and hope he stays there.

(March 4 -) Tonite we went through Lombok St. and are heading for home. Should get there around the 10th. (3/5/43) Running surface now on three engines at 800 K.W. so may get in on the ninth.

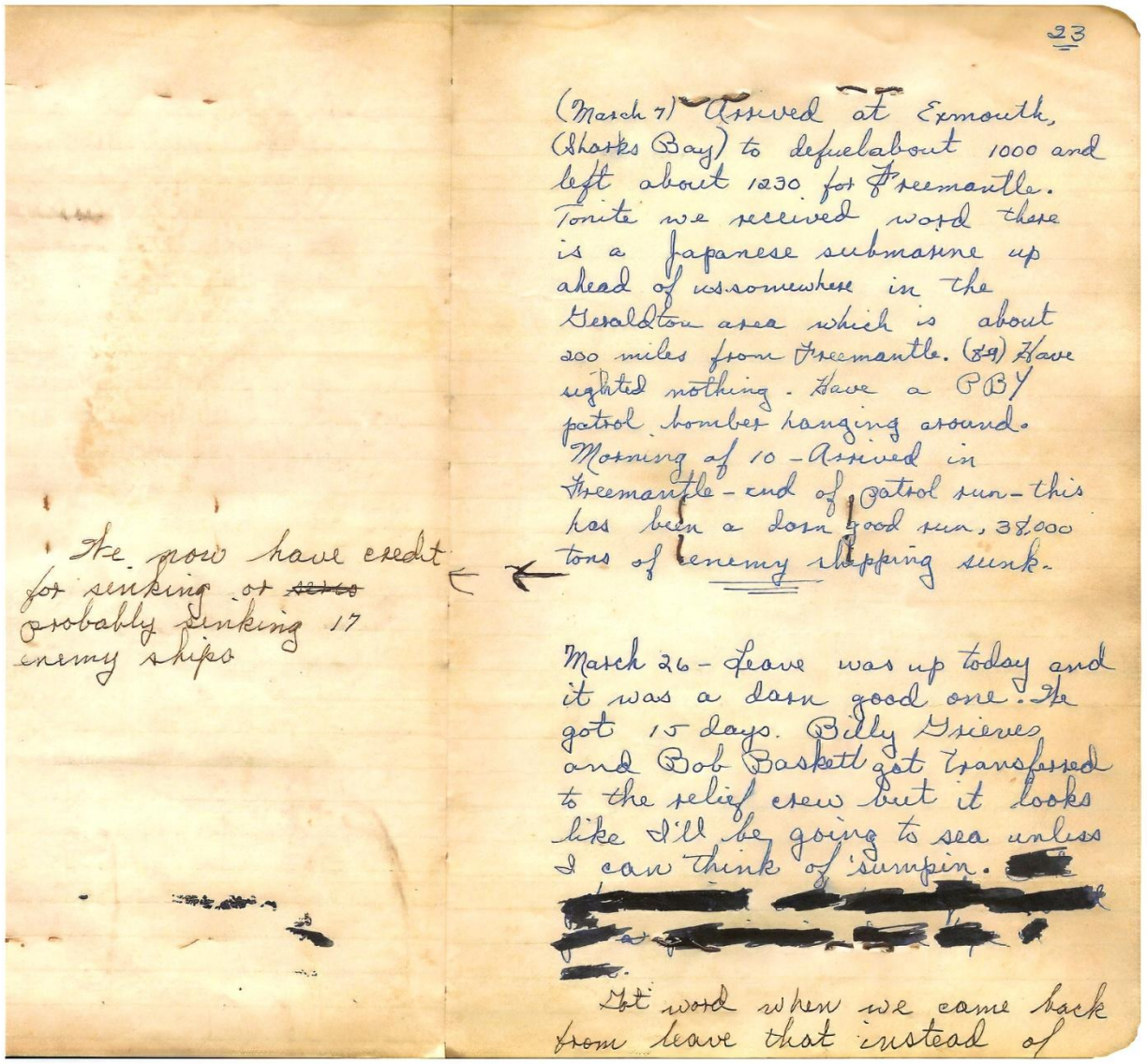
March 2 freighter

This ~~tanker~~ we hit but the torpedo didn't explode. When we got in we found out that he never got in so we got credit for it too. He evidentally knocked a hole in him anyway, causing him to sink.

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(March 7) Arrived at Exmouth (Sharks Bay) (Note 39) to defuel about 1000 and left about 1230 for Freemantle. Tonite we received word there is a Japanese submarine up ahead of us somewhere in the Geraldton area which is about 200 miles from Freemantle. (8-9) Have sighted nothing. Have a PBY patrol bomber hanging around. Morning of 10 – Arrived in Freemantle – end of patrol run – this has been a darn good run, 38,000 tons of enemy shipping sunk. [Insert from back of page 22: We now have credit for sinking or probably sinking 17 enemy ships.]

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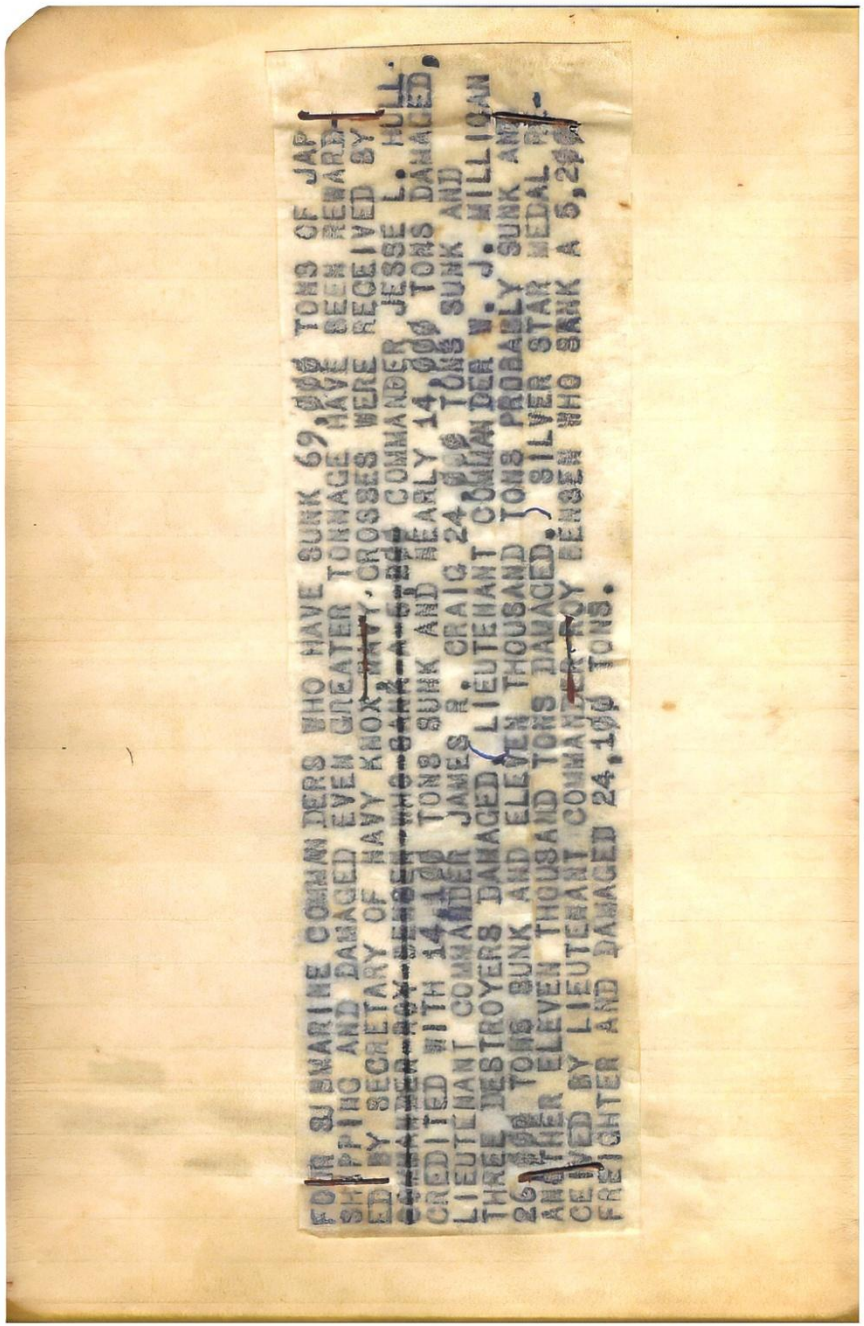
March 26 – Leave was up today and it was a darn good one. We got 15 days. Billy Grieves and Bob Baskett got transferred to the relief crew but it looks like I'll be going to sea unless I can think of 'sumpin.

Got word when we came back from leave that instead of

(Back of page 23)

[Stapled to the back of page 23 was an excerpt of a Navy message announcing the awarding of medals to four submarine commanding officers for sinking and/or damaging Japanese ships. One of those officers was Lieutenant Commander William John Millican, Commanding Officer, USS Thresher (SS 200). The excerpt reads:

FOUR SUBMARINE COMMANDERS WHO HAVE SUNK 69,000 TONS OF JAP SHIPPING AND DAMAGED EVEN GREATER TONNAGE HAVE BEEN REWARDED BY SECRETARY OF NAVY KNOX. NAVY CROSSES WERE RECEIVED BY COMMANDER JESSE L. HULL, CREDITED WITH 14,000 TONS SUNK AND NEARLY 14,000 DAMAGED, LIEUTENANT COMMANDER JAMES R. CRAIG 24,000 TONS SUNK AND THREE DESTROYERS DAMAGED, LIEUTENANT COMMANDER W. J. MILLICAN 26,000 TONS SUNK AND ELEVEN THOUSAND TONS PROBABLY SUNK AND ANOTHER ELEVEN THOUSAND TONS DAMAGED. SILVER STAR MEDAL RECEIVED BY LIEUTENANT COMMANDER ROY BENSEN WHO SANK A 5,200 FREIGHTER AND DAMAGED 24,000 TONS.]

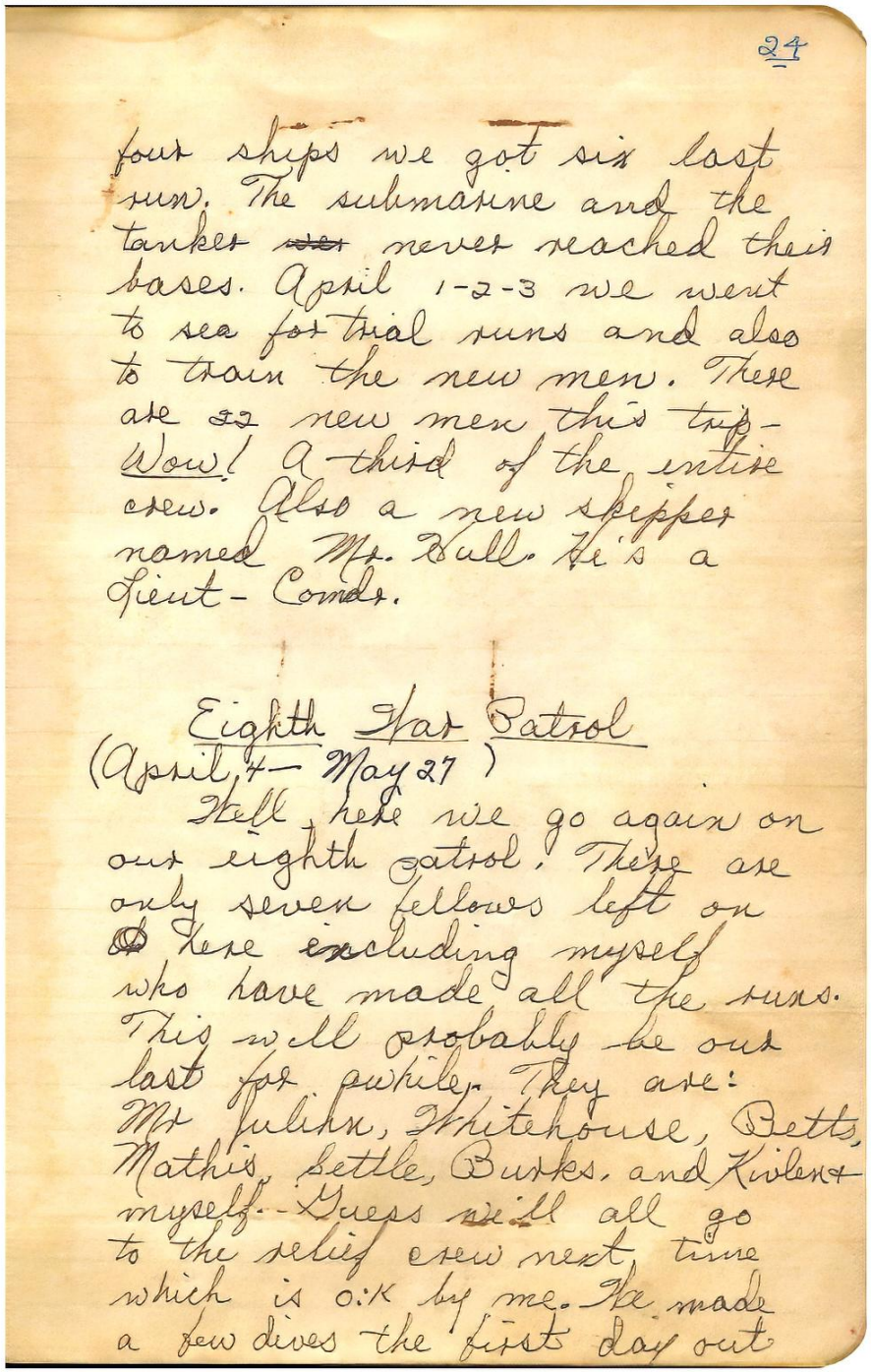


four ships we got six last run. The submarine and the tanker never reached their bases. April 1-2-3 we went to sea for trial runs and also to train the new men. There are 22 new men this trip – Wow! A third of the entire crew. Also a new skipper names Mr. Hull. He is a Lieut-Cmdr. (Note 40)

Eighth War Patrol

(April 4 – May 27) [1943]

Well here we go again on our eighth patrol. There are only seven fellows left on here excluding myself who have made all the runs. This will probably be our last for awhile. They are: Mr. Julian, Whitehouse, Betts, Mathis, Settle, Burks, and Kivlen & myself. Guess we'll all go to the relief crew next time which is O:K by me. We made a few dives the first day out

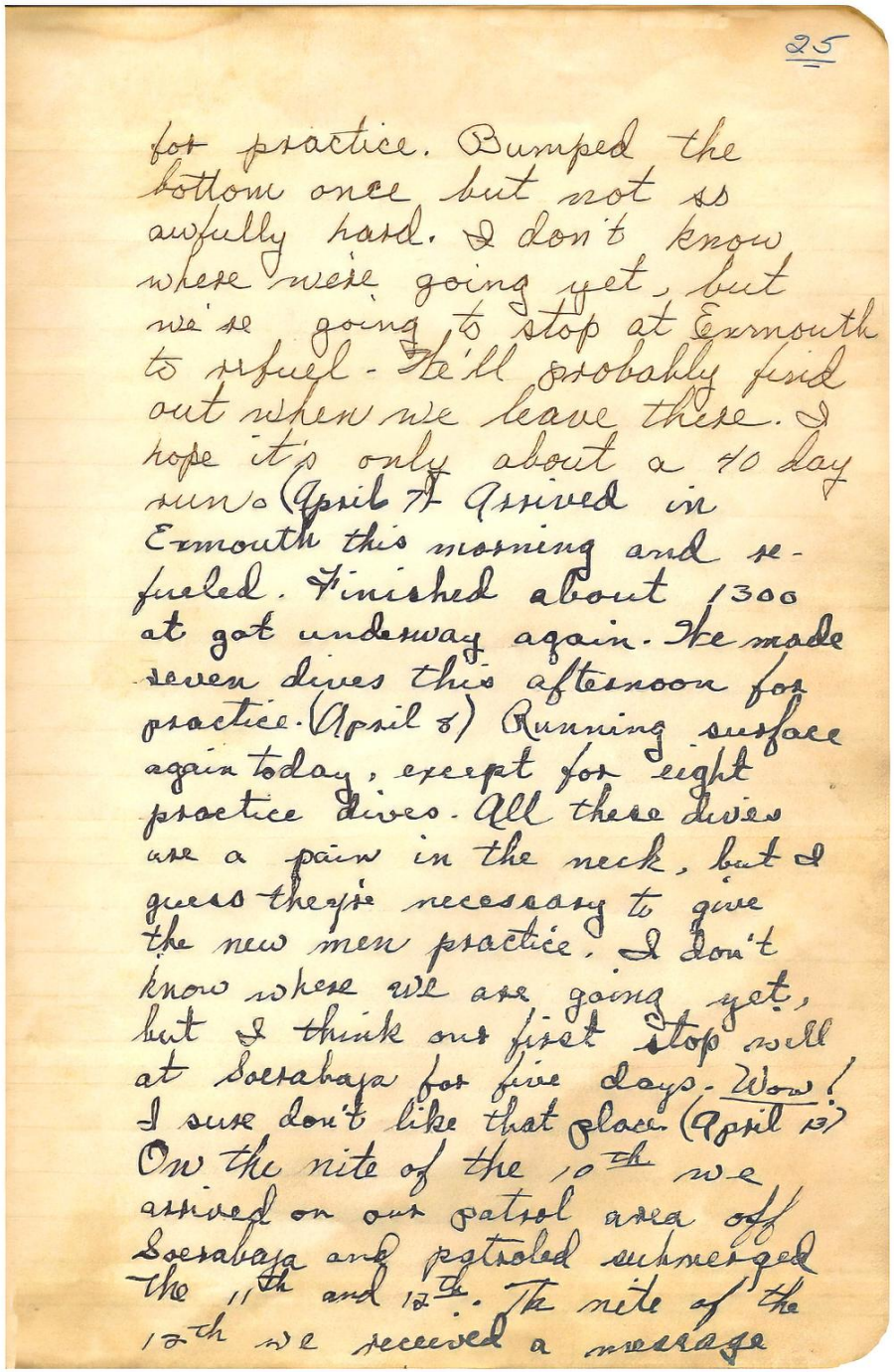

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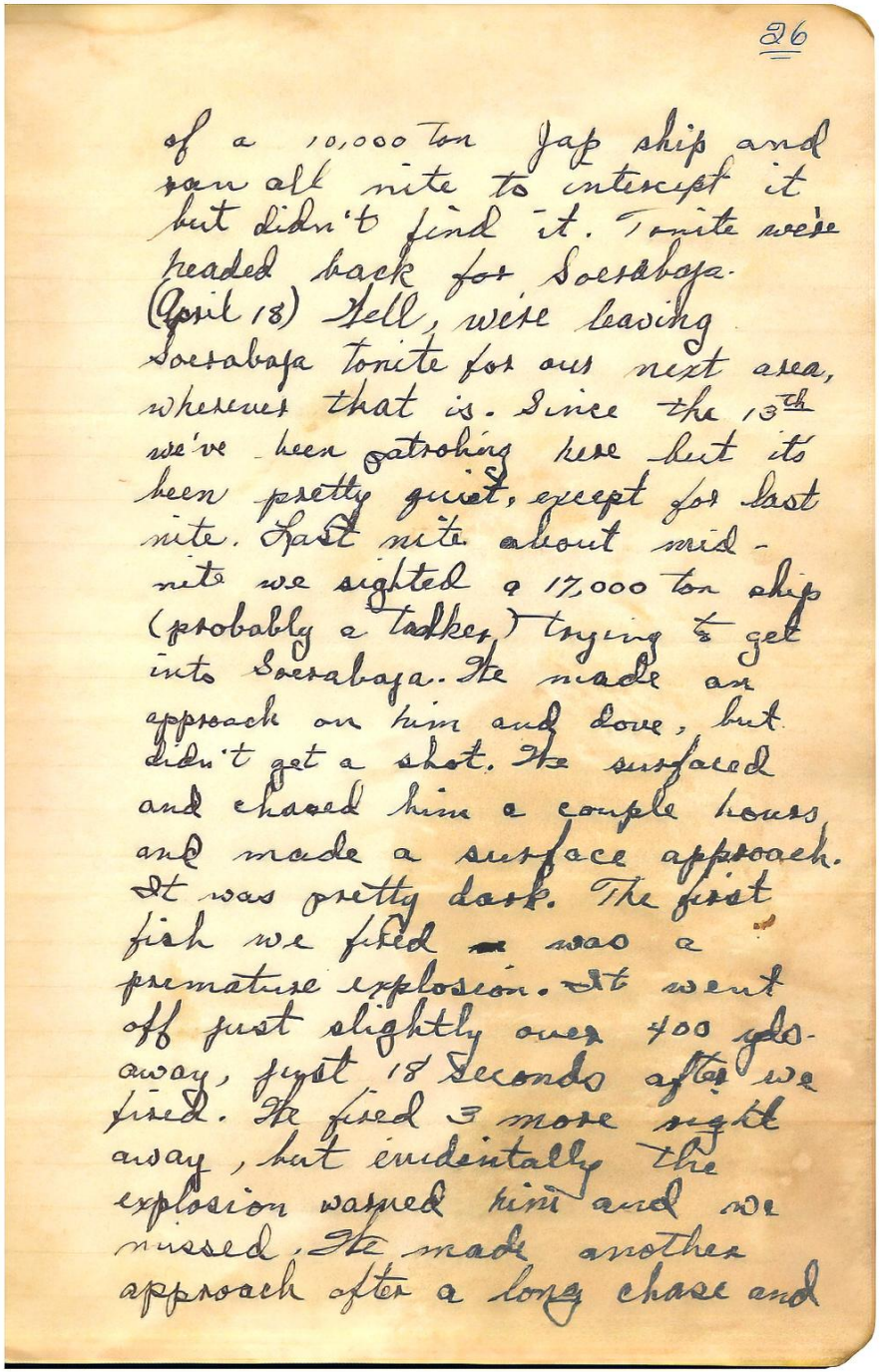
Eighth War Patrol
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for practice. Bumped the bottom once, but not so awfully hard. I don't know where we're going yet, but we're going to stop at Exmouth to refuel. We'll probably find out when we leave there. I hope its only about a 40 day run. (April 7) – Arrived in Exmouth this morning and refueled. Finished about 1300 at [sic] got underway again. We made seven dives this afternoon for practice. (April 8) Running surface again today, except for eight practice dives. All these dives are a pain in the neck, but I guess they're necessary to give the new men practice. I don't know where we are going yet, but I think our first stop will be Soerabaja for five days. Wow! I sure don't like that place. (April 13) On the nite of the 10th we arrived on our patrol area off Soerabaja and patroled submerged the 11th and 12th. The nite of the 12th we received a message



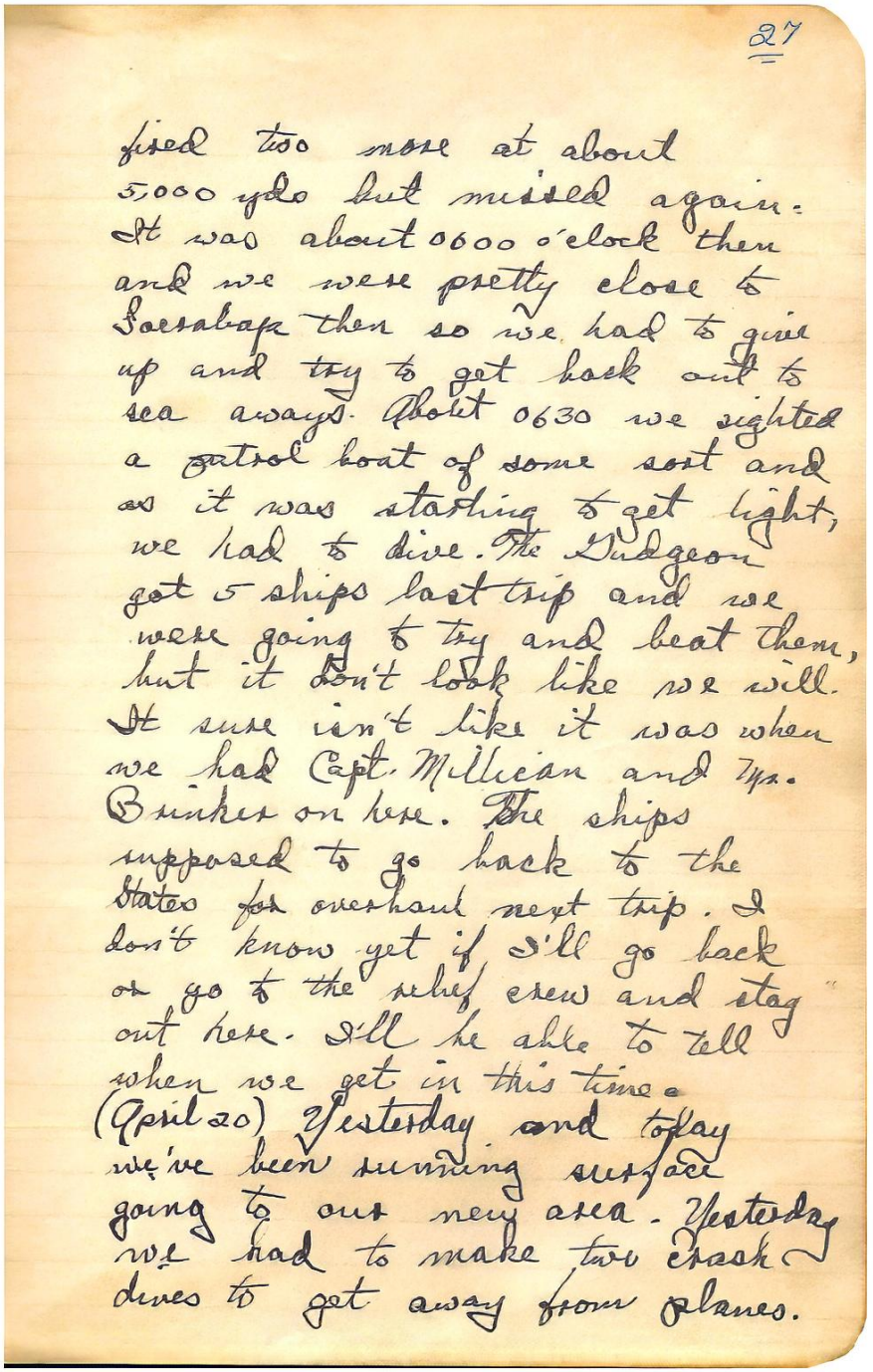
of a 10,000 ton Jap ship and ran all nite to intercept it but didn't find it. Tonite we're headed back for Soerabaja. (April 18) Well, we're leaving Soerabaja tonite for our next area, wherever that is. Since the 13th we've been patroling here but it's been pretty quiet, except for last nite. Last nite about mid-nite [sic] we sighted a 17,000 ton ship (probably a tanker) trying to get into Soerabaja. We made an approach on him and dove, but didn't get a shot. We surfaced and chased him a couple of hours and made a surface approach. It was pretty dark. The first fish we fired was a premature explosion. It went off just slightly over 400 yds. away, just 18 seconds after we fired. (Note 41) We fired 3 more right away, but evidentally the explosion warned him and we missed. We made another approach after a long chase and


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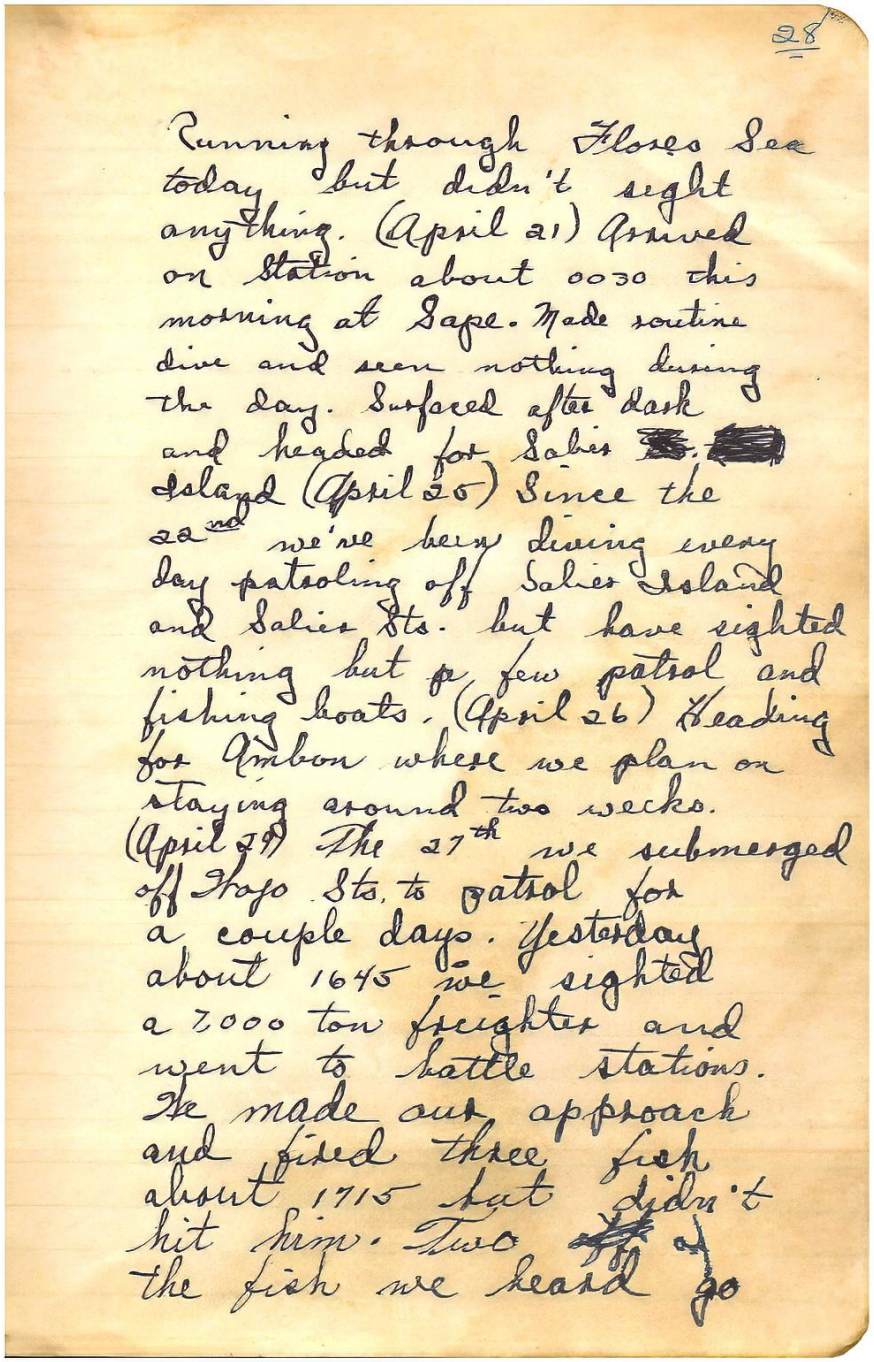
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fired two more at about 5,000 yds but missed again. It was about 0600 o'clock then and we were pretty close to Soerabaja then so we had to give up and try to get back out to sea a ways. About 0630 we sighted a patrol boat of some sort and as it was starting to get light, we had to dive. The Gudgeon (Note 42) got 5 ships last trip and we were going to try and beat them, but it don't [sic] look like we will. It sure isn't like it was when we had Capt. Millican and Mr. Brinker on here. The ships supposed to go back to the states for overhaul next trip. I don't know yet if I'll go back or go to the relief crew and stay out here. I'll be able to tell when we get in this time.

(April 20) Yesterday and today we've been running surface going to our new area. Yesterday we had to make two crash dives to get away from planes.

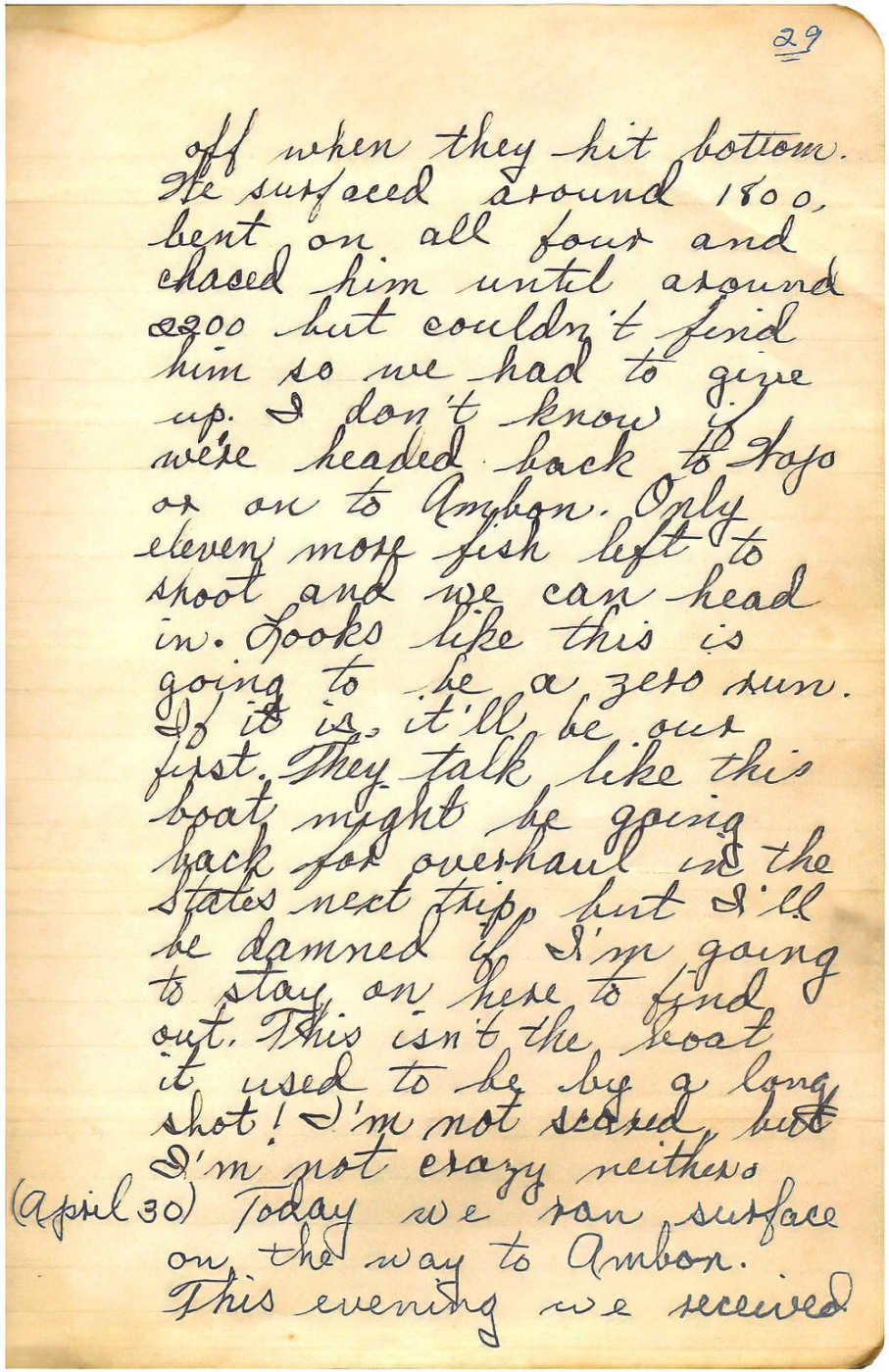


Running through Flores Sea today but didn't sight anything. (April 21) Arrived on station about 0030 this morning at Sape (Note 43). Made routine dive and seen nothing during the day. Surfaced after dark and headed for Salier Island. (April 25) Since the 22nd we've been diving every day patroling off Salier Island and Salier Sts. but have sighted nothing but a few patrol and fishing boats. (April 26) Heading for Ambon where we plan on staying around two weeks. (April 29) The 27th we submerged off Wojo Sts to patrol for a couple of days. Yesterday about 1645 we sighted a 7,000 ton freighter and went to battle stations. We made our approach and fired three fish about 1715 but didn't hit him. Two of the fish we heard go



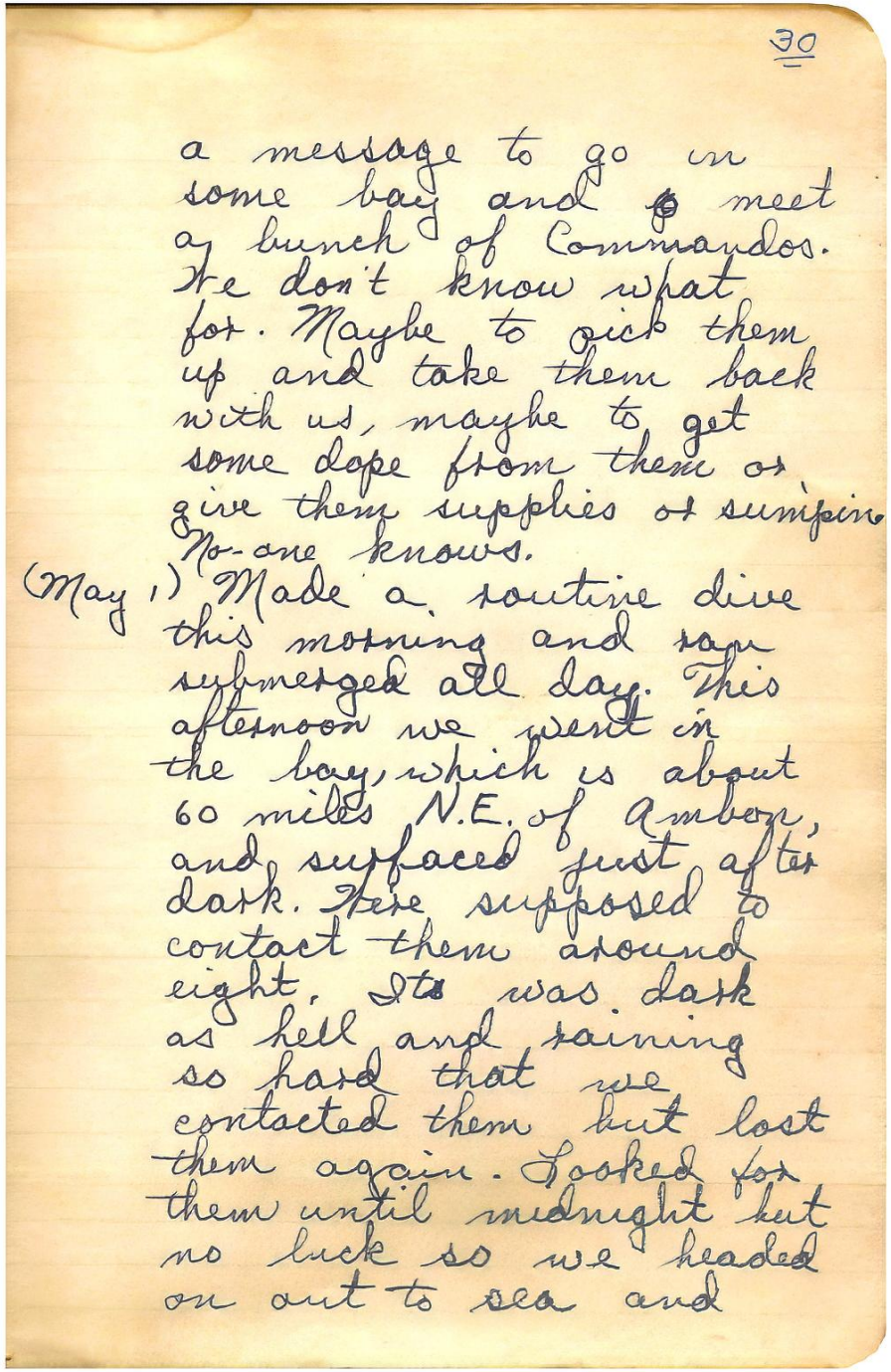
off when they hit bottom. We surfaced around 1800, bent on all four and chased him until around 2200 but couldn't find him so we had to give up. I don't know if we're headed back to Wojo or on to Ambon. Only eleven more fish left to shoot and we can head in. Looks like this is going to be a zero run. If it is, it'll be our first. They talk like this boat might be going back for overhaul in the states next trip, but I'll be damned if I'm going to stay on here to find out. This isn't the boat it used to be by a long shot! I'm not scared, but I'm not crazy neither.

(April 30) Today we ran surface on the way to Ambon. This evening we received



a message to go in some bay and meet a bunch of Commandos. We don't know what for. Maybe to pick them up and take them back with us, maybe to get some dope from them or give them supplies or sumpin. Nobody knows. (Note 44)

(May 1) Made a routine dive this morning and ran submerged all day. This afternoon we went in the bay, which is about 60 miles N.E. of Ambon, and surfaced just after dark. Were supposed to contact them around eight. It was dark as hell and raining so hard that we contacted them but lost them again. Looked for them until midnight but no luck so we headed on out to sea and


30

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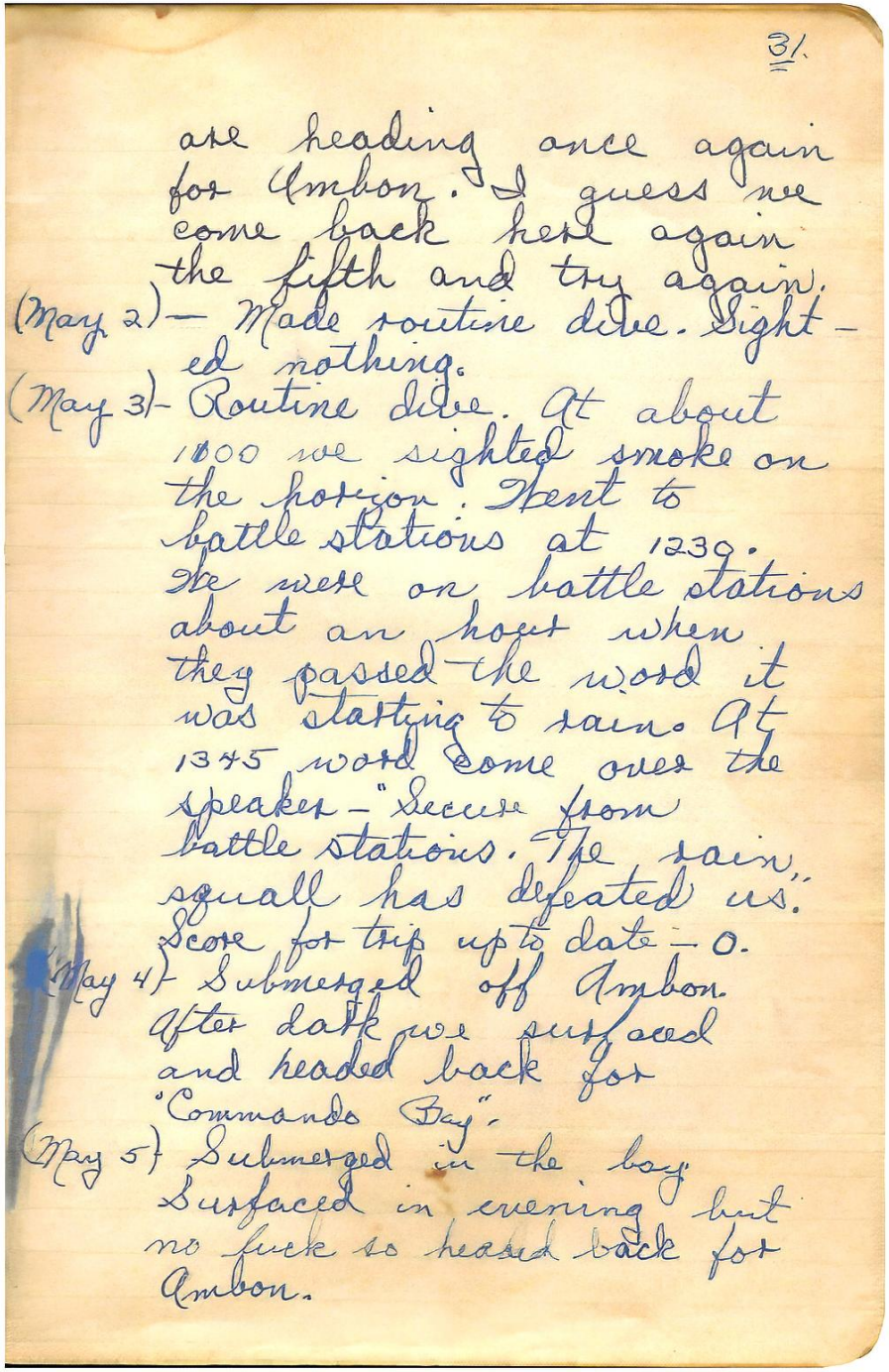
are headed once again for Ambon. I guess we come back here again the fifth and try again.

(May 2) – Made routine dive. Sighted nothing.

(May 3) – Routine dive, At about 1100 we sighted smoke on the horizon. Went to battle stations at 1230. We were on battle stations about an hour when they passed the word it was starting to rain. At 1345 word came over the speaker – "Secure from battle stations. The rain squall has defeated us." Score for trip up to date – 0.

(May 4) – Submerged off Ambon. After dark we surfaced and headed back for "Commando Bay."

(May 5) – Submerged in the Bay. Surfaced in evening but no luck so headed back for Ambon.


31.

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(May 2) – Made routine dive. Sighted nothing.

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(May 4) – Submerged off Ambon. After dark we surfaced and headed back for "Commando Bay".

(May 5) – Submerged in the bay. Surfaced in evening but no luck so headed back for Ambon.

(May 6) – Submerged off Ambon.

(May 7) – Submerged off Kelang St. (Note 45)

(May 8) – Submerged off Kelang St. Went to battle stations late in the afternoon, but after a long chase he got away as usual. It was about a 5,000 tonner.

(May 9) – Last nite we left Kelang and today are submerged off Buru Island. (Note 46)

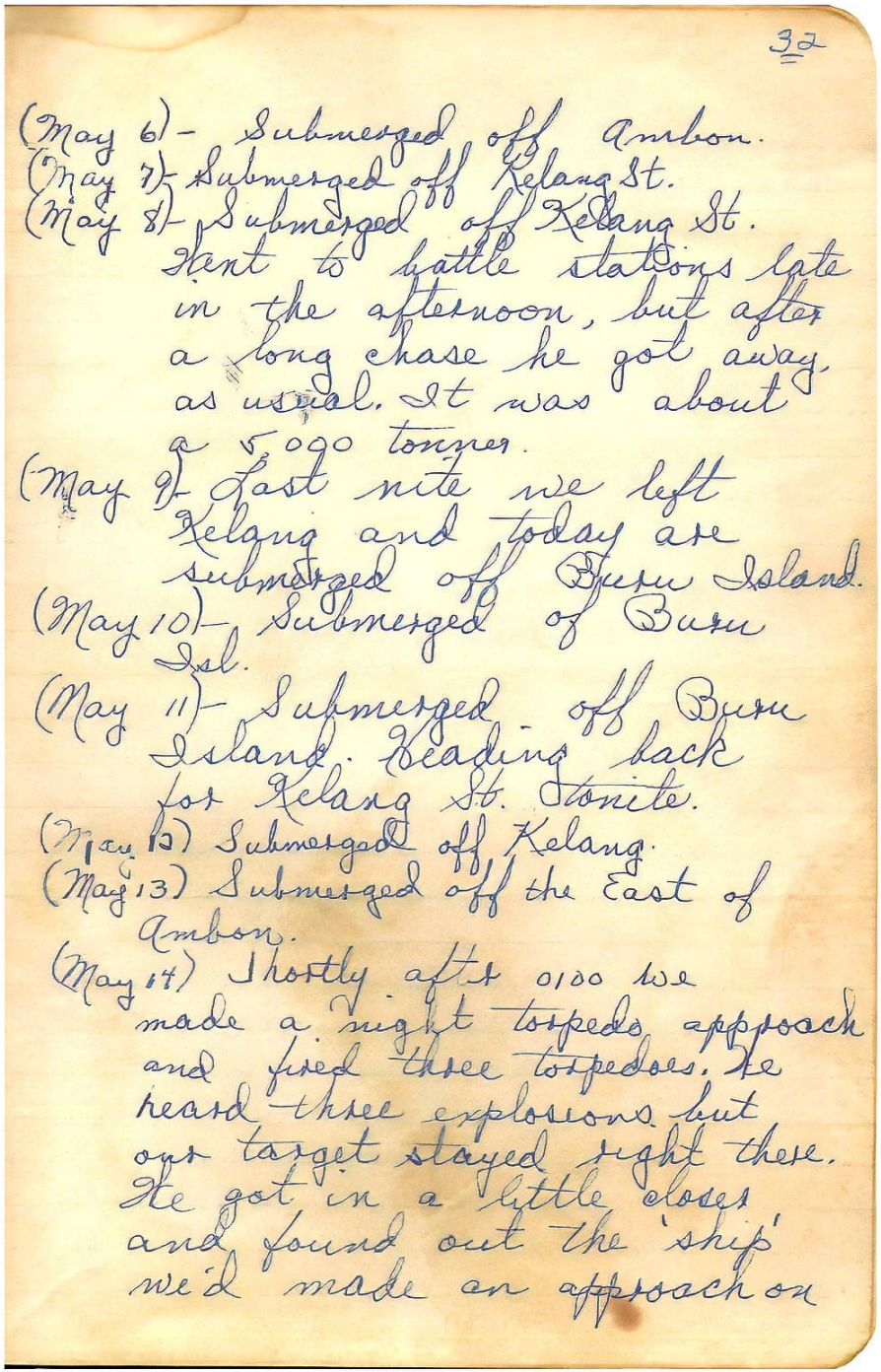
(May 10) – Submerged of Buru Isl.

(May 11) – Submerged off Buru Island. Heading back for Kelang St. Tonite.

(May 12) Submerged off Kelang.

(May 13) Submerged off the East of Ambon.

(May 14) Shortly after 0100 we made a night torpedo approach and fired three torpedoes. We heard three explosions but our target stayed right there. We got in a little closer and found out the 'ship' we made an approach on


32

(May 6) – Submerged off Ambon.
(May 7) – Submerged off Kelang St.
(May 8) – Submerged off Kelang St.
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(May 12) Submerged off Kelang.
(May 13) Submerged off the East of Ambon.
(May 14) Shortly after 0100 we made a night torpedo approach and fired three torpedoes. We heard three explosions but our target stayed right there. We got in a little closer and found out the 'ship' we'd made an approach on

was a small island. Sure was a hell of a mistake besides costing Uncle $30,000. Today we're submerged off Geser (Ceram). (Note 47)

(May 15) Submerged off Geser. Tonite we head for Timor.

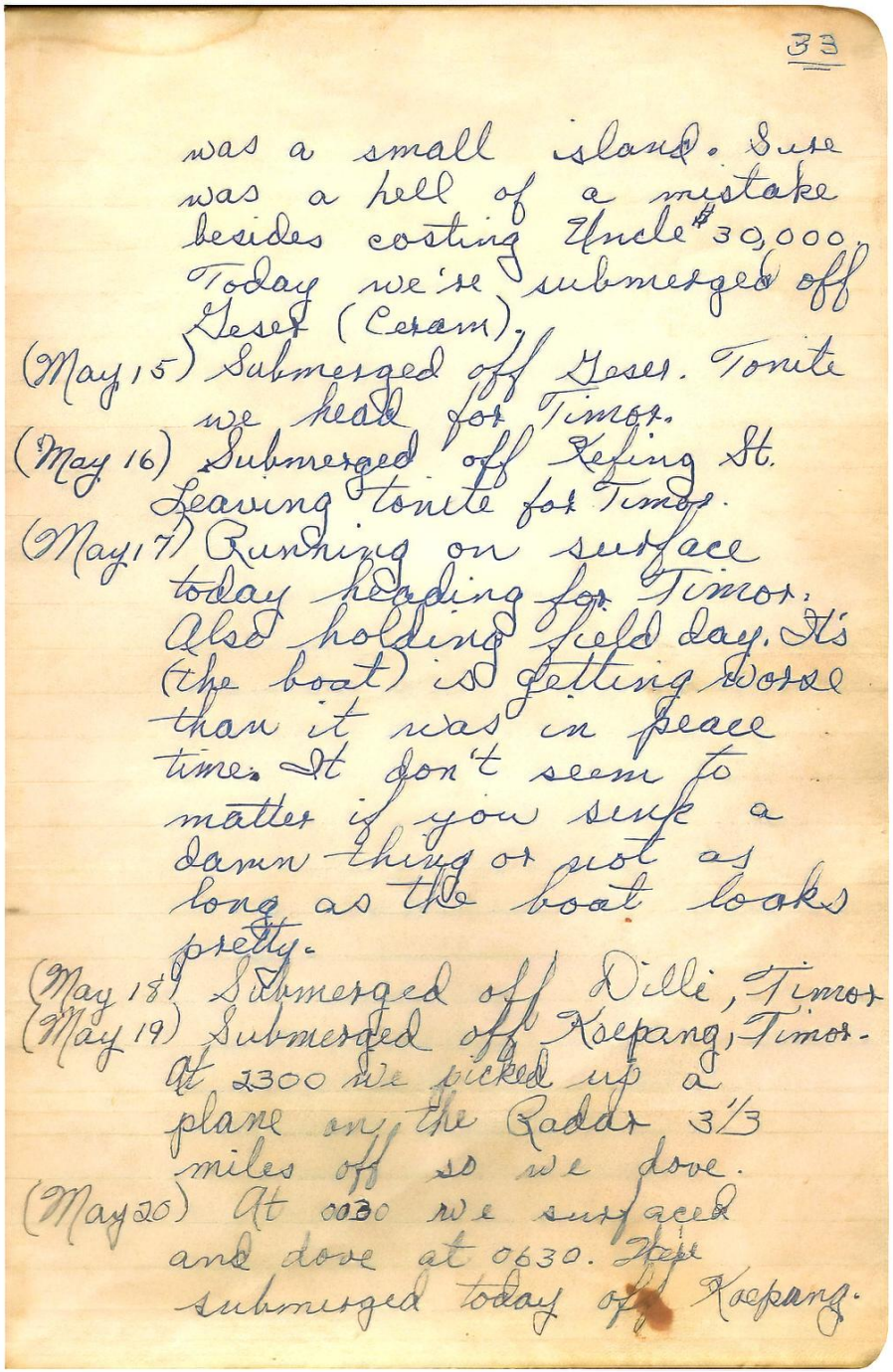
(May 16) Submerged off Kefing St. (Note 45) Leaving tonite for Timor.

(May 17) Running on surface today heading for Timor. Also holding field day. It's (the boat) is [sic] getting worse than it was in peace time. It don't [sic] seem to matter if you sink a damn thing or not as long as the boat looks pretty.

(May 18) Submerged off Dille, Timor. (Note 48)

(May 19) Submerged off Koepang, Timor. At 2300 we picked up a plane on the radar 3 1/3 miles off so we dove.

(May 20) At 0030 we surfaced and dove at 0630. We 're submerged today off Koepang.

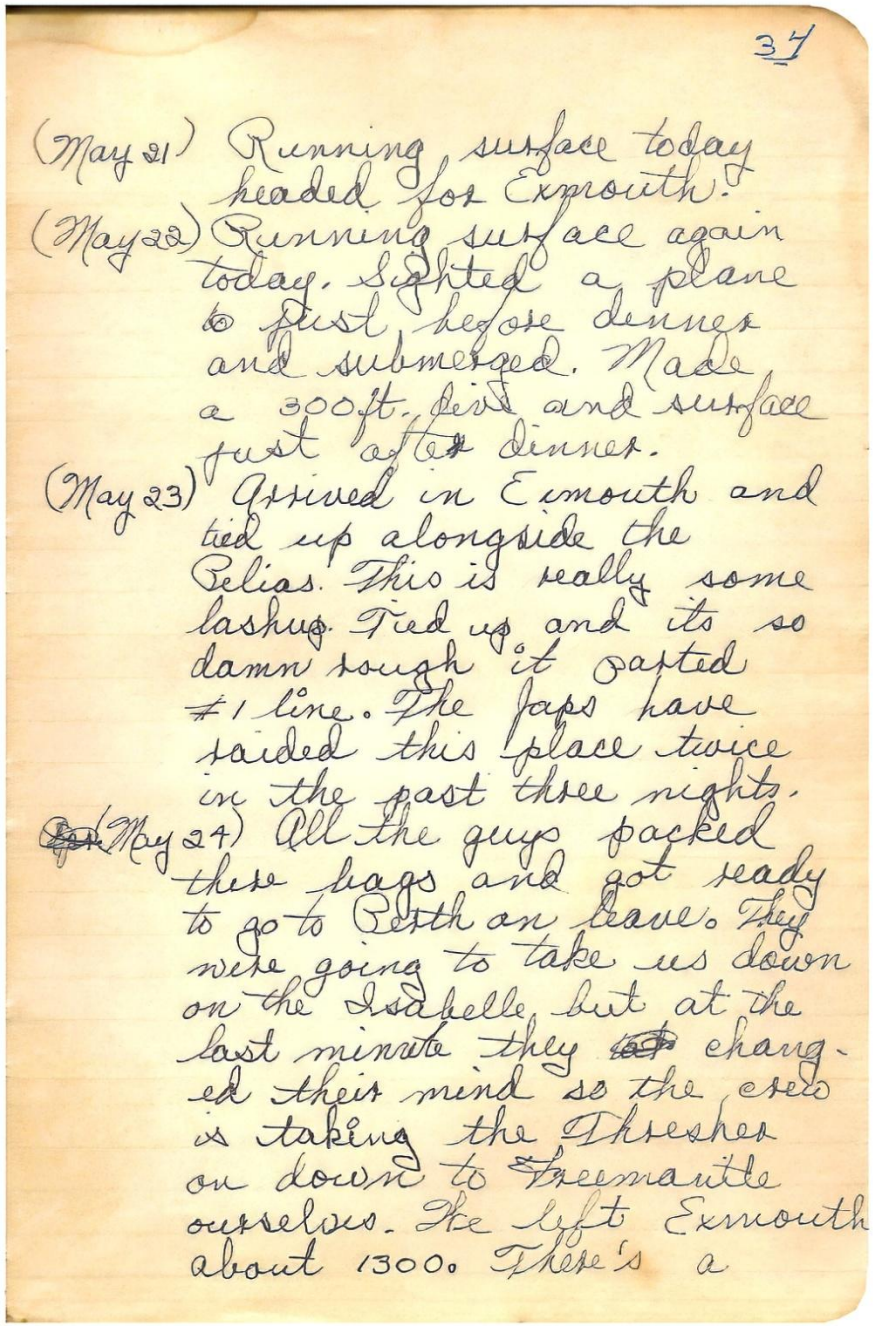


(May 21) Running surface today headed for Exmouth.

(May 22) Running surface again today. Sighted a plane just before dinner and submerged. Made a 300 ft. dive and surface just after dinner.

(May 23) Arrived in Exmouth and tied up alongside the Pelias. This is really some lashup. Tied up and its so damn rough it parted # 1 line. The Japs have raided this place twice in the past three nights.

(May 24) All the guys packed there [sic] bags and got ready to go to Perth on leave. They were going to take us down on the Isabelle but at the last minute they changed their mind so the crew is taking the Thresher on down to Freemantle ourselves. We left Exmouth about 1300. There's a


37

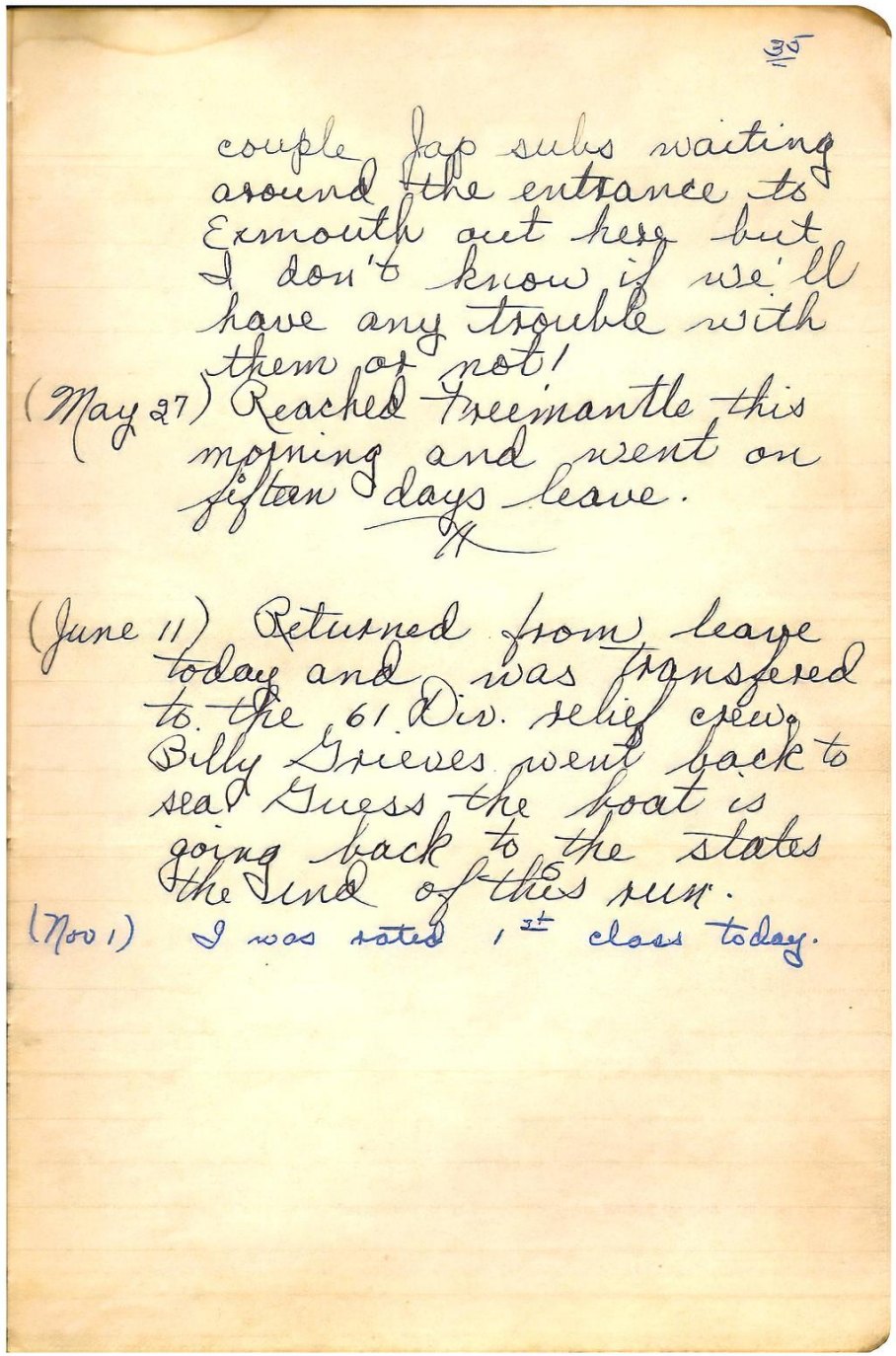
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couple Jap subs waiting around the entrance to Exmouth out here but I don't know if we'll have any trouble with them or not!

(May 27) Reached Freemantle this morning and went on fifteen days leave.

(June 11) Returned from leave today and was transferred to the 61 Div. relief crew. (Note 49) Billy Grieves went back to sea. Guess the boat is going back to the states the end of this run.

(Nov 1) I was rated 1st class today. (Note 50)



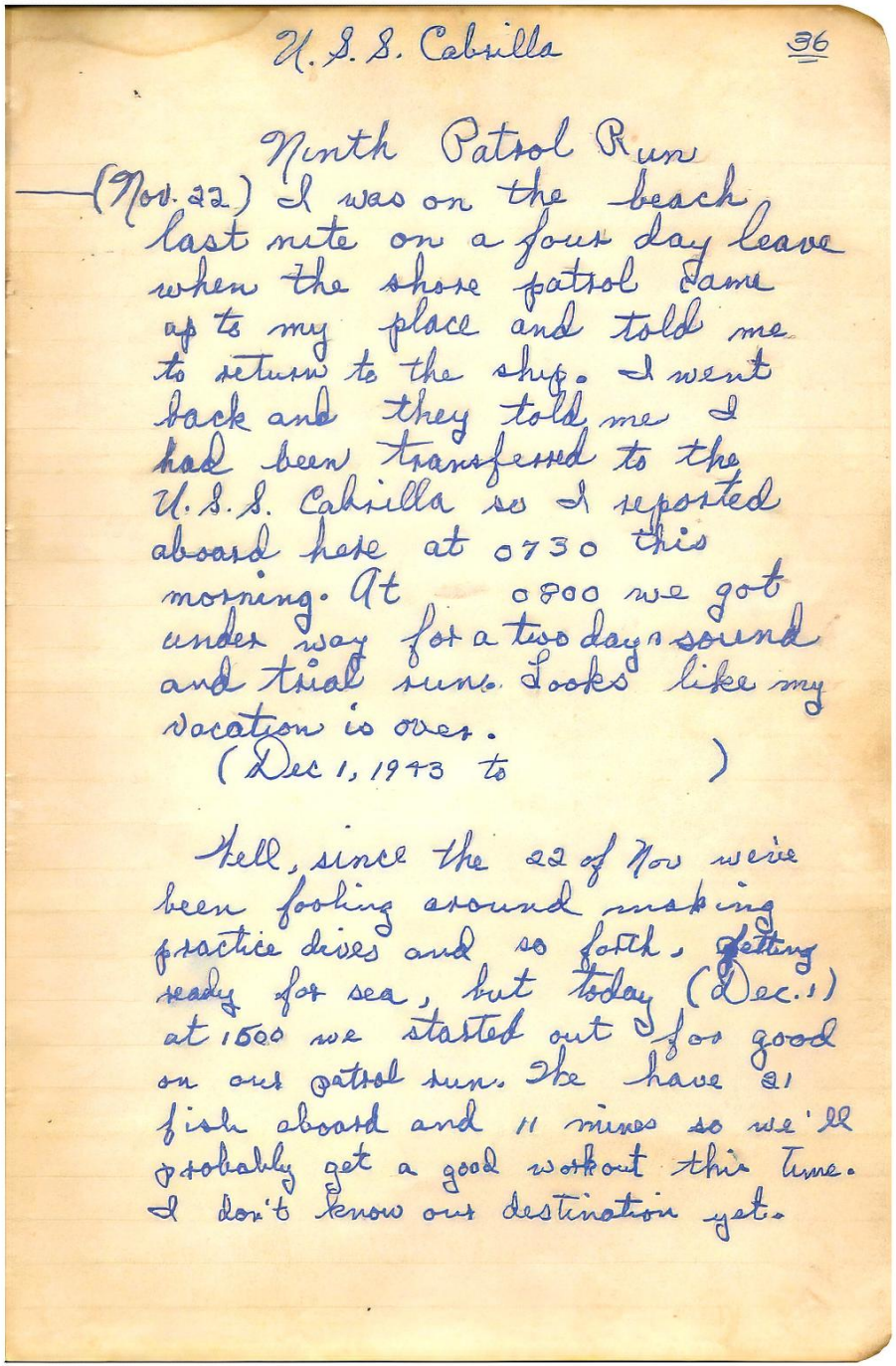
U.S.S Cabrilla

Ninth Patrol Run

(Nov 22) I was on the beach last nite on a four day leave when the shore patrol came up to my place and told me to return to the ship. I went back and they told me I had been transferred to the U.S.S. Cabrilla (Note 51) so I reported aboard here [sic] at 0730 this morning. At 0800 we got under way for a two day sound and trial run. Looks like my vacation is over.

(Dec 1, 1943 to _____)

Well, since the 22nd of Nov we've been fooling around making practice dives and so forth, getting ready to go to sea, but today (Dec. 1) at 1500 we started out for good on our patrol run. We have 21 fish aboard and 11 mines so we'll probably get a good workout this time. I don't know our destination yet.



U. S. S. Cabrilla 36

Ninth Patrol Run

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---------- (Dec 4) ---------- <u>37</u>

Pulled in to Exmouth (Sharks Bay) about 0930 this morning and tied up to a tanker and topped off with fuel. At 1130 we finished refueling and got underway again for__? the So. China Sea.

---------- (Dec 5) ----------

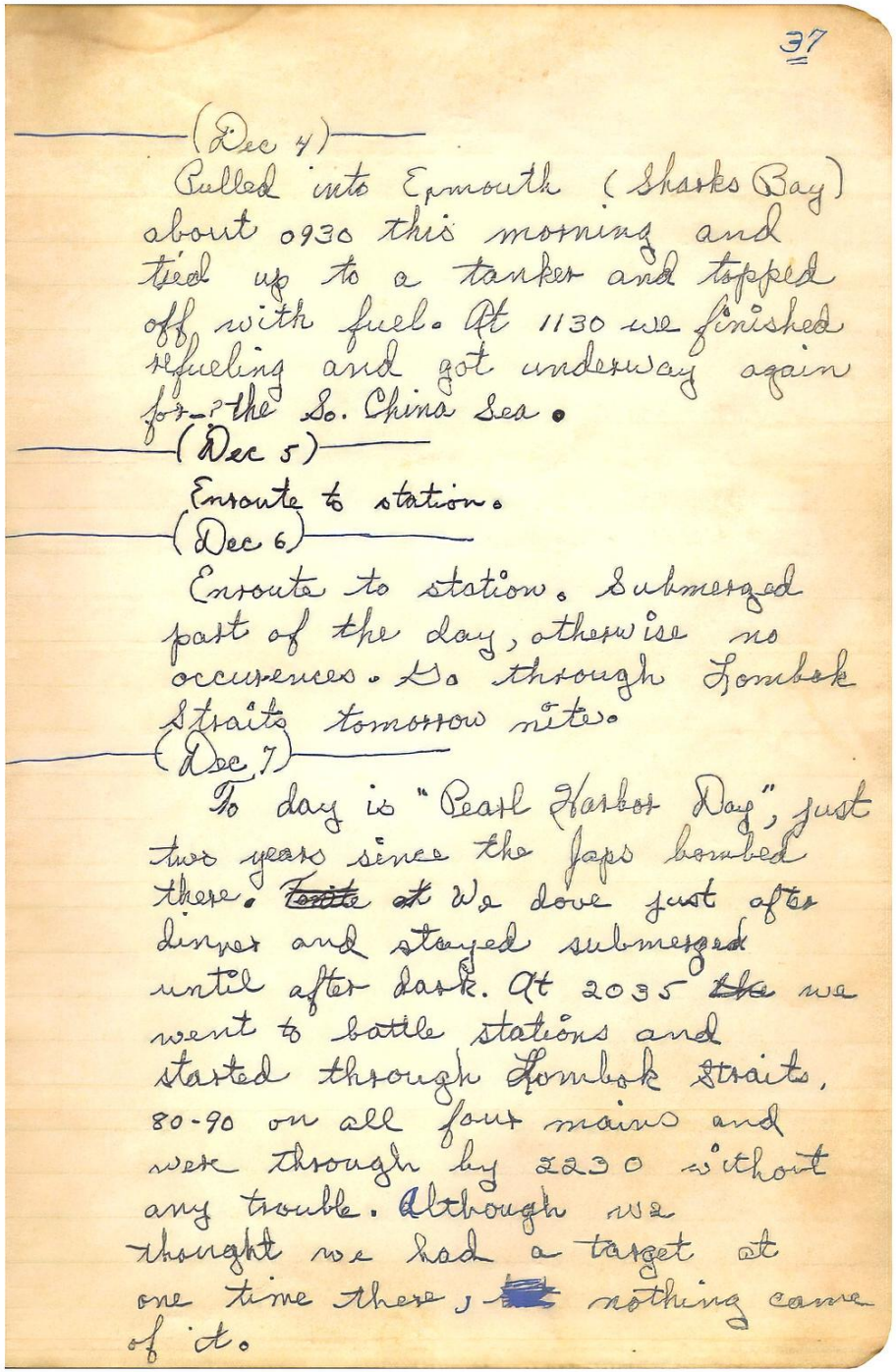
Enroute to station.

--------- (Dec 6) ----------

Enroute to station. Submerged part of the day, otherwise no occurences [sic]. Go through Lombok Straits tomorrow nite.

---------- (Dec 7) ----------

To day is “Pearl Harbor Day”, just two years ago since the Japs bombed there. ~~Tonite at~~ We dove just after dinner and stayed submerged until after dark. At 2035 ~~the~~ we went to battle stations and started through Lombok Straits. 80 – 90 on all four mains and were through by 2230 without any trouble. Although we thought we had a target at one time there, ~~but~~ nothing came of it.



37

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---------- (Dec. 8) ----------

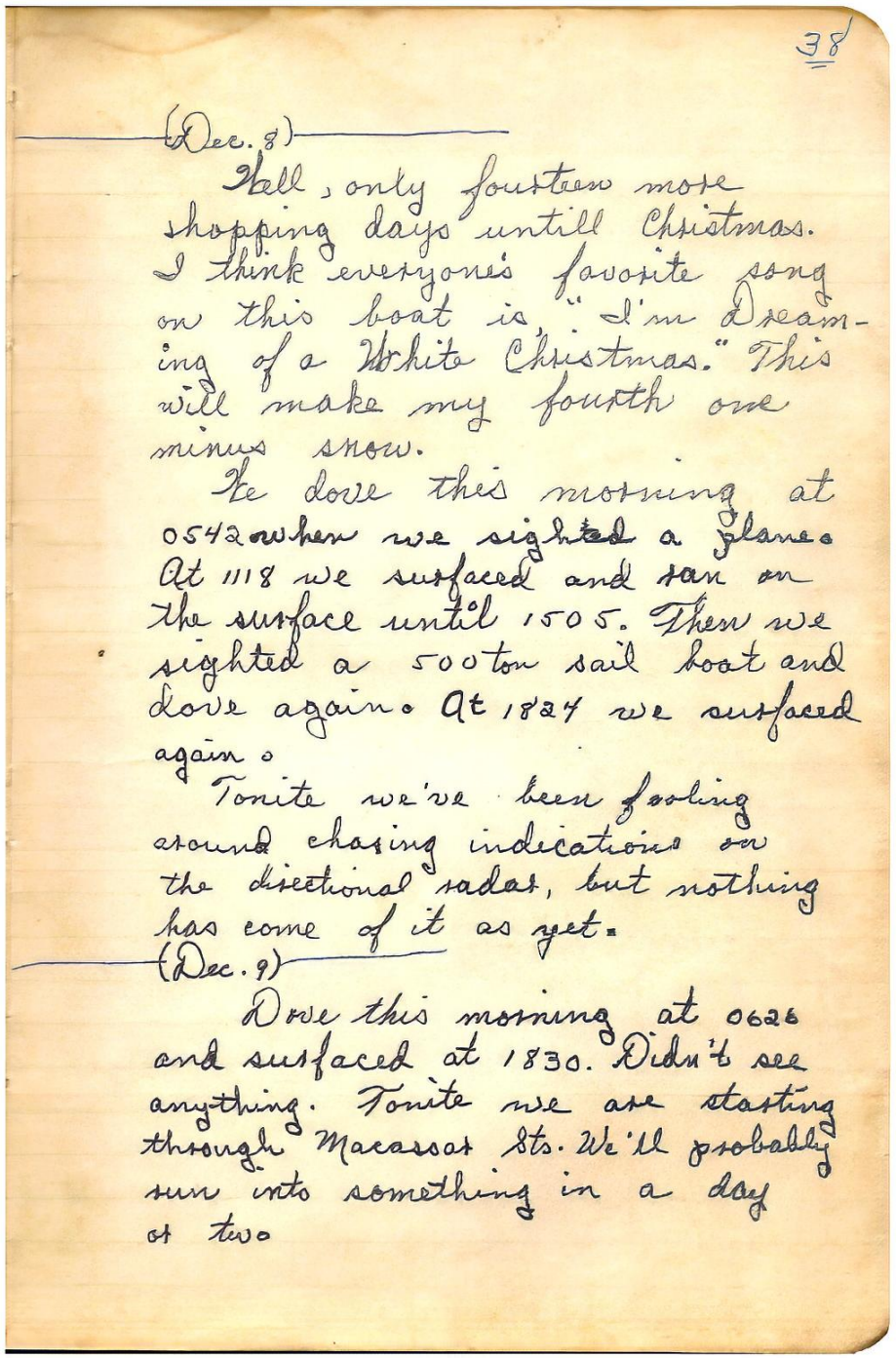
Well, only fourteen more shopping days untill [sic] Christmas. I think everyone's favorite song on this boat is "I'm Dreaming of a White Christmas." This will make my fourth one minus snow.

We dove this morning at 0542 when we sighted a plane. At 1118 we surfaced and ran on the surface until 1505. Then we sighted a 500 ton sail boat and dove again. At 1824 we surfaced again.

Tonite we've been fooling around chasing indications on the directional radar, but nothing has come of it as yet.

---------- (Dec. 9) ----------

Dove this morning at 0626 and surfaced at 1830. Didn't see anything. Tonite we are starting through Macassar Sts. We'll probably run into something in a day or two.



38

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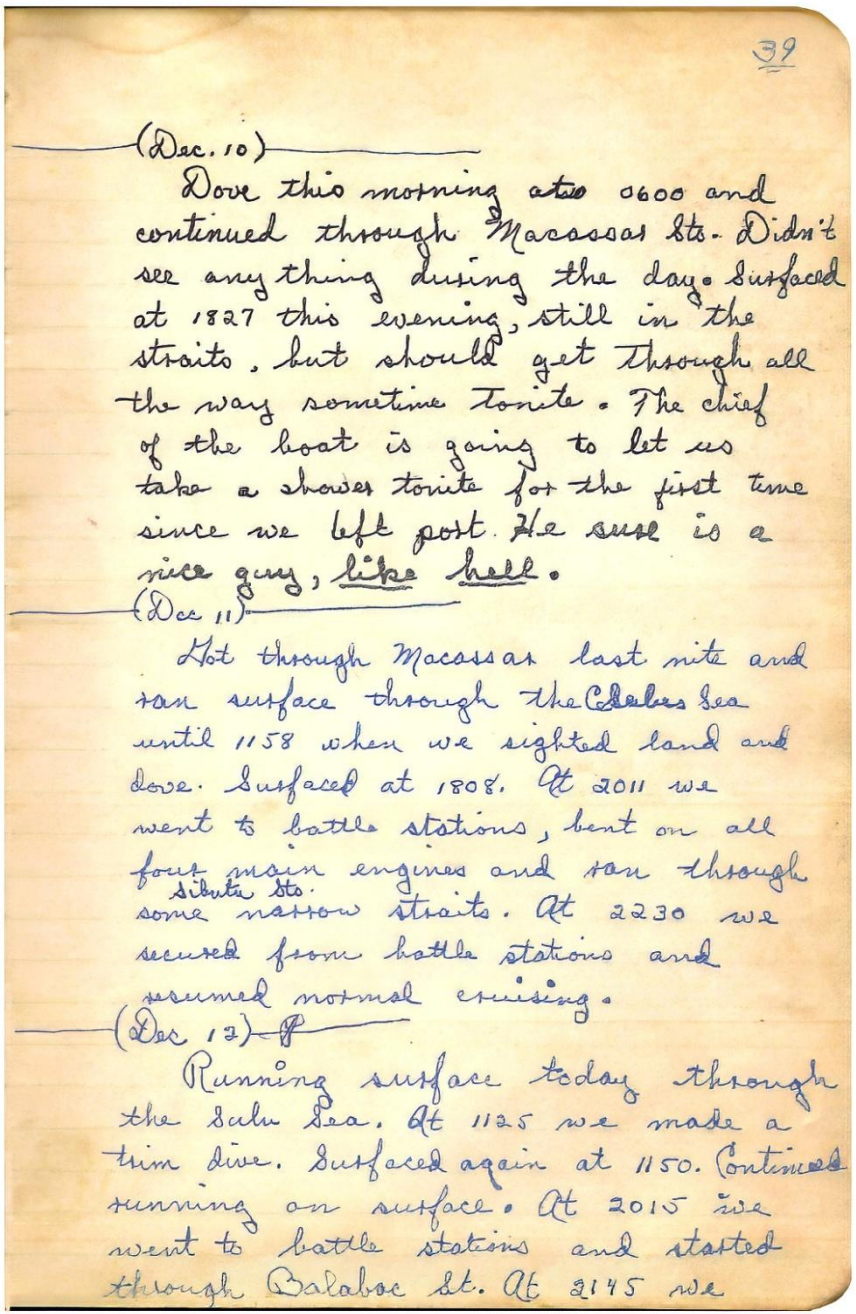
Dove this morning at 0600 and continued through Macassar Sts. Didn't see any thing during the day. Surfaced at 1827 this evening, still in the straits, but should get through all the way sometime tonite. The chief of the boat is going to let us take a shower tonite for the first time since we left port. He sure is a nice guy, <u>like hell</u>.

---------- (Dec 11) ----------

Got through Macassar last nite and ran surface through the Celebes Sea until 1158 when we sighted land and dove. Surfaced at 1808. At 2011 we went to battle stations, bent on all four main engines and ran through some narrow straits (Sibutu Sts.). At 2230 we secured from battle stations and resumed normal cruising.

---------- (Dec 12) ----------

Running surface today through the Sulu Sea. At 1125 we made a trim dive. Surfaced again at 1150. Continued running on surface. At 2015 we went to battle stations and started through Balabac St. At 2145 we


39

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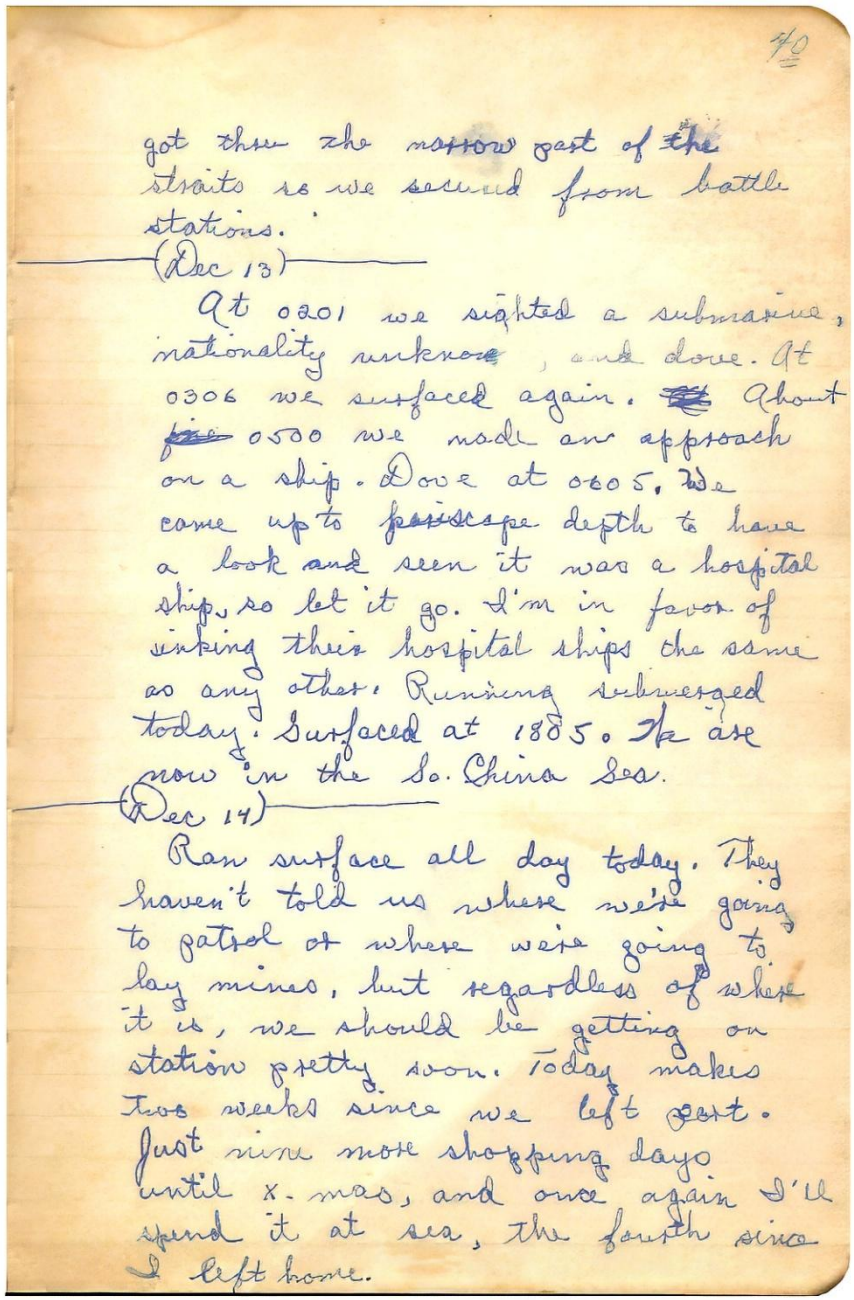
got thru the narrow part of the straits so we secured from battle stations.

---------- (Dec 13) ----------

At 0201 we sighted a submarine, nationality unknown, and dove. At 0306 we surfaced again. About ~~five~~ 0500 we made an approach on a ship. Dove at 0605. We came up to periscope depth to have a look and seen it was a hospital ship, so we let it go. I'm in favor of sinking their hospital ships the same as any other. Running submerged today. Surfaced at 1805. We are now in the So. China Sea.

---------- (Dec 14) ----------

Ran surface all day today. They haven't told us where we're going to patrol or where we're going to lay mines, but regardless of where it is, we should be getting on station pretty soon. Today makes two weeks since we left port. Just nine more shopping day until X-mas, and once again I'll spend it at sea, the fourth since I left home.


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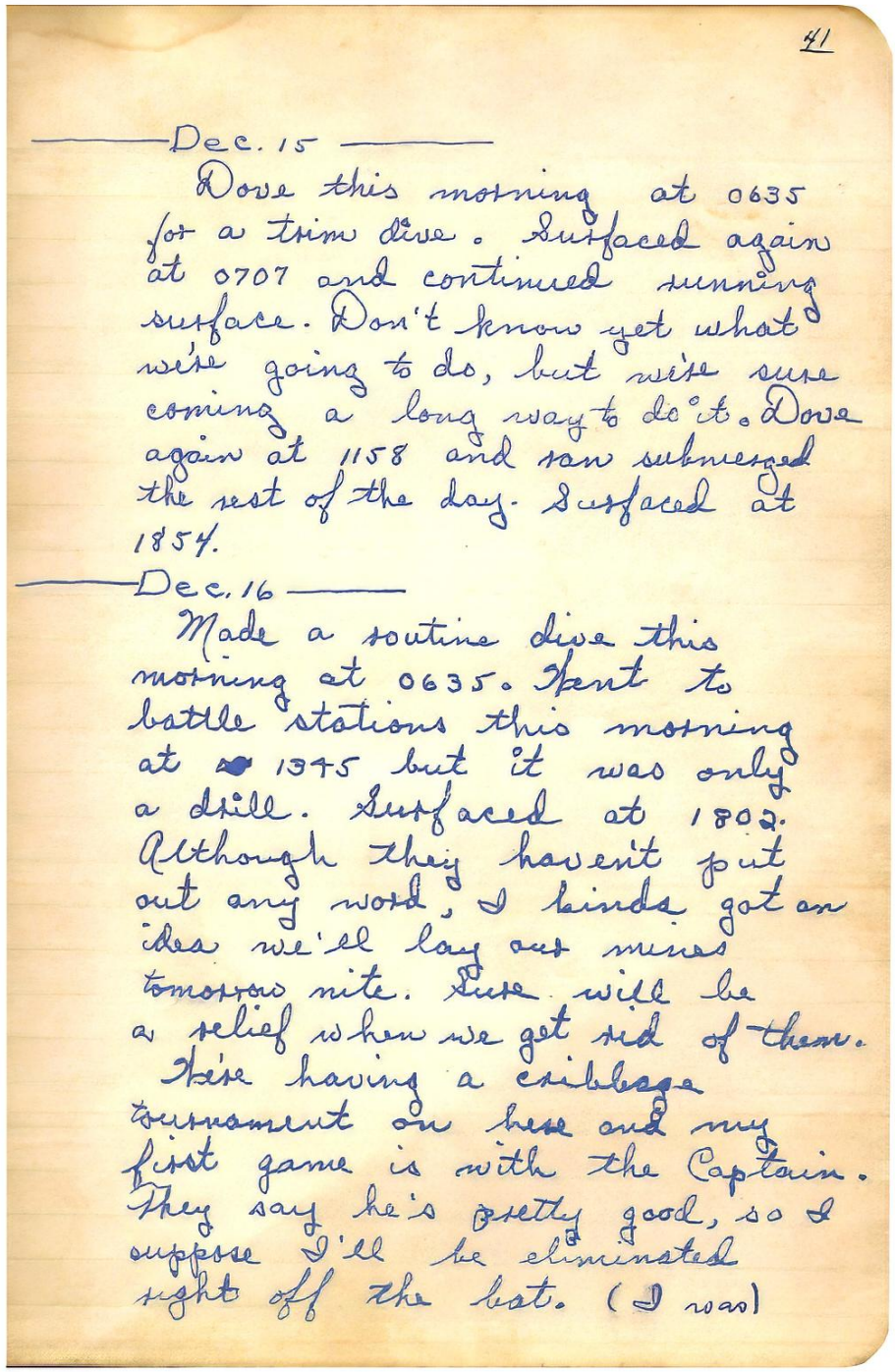
---------- Dec. 15 ----------

Dove this morning at 0635 for a trim dive. Surfaced again at 0707 and continued running surface. Don't know yet what we're going to do, but we're sure coming a long way to do it. Dove again at 1158 and ran submerged the rest of the day. Surfaced at 1854.

---------- Dec. 16 ----------

Made a routine dive this morning at 0635. Went to battle stations this morning at 1345 [sic] but it was only a drill. Surfaced at 1802. Although they haven't put out any word, I kinda got an idea we'll lay our mines tomorrow nite. Sure will be a relief when we get rid of them.

We're having a cribbage tournament on here and my first game is with the Captain. They say he's pretty good, so I suppose I'll be eliminated right off the bat. (I was)


41

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---------- Dec. 17 ----------

Made routine dive this morning at 0537. Submerged at 1820. No occurences [sic], except that we were allowed to take another shower tonite.

Tube	Time
10 _ _ _ _ _ _ _ _ _ _ _ _	2137
9 _ _ _ _ _ _ _ _ _ _ _ _	40
10 _ _ _ _ _ _ _ _ _ _ _ _	43
9 _ _ _ _ _ _ _ _ _ _ _ _	46
10 _ _ _ _ _ _ _ _ _ _ _ _	49
9 _ _ _ _ _ _ _ _ _ _ _ _	52
10 _ _ _ _ _ _ _ _ _ _ _ _	55
9 _ _ _ _ _ _ _ _ _ _ _ _	58
10 _ _ _ _ _ _ _ _ _ _ _ _	2201
9 _ _ _ _ _ _ _ _ _ _ _ _	04
10 _ _ _ _ _ _ _ _ _ _ _ _	07

---------- Dec. 18 ----------

Dove this morning at 0450. Ran submerged today and surfaced at 1823. At 2045 we went to battle stations and started laying our mines at 2137. Minefield layed [sic] at 2207. (Note 52)

---------- Dec. 19 ----------

Made routine dive this morning at 0556. Ran submerged today and surfaced at 1749. No occurrences.

---------- Dec. 20 ----------

Routine dive at 0605. Surfaced this evening at 1756.

---------- Dec. 21 ----------

Ran surfaced today.

---------- Dec. 22 ----------

At 0540 we dove and surfaced at 0628. At 1525 we dove again and went to battle stations at 1530. It was only a drill. At 1700 we surfaced again. Unless we fire all our fish before, we should be in around February 2.

Tube	Time
10	2137
9	40
10	43
9	46
10	49
9	52
10	55
9	58
10	2201
9	04
10	07

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At 0540 we dove and surfaced at 0628. At 1525 we dove again and went to battle stations at 1530. It was only a drill. At 1700 we surfaced again. Unless we fire all our fish before, we should be in around February 2.

---------- Dec 23 ----------

Routine trim dive at 0525. Surfaced at 0617 and continued running surface today.

---------- Dec. 24 ----------

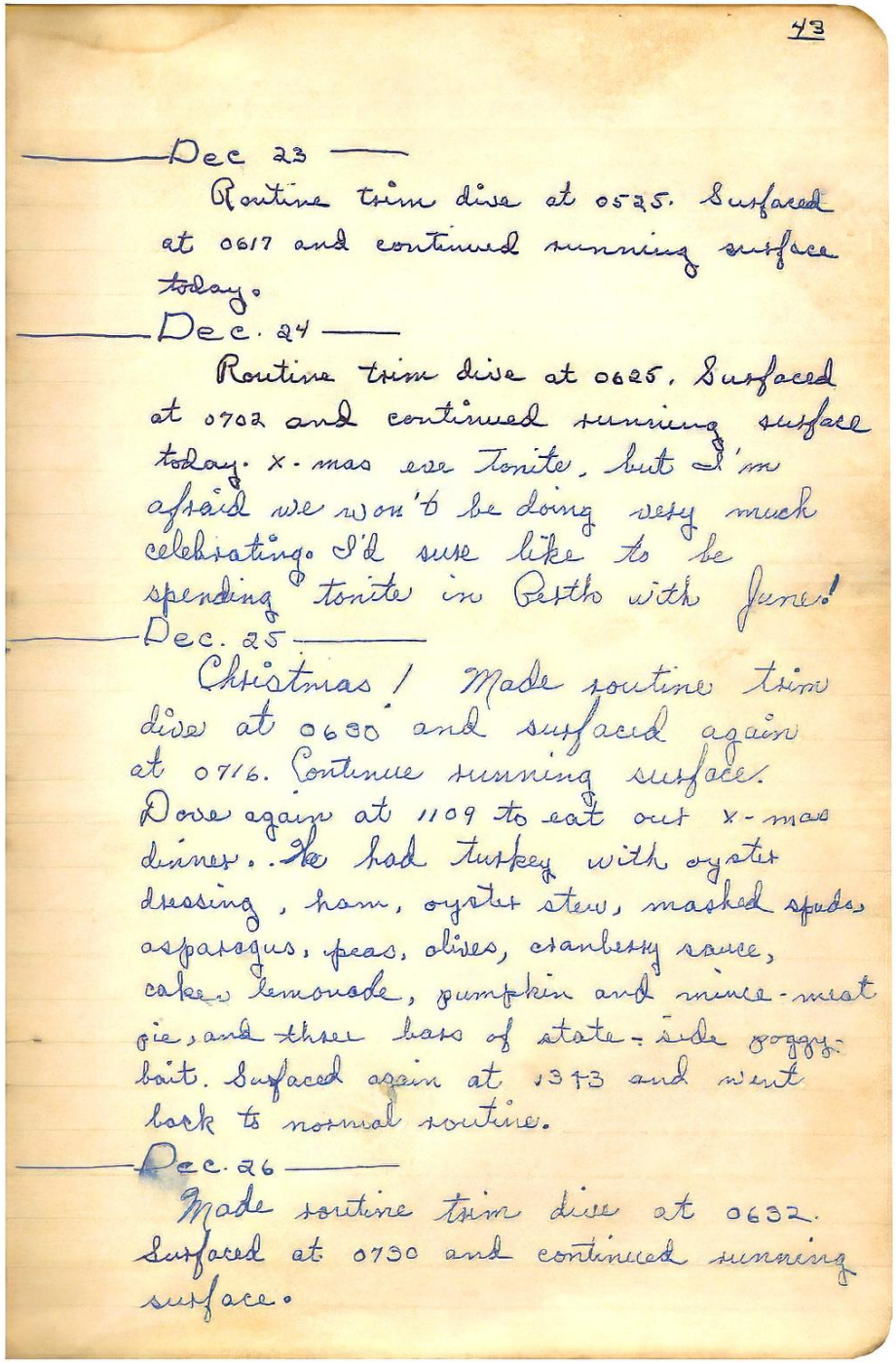
Routine trim dive at 0625. Surfaced at 0702 and continued running surface today. X-mas eve tonite, but I'm afraid we won't be doing very much celebrating. I'd sure like to be spending tonite in Perth with June!

---------- Dec. 25 ----------

Christmas! Made routine trim dive at 0630 and surfaced again at 0716. Continue running surface. Dove again at 1109 to eat our X-mas dinner. We had turkey with oyster dressing, ham, oyster stew, mashed spuds, asparagus, peas, olives, cranberry sauce, cake, lemonade, pumpkin and mince-meat pie, and three bars of state-side poggy-bait. (Note 53) Surfaced again at 1343 and went back to normal routine.

---------- Dec. 26 ----------

Made routine trim dive at 0632. Surfaced at 0730 and continued running surface.


43

Dec 23

Routine trim dive at 0525. Surfaced at 0617 and continued running surface today.

Dec. 24

Routine trim dive at 0625. Surfaced at 0702 and continued running surface today. X-mas eve Tonite, but I'm afraid we won't be doing very much celebrating. I'd sure like to be spending tonite in Perth with June!

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Dec. 26

Made routine trim dive at 0632. Surfaced at 0730 and continued running surface.

---------- Dec 27 ----------

Routine trim dive at 0634. Surfaced at 0721 and continue running surface.

---------- Dec 28 ----------

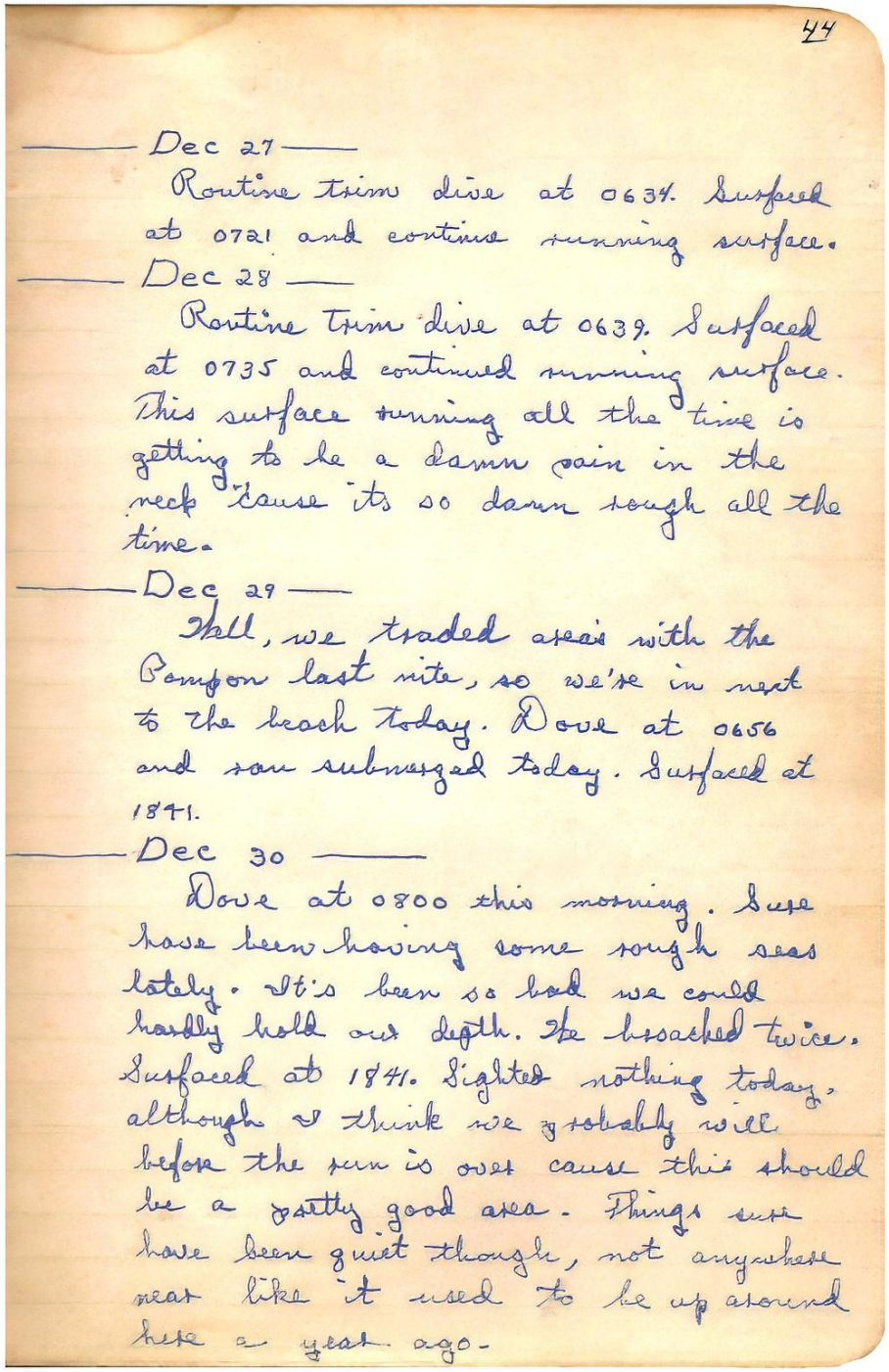
Routine trim dive at 0639. Surfaced at 0735 and continued running surface. This surface running all the time is getting to be a damn pain in the neck cause its so damn rough all the time.

---------- Dec 29 ----------

Well, we traded areas with the Pompon (Note 54) last nite, so we're in next to the beach today. Dove at 0656 and ran submerged today. Surfaced at 1841.

---------- Dec 30 ----------

Dove at 0800 this morning. Sure have been having some rough seas lately. It's been so bad we could hardly hold our depth. We broached twice. Surfaced at 1841. Sighted nothing today, although I think we probably will before the run is over cause this should be a pretty good area. Things sure have been quiet though, not anywhere near like it used to be up around here a year ago.



44

Dec 27

Routine trim dive at 0634. Surfaced at 0721 and continue running surface.

Dec 28

Routine trim dive at 0639. Surfaced at 0735 and continued running surface. This surface running all the time is getting to be a damn pain in the neck 'cause its so damn rough all the time.

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Well, we traded areas with the Pompon last nite, so we're in next to the beach today. Dove at 0656 and ran submerged today. Surfaced at 1841.

Dec 30

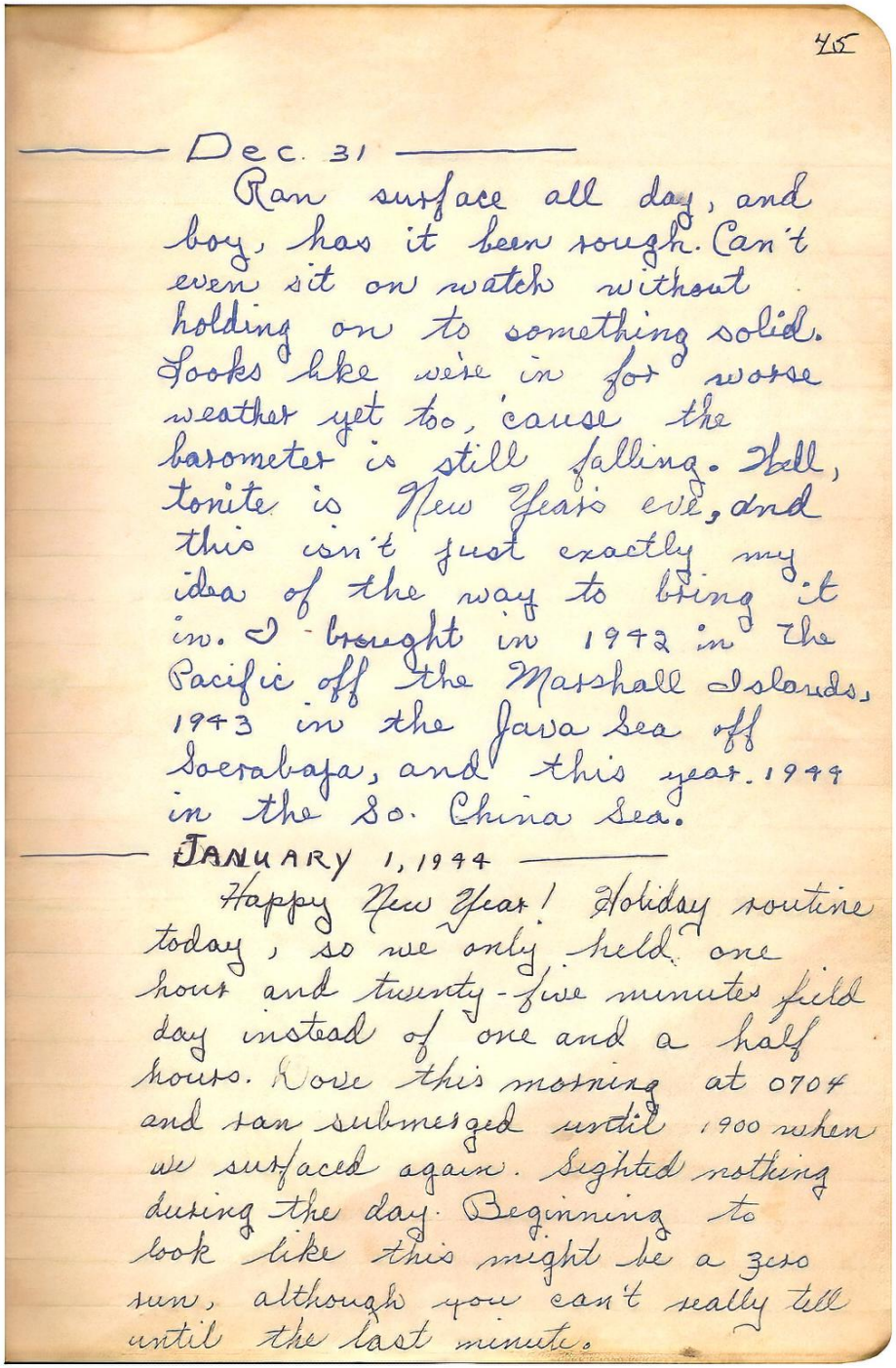
Dove at 0800 this morning. Sure have been having some rough seas lately. It's been so bad we could hardly hold our depth. We broached twice. Surfaced at 1841. Sighted nothing today, although I think we probably will before the run is over cause this should be a pretty good area. Things sure have been quiet though, not anywhere near like it used to be up around here a year ago.

---------- Dec. 31 ----------

Ran surface all day, and boy, has it been rough. Can't even sit on watch without holding on to something solid. Looks like we're in for worse weather yet too, cause the barometer is still falling. Well, tonite is New Year's eve, and this isn't just exactly my idea of the way to bring it in. I brought in 1942 in the Pacific off the Marshall Islands, 1943 in the Java Sea off Soerabaja, and this year, 1944 in the So. China Sea,

---------- January 1, 1944 ----------

Happy New Year! Holiday routine today, so we only held on hour and twenty-five minutes field day instead of one and a half hours. Dove this morning at 0704 and ran submerged until 1900 when we surfaced again. Sighted nothing during the day. Beginning to look like this might be a zero run, although you can't really tell until the last minute.


45

Dec. 31

Ran surface all day, and boy, has it been rough. Can't even sit on watch without holding on to something solid. Looks like we're in for worse weather yet too, cause the barometer is still falling. Well, tonite is New Years eve, and this isn't just exactly my idea of the way to bring it in. I brought in 1942 in the Pacific off the Marshall Islands, 1943 in the Java Sea off Soerabaja, and this year 1944 in the So. China Sea.

JANUARY 1, 1944

Happy New Year! Holiday routine today, so we only held one hour and twenty-five minutes field day instead of one and a half hours. Dove this morning at 0704 and ran submerged until 1900 when we surfaced again. Sighted nothing during the day. Beginning to look like this might be a zero run, although you can't really tell until the last minute.

---------- Jan. 2 ----------

At 0649 we picked up a plane contact on the radar so we dove. Surfaced at 1848. No occurrences.

---------- Jan 3. ----------

Picked up a high speed contact on the SJ radar (Note 55) so we went to battle stations at 0315. Nothing came of it so we secured. We made a routine dive a 0617 and surfaced at 0958 and ran surface the rest of the day.

---------- Jan. 4 ----------

Dove this morning at 0636. Sighted two ships ~~at~~ and went to battle stations at 1525 and made our approach. (Note 56) Fired our first fish at 1647 and 2, 3, 4, 5, 6. Got a hit on a 4,000 tonner and it sank within 1 min and 22 seconds from the time we fired. No. 4 caught in the tube and made a hot run so we had to fire it again to get rid of it. Secured from battle stations at 1805. Surfaced at 1845 and are after the second ship which got away. At 2005 (which is night now), we went to battle

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Got 10 depth charges and they also were firing their deck gun at us.

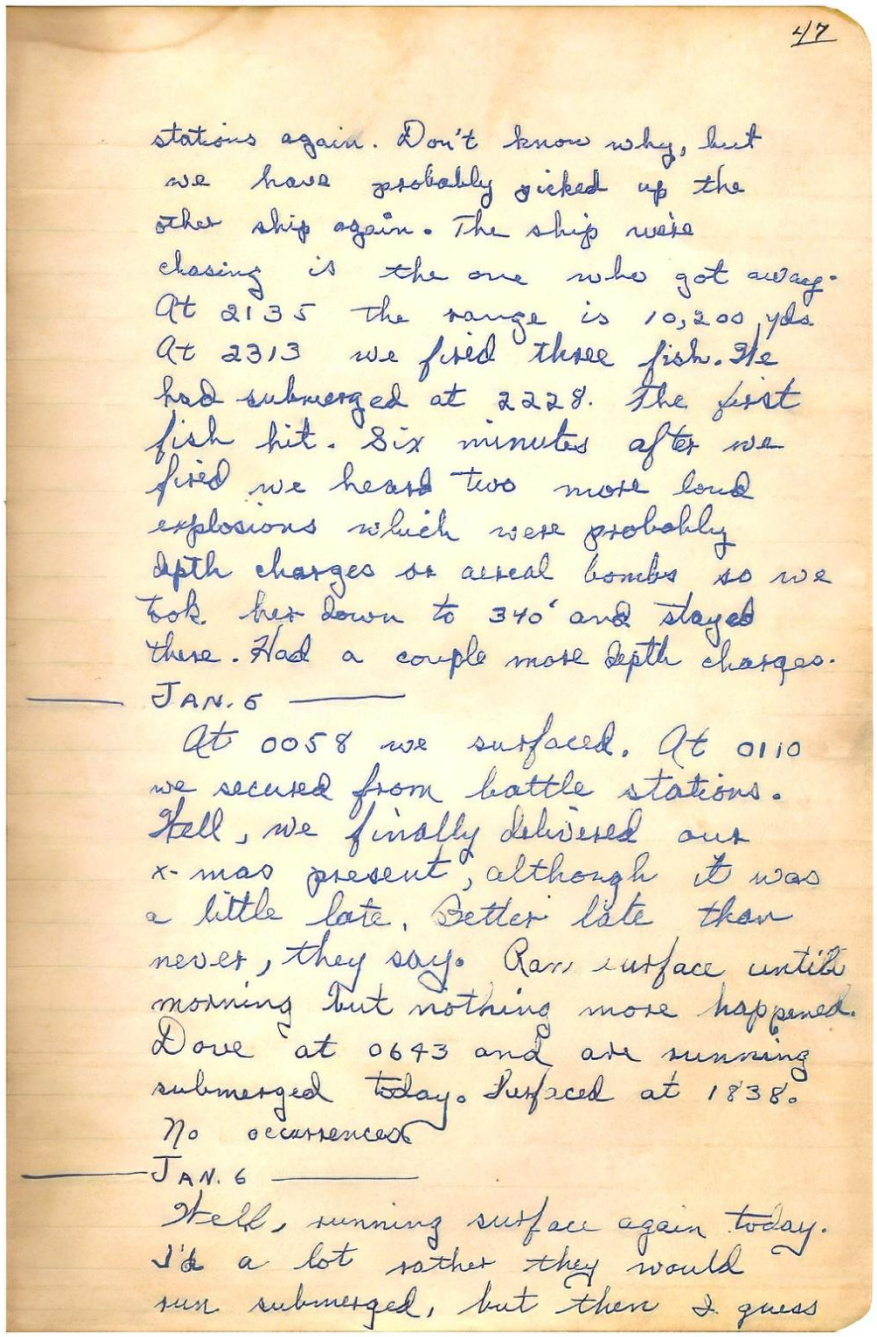
stations again. Don't know why, but we have probably picked up the other ship again. The ship we're chasing is the one who got away. At 2135 the range is 10,200 yds. At 2313 we fired three fish. We had submerged at 2228. The first fish hit. Six minutes after we fired we heard two more explosions which were probably depth charges or aereal [sic] bombs so we took her down to 340' and stayed there. Had a couple more depth charges. [Insert from back of page 45: Got 10 depth charges and they also were firing their deck gun at us.]

---------- Jan. 5 ----------

At 0058 we surfaced. At 0110 we secured from battle stations. Well, we finally delivered our X-mas present, although it was a little late. Better late than never, they say. Ran surface until morning but nothing more happened. Dove at 0643 and are running submerged today. Surfaced at 1838. No occurrences.

---------- Jan. 6 ----------

Well, running surface again today. I'd a lot rather they would run submerged, but then I guess


47

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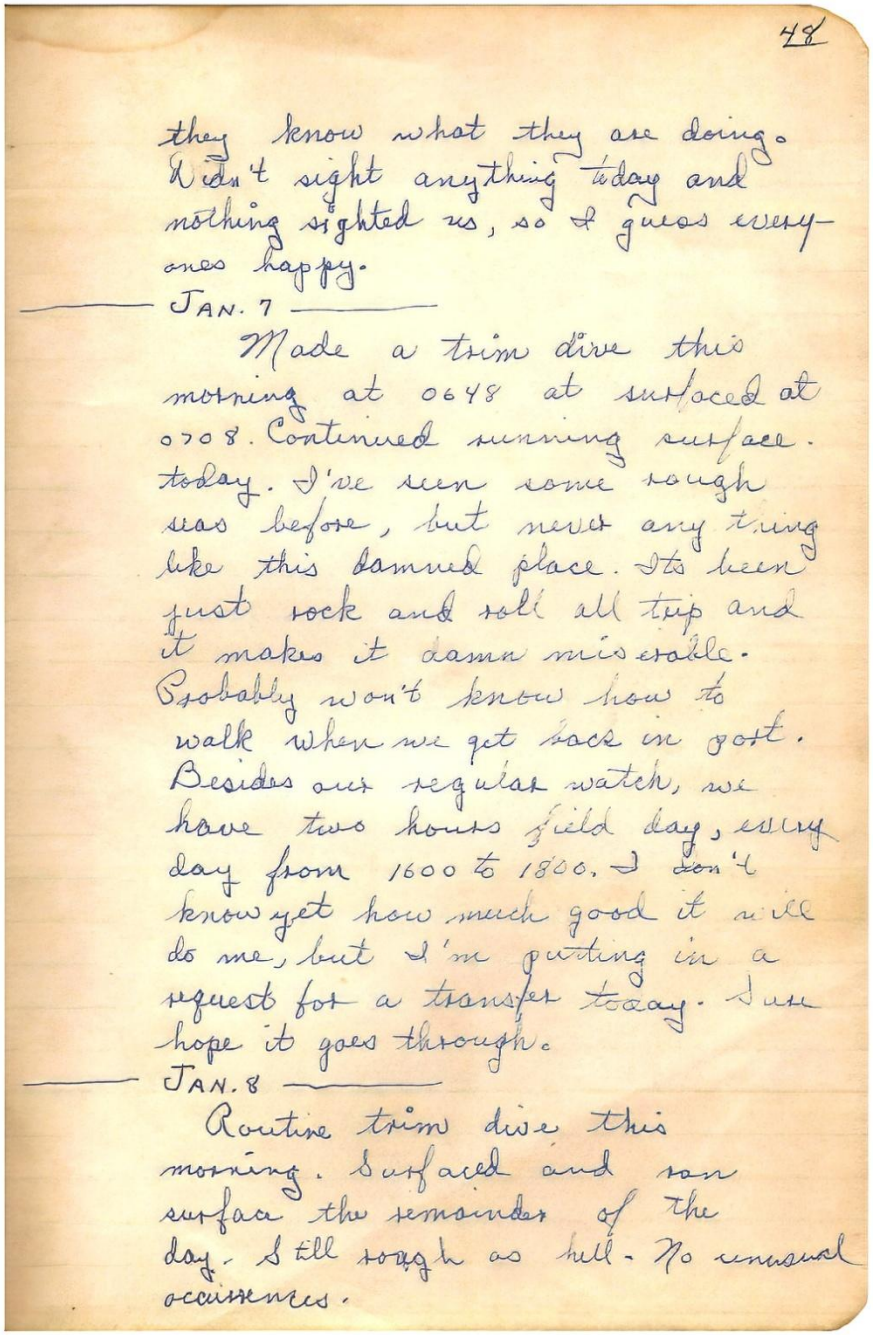
they know what they are doing. Didn't sight anything today and nothing sighted us, so I guess everyones [sic] happy.

---------- Jan. 7 ----------

Made a trim dive this morning at 0648 at [sic] surfaced at 0708. Continued running surface today. I've seen some rough seas before, but never any thing like this damned place. Its [sic] been just rock and roll all trip and it makes it damn miserable. Probably won't know how to walk when we get back in port. Besides our regular watch, we have two hours field day, every day from 1600 to 1800. I don't know yet how much good it will do me, but I'm putting in a request for a transfer today. Sure hope it goes through.

---------- Jan. 8 ----------

Routine trim dive this morning. Surfaced and ran surface the remainder of the day. Still rough as hell. No unusual occurrences.


48

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---------- Jan. 9 ----------

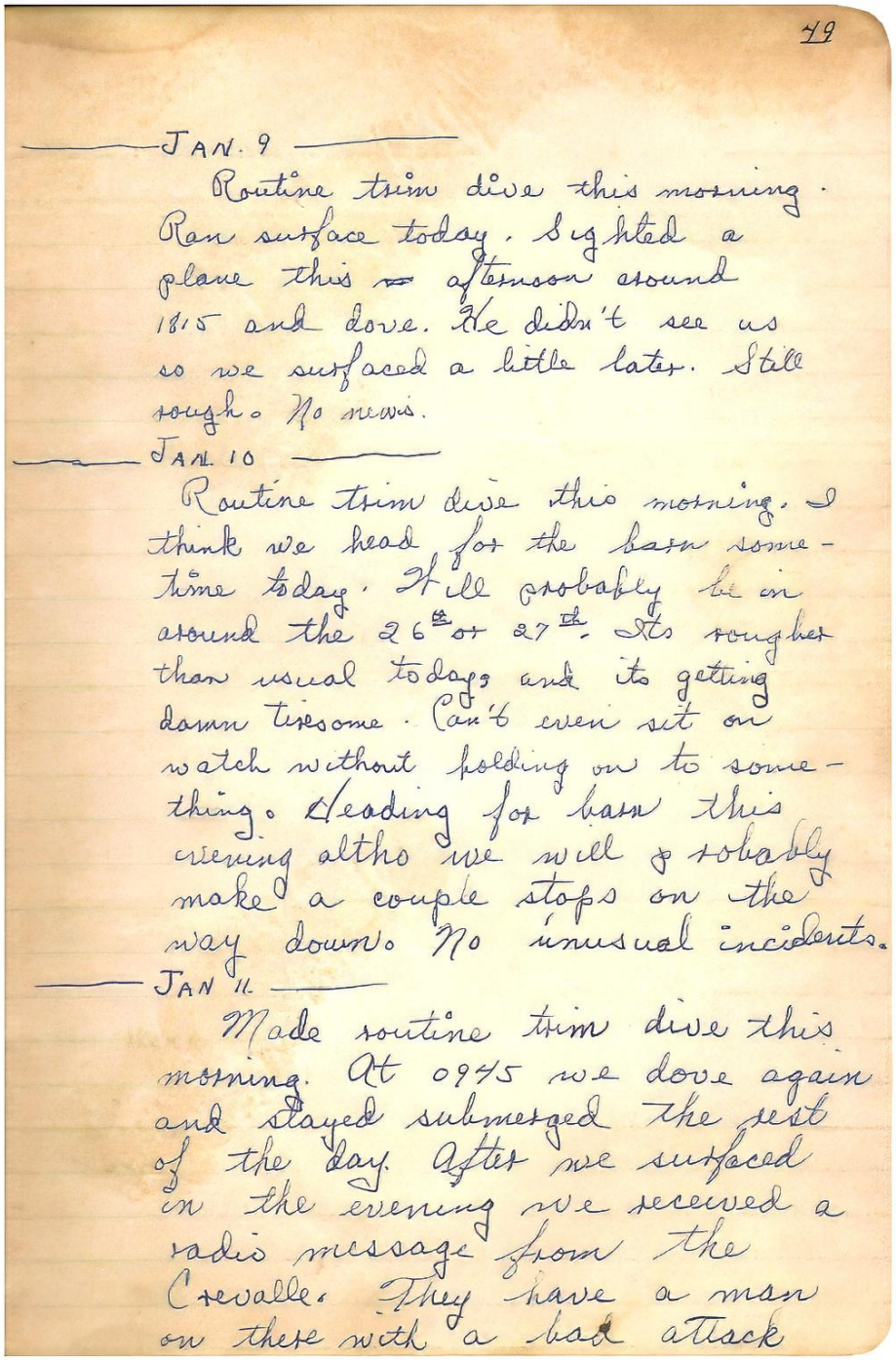
Routine trim dive this morning. Ran surface today. Sighted a plane this afternoon around 1815 and dove. He didn't see us so we surfaced a little later. Still rough. No news.

---------- Jan. 10 ----------

Routine trim dive this morning. I think we head for the barn sometime today. Will probably be in around the 26th or 27th. Its rougher than usual today, and its getting damn tiresome. Can't even sit on watch without holding on to something. Heading for barn this evening altho [sic] we will probably make a couple stops on the way down. No unusual incidents.

---------- Jan 11 ----------

Made routine trim dive this morning. At 0945 we dove again and stayed submerged the rest of the day. After we surfaced in the evening we received a radio message from the Crevalle (Note 57). They have a man on there with a bad attack


49

JAN. 9

Routine trim dive this morning. Ran surface today. Sighted a plane this ~~afternoon~~ afternoon around 1815 and dove. He didn't see us so we surfaced a little later. Still rough. No news.

JAN 10

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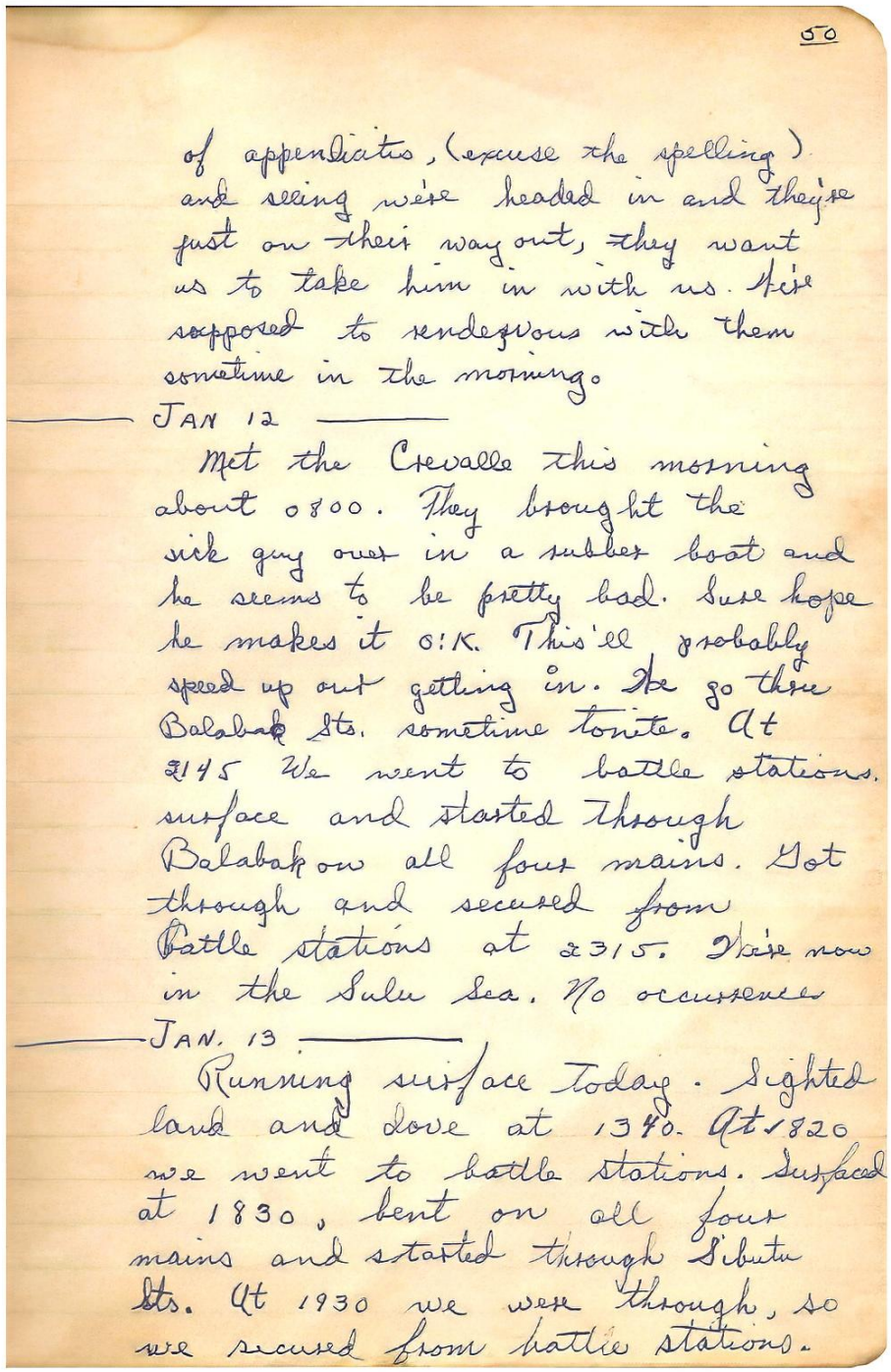
of appendicitis, (excuse the spelling) and seeing we're headed in and they're just on their way out, they want us to take him in with us. We're supposed to rendezvous with them sometime in the morning.

---------- Jan 12 ----------

Met the Crevalle this morning about 0800. They brought the sick guy over in a rubber boat and he seems to be pretty bad. Sure hope he makes it O:K. This'll probably speed up our getting in. We go thru Balabak Sts. (Note 58) sometime tonite. At 2145 we went to battle stations surface and started through Balabak on all four mains. Got through and secured from battle stations at 2315. We're now in the Sulu Sea. No occurrences.

---------- Jan. 13 ----------

Running surface today. Sighted land and dove at 1340. At 1820 we went to battle stations. Surfaced at 1830, bent on all four mains and started through Sibutu Sts (Note 58). At 1930 we were through, so we secured from battle stations.


50

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JAN. 13

Running surface Today. Sighted land and dove at 1340. At 1820 we went to battle stations. Surfaced at 1830, bent on all four mains and started through Sibutu Sts. At 1930 we were through, so we secured from battle stations.

We had no trouble. We are now running through the Celebes Sea. Should start through Macassar sometime before daylight or tomorrow forenoon.

---------- Jan 14 ----------

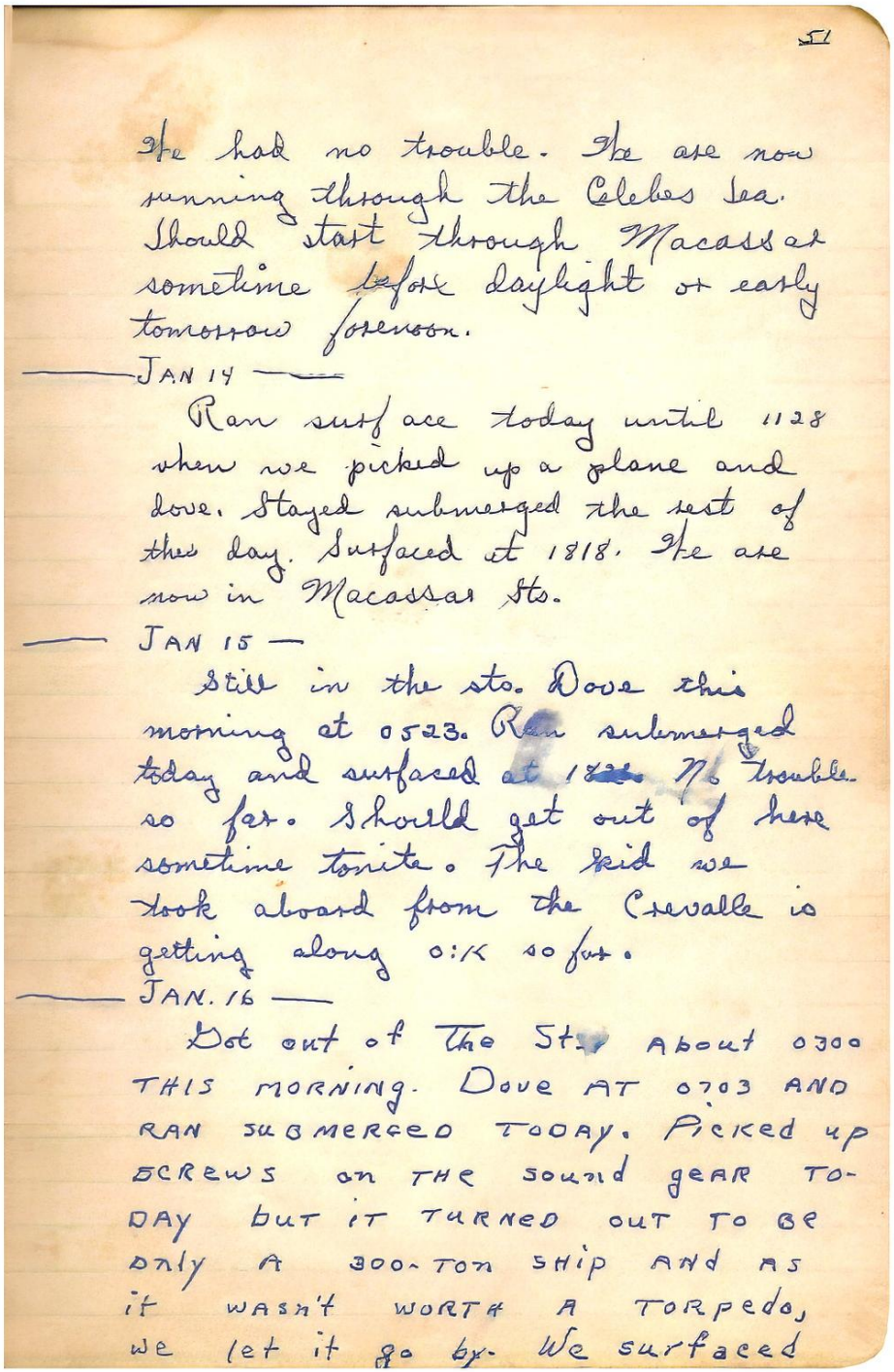
Ran surface today until 1128 when we picked up a plane and dove. Stayed submerged the rest of the day. Surfaced at 1818. We are now in the Macassar Sts.

---------- Jan 15 ----------

Still in the sts. Dove this morning at 0523. Ran submerged today and surfaced at 1826. No trouble so far. Should get out of here sometime tonite. The kid we took aboard from the Crevalle is getting along O:K so far.

---------- Jan16 ----------

Got out of the Sts. about 0300 this morning. Dove at 0703 and ran submerged today. Picked up screws on the sound gear today but it turned out to be only a 300-ton ship and as it wasn't worth a torpedo, we let it go by. We surfaced



51

We had no trouble. We are now running through the Celebes Sea. Should start through Macassar sometime before daylight or early tomorrow forenoon.

JAN 14

Ran surface today until 1128 when we picked up a plane and dove. Stayed submerged the rest of the day. Surfaced at 1818. We are now in Macassar Sts.

JAN 15

Still in the sts. Dove this morning at 0523. Ran submerged today and surfaced at 1826. No trouble so far. Should get out of here sometime tonite. The kid we took aboard from the Crevalle is getting along O:K so far.

JAN. 16

Got out of the Sts. About 0300 THIS MORNING. DOVE AT 0703 AND RAN SUBMERGED TODAY. PICKED UP SCREWS ON THE SOUND GEAR TODAY BUT IT TURNED OUT TO BE ONLY A 300-TON SHIP AND AS it WASN'T WORTH A TORPEDO, we let it go by. We surfaced

At 1535. Will be going through Lombok early tomorrow evening, I imagine, and then we'll be on our last lap for home. Shouldn't be long now.

---------- Jan. 17 ----------

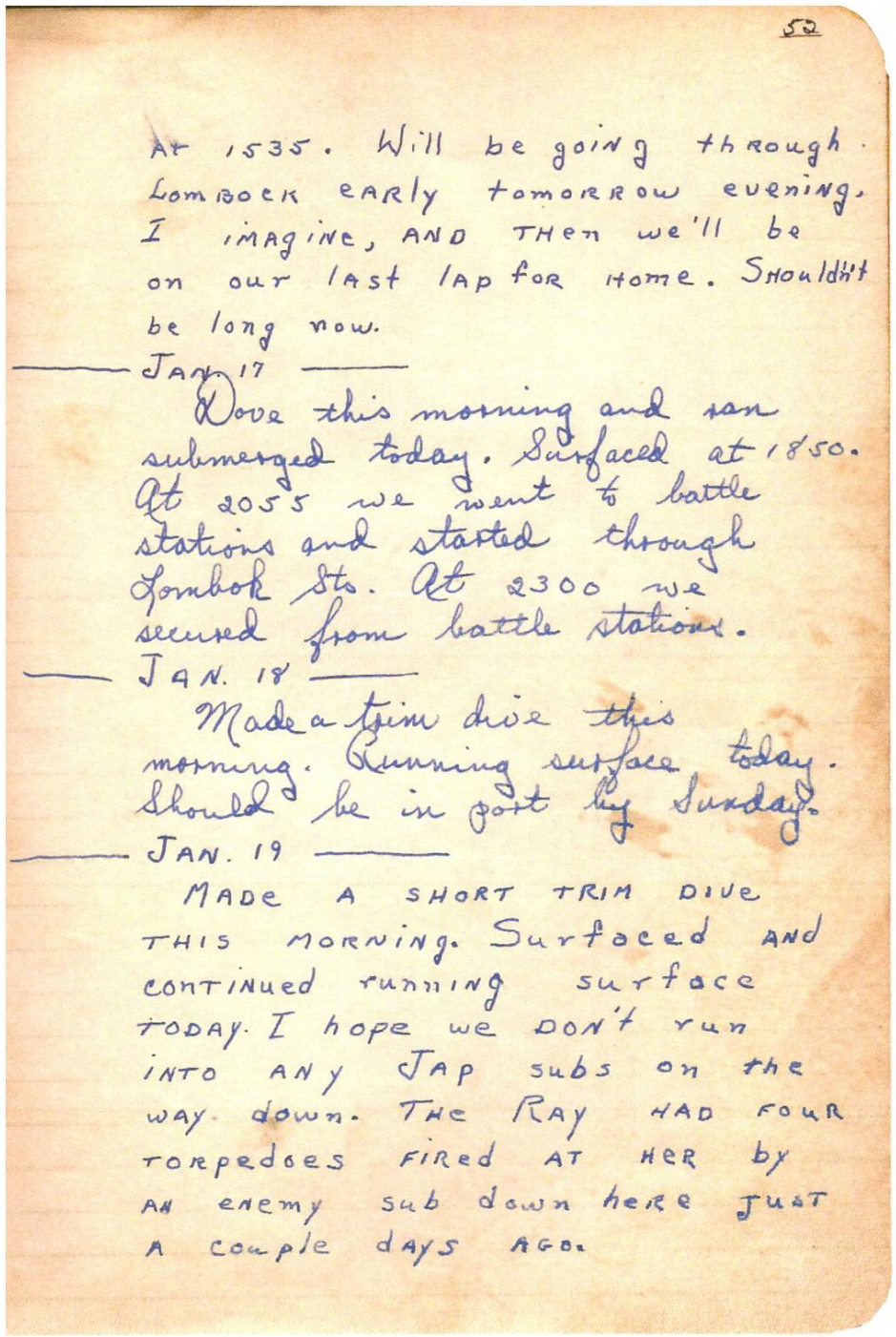
Dove this morning and ran submerged today. Surfaced at 1850. At 2055 we went to battle stations and started through Lombok Sts. At 2300 we secured from battle stations.

---------- Jan. 18 ----------

Made a trim dive this morning. Running surface today. Should be in port by Sunday.

---------- Jan. 19 ----------

Made a short trim dive this morning. Surfaced and continued running surface today. I hope we don't run into any Jap subs on the way down. The Ray had four torpedoes fired at her by an enemy sub down here just a couple days ago.


52

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— Jan. 17 —

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Made a trim dive this morning. Running surface today. Should be in port by Sunday.

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Made a short trim dive this morning. Surfaced and continued running surface today. I hope we don't run into any Jap subs on the way down. The Ray had four torpedoes fired at her by an enemy sub down here just a couple days ago.

---------- Jan 20 ----------

Ran surface today. Dove once from a plane contact, otherwise, no occurrences.

---------- Jan 21 ----------

Running surface today. Towards evening a Jap sub fired a torpedo at us, but fortunately they missed, or I wouldn't be writing this down. Captain's inspection today, also.

---------- Jan. 22 ----------

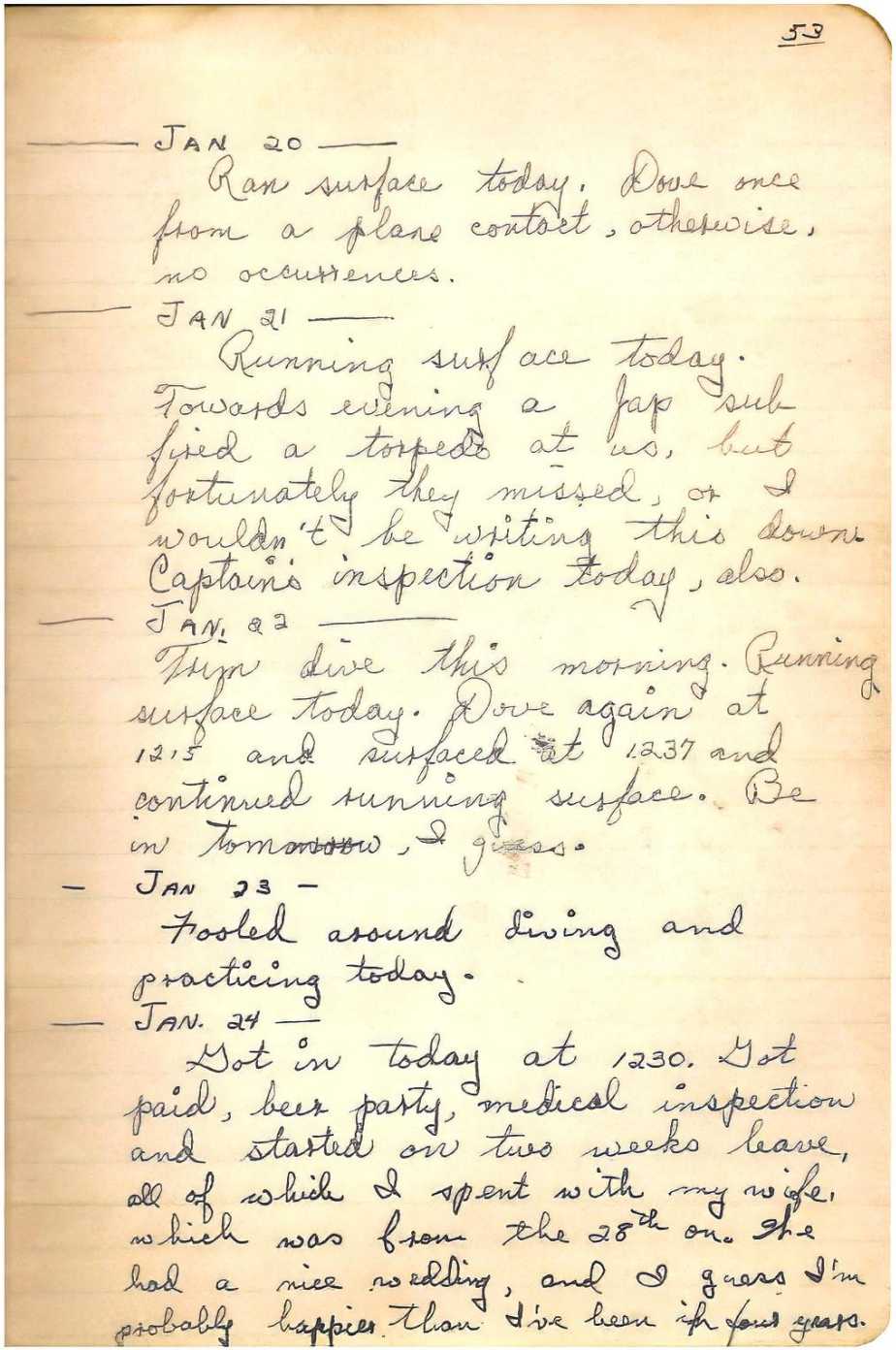
Trim dive this morning. Running surface today. Dove again at 1215 and resurfaced at 1237 and continued running surface. Be in tomorrow, I guess.

---------- Jan 23 ----------

Fooled around diving and practicing today.

---------- Jan 24 ----------

Got in today at 1230. Got paid, beer party, medical inspection and started on two weeks leave, all of which I spent with my wife, which was from the 28th on. (Note 59) We had a nice wedding, and I guess I'm probably happier than I've been in four years.


53

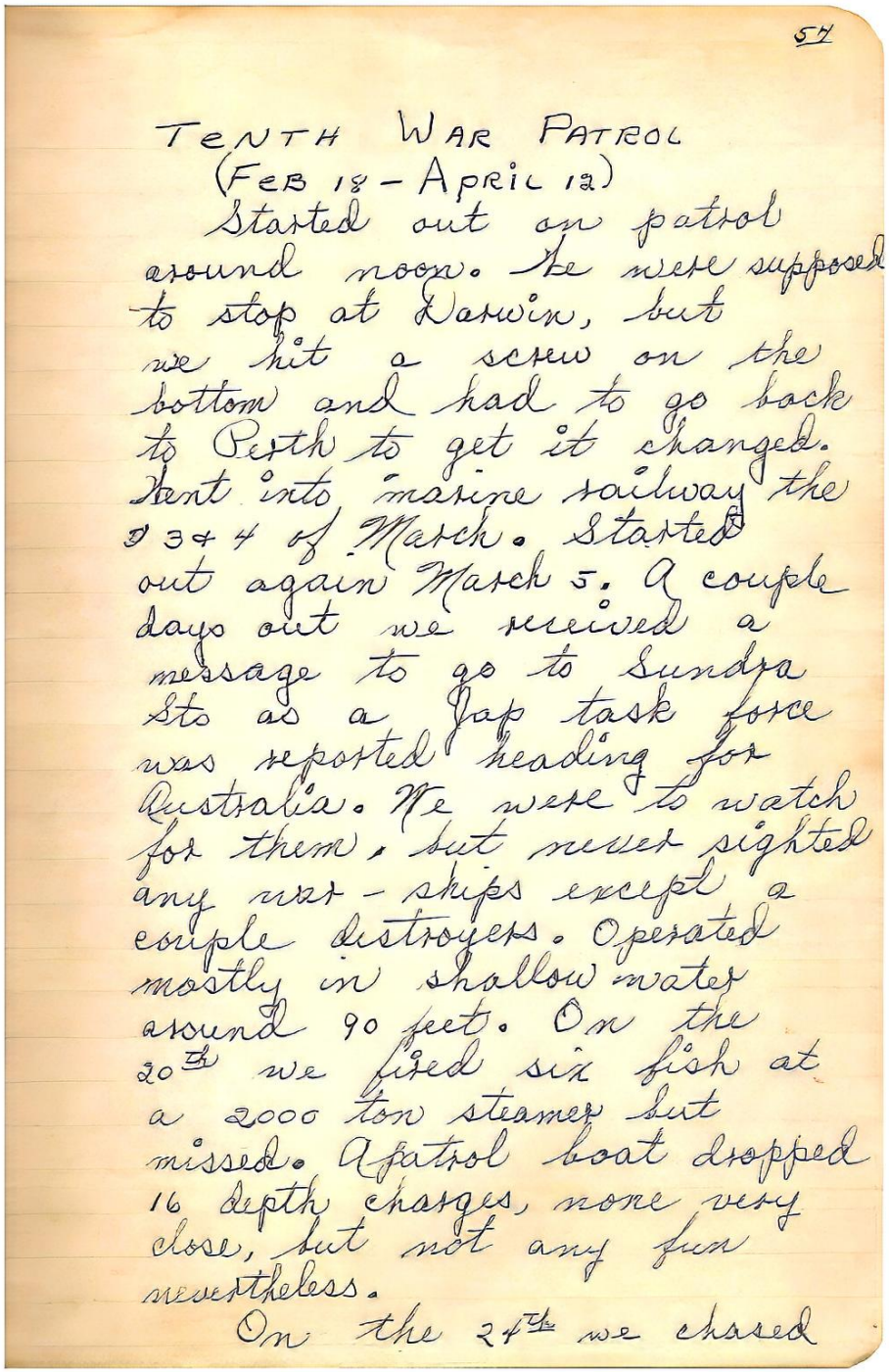
— JAN 20 —
Ran surface today. Dove once from a plane contact, otherwise, no occurrences.
— JAN 21 —
Running surface today. Towards evening a Jap sub fired a torpedo at us, but fortunately they missed, or I wouldn't be writing this down. Captain's inspection today, also.
— JAN. 22 —
Trim dive this morning. Running surface today. Dove again at 1215 and surfaced at 1237 and continued running surface. Be in tomorrow, I guess.
— JAN 23 —
Fooled around diving and practicing today.
— JAN. 24 —
Got in today at 1230. Got paid, beer party, medical inspection and started on two weeks leave, all of which I spent with my wife, which was from the 28th on. She had a nice wedding, and I guess I'm probably happier than I've been in four years.

TENTH WAR PATROL

(Feb 18 – April 12)

Started out on patrol around noon. We were supposed to stop at Darwin, but we hit a screw on the bottom and had to go back to Perth to get it changed. Went into marine railway the 3 & 4 of March. Started out again March 5. A couple days out we received a message to go to Sundra Sts as a Jap task force was reported heading for Australia. We were to watch for them, but never sighted any war-ships [sic] except a couple destroyers. Operated mostly in shallow water around 90 feet. On the 20th we fired six fish at a 2000 ton steamer but missed. (Note 60) A patrol boat dropped 16 depth charges, none very close, but not any fun nevertheless.

On the 24th we chased



a 10,000 ton transport but lost him in the darkness. Fired no fish. Returned to Perth and went on leave the 12th of April.

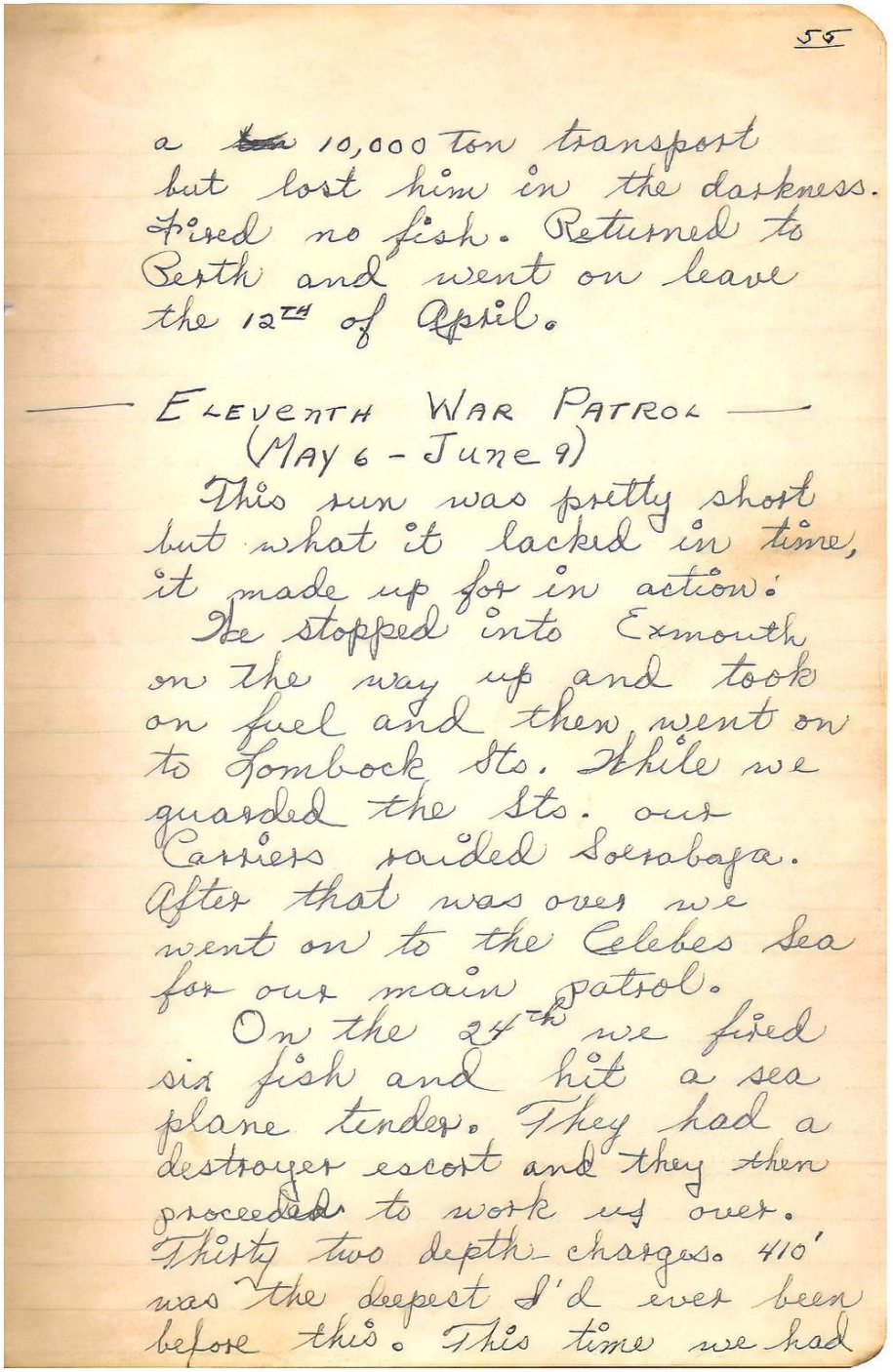
---------- Eleventh War Patrol ----------

(May 6 – June 9)

This run was pretty short but what it lacked in time, it made up for it in action.

We stopped into Exmouth on the way up and took on fuel and then went on to Lombok Sts. While we guarded the Sts. our Carriers raided Soebaja. After that was over we went on to the Celebes Sea for our main patrol.

On the 24th we fired six fish and hit a sea plane tender. (Note 61) They had a destroyer escort and they then proceeded to work us over. Thirty two depth charges. 410' was the deepest I'd ever been before this. This time we had


55

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ELEVENTH WAR PATROL
(MAY 6 - JUNE 9)

This run was pretty short but what it lacked in time, it made up for in action.

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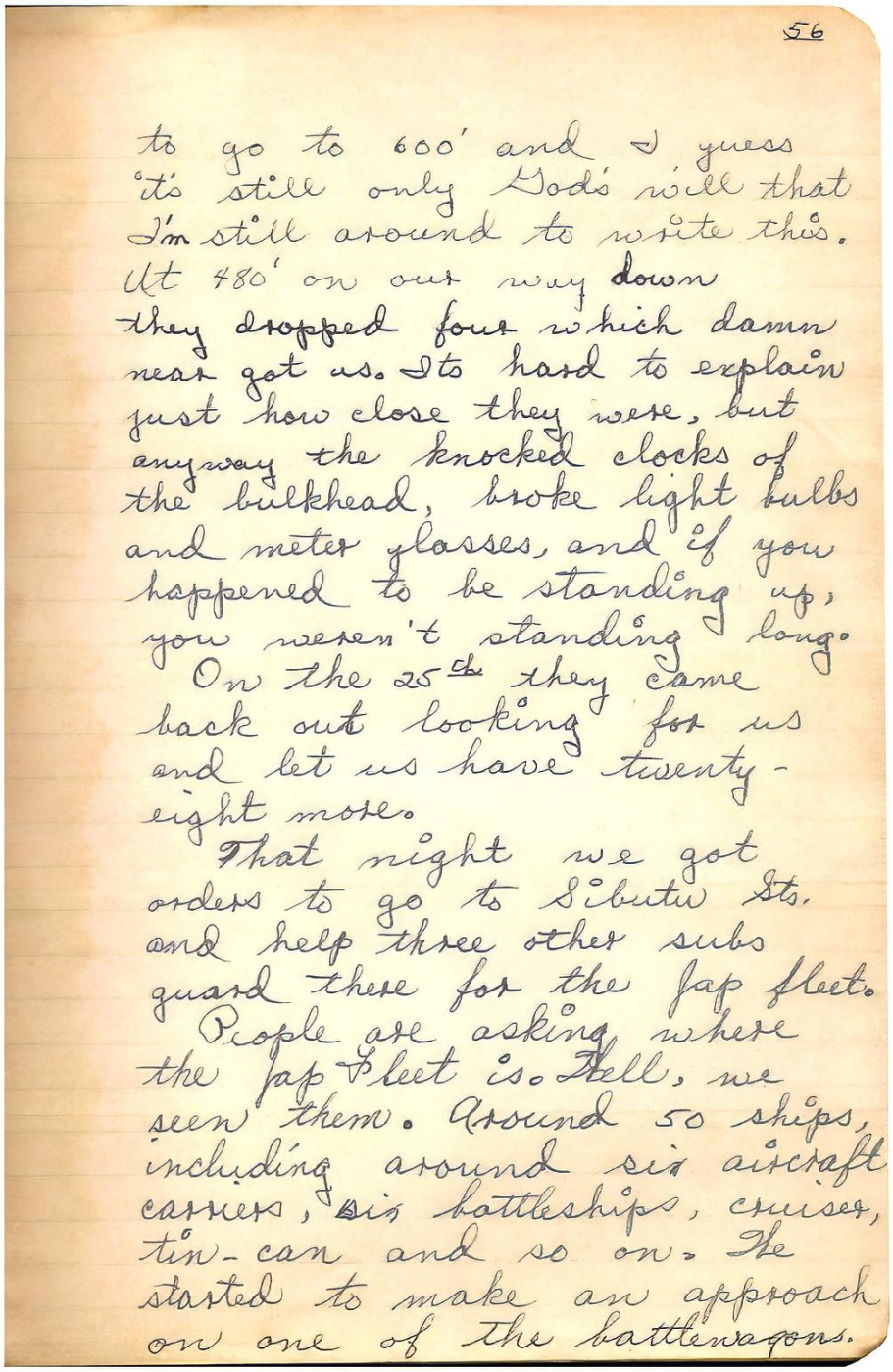
On the 24th we fired six fish and hit a sea plane tender. They had a destroyer escort and they then proceeded to work us over. Thirty two depth charges. 410' was the deepest I'd ever been before this. This time we had

to go to 600' and I guess it's still only God's will that I'm still around to write this. At 480' on our way down they dropped four which damn near got us. Its hard to explain just how close they were, but anyway the [sic] knocked clocks of [sic] the bulkhead, broke light bulbs and meter glasses, and if you happened to be standing up, you weren't standing long.

On the 25th they came back out looking for us and let us have twenty-eight more.

That night we got orders to go to Sibutu Sts. and help three other subs guard there for the Jap fleet.

People are asking where the Jap Fleet is. Well, we seen [sic] them. Around 50 ships, including around six aircraft carriers, six battleships, cruisers, tin-can [sic] and so on. (Note 62) We started to make an approach on one of the battlewagons.


56

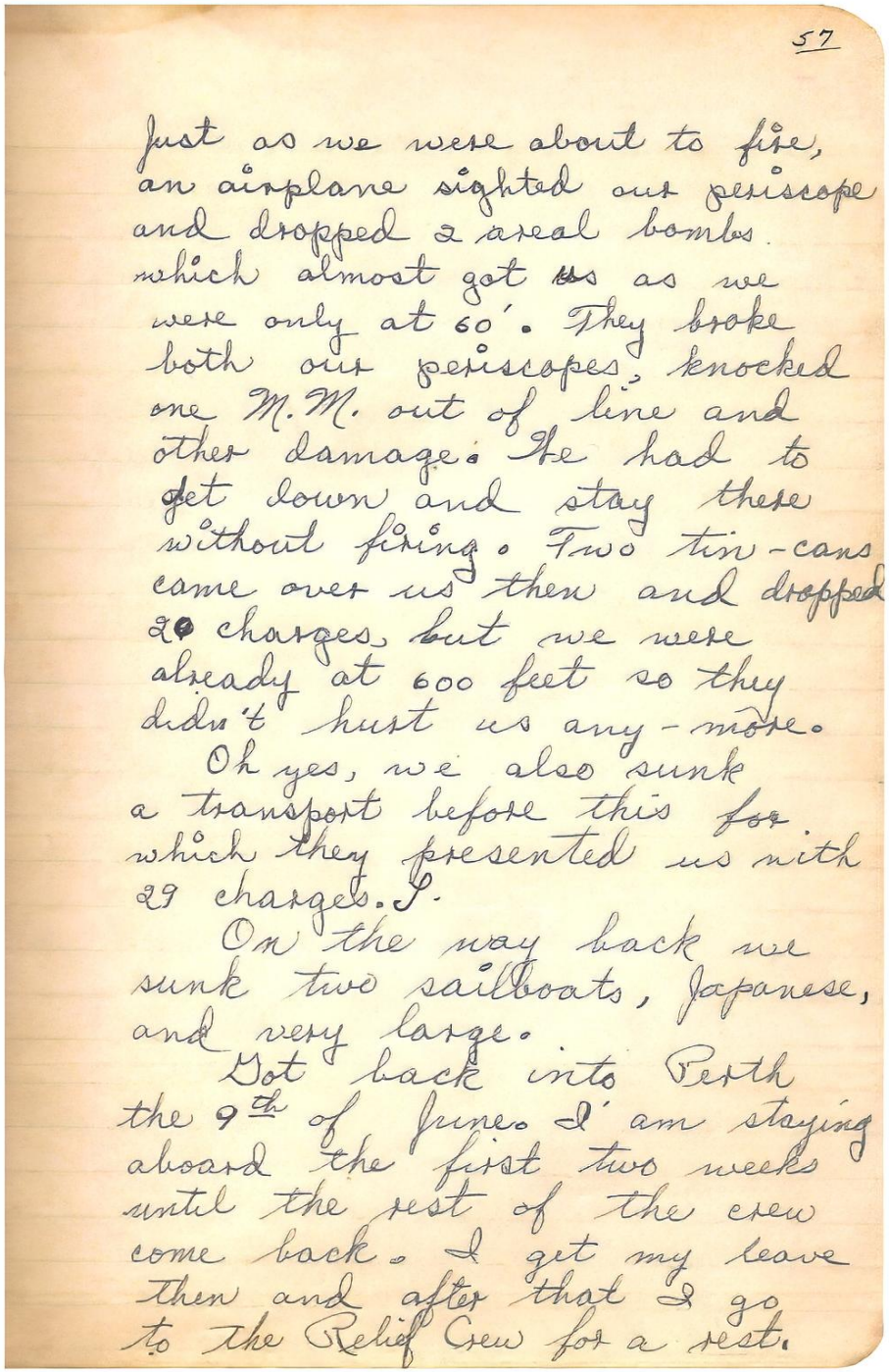
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on one of the battlewagons.

Just as we were about to fire, an airplane sighted our periscope and dropped 2 areal [sic] bombs which almost got us as we were only at 60'. They broke both our periscopes, knocked one M.M. out of line and other damage. We had to get down and stay there without firing. Two tin-cans came over us then and dropped 20 charges, but we were already at 600 feet so they didn't hurt us any-more [sic].

Oh yes, we also sank a transport before this for which they presented us with 29 charges. S. (Note 63)

On the way back we sunk two sailboats, Japanese, and very large. (Note 64)

Got back into Perth the 9th of June. I am staying aboard the first two weeks until the rest of the crew come [sic] back. I get my leave then and after that I go to the Relief Crew for a rest.


57

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June 9 – August 15

Three last months I spent in the relief crew. Only a few old guys off the Thresher left around here now. Charlie Mathis in S.R.U., Bill Hale over in Shed Seven, Gunner Lewis in 161 and Blackie on Nautilus.

---------- August 16 ----------

Transferred today to the old ladies home in Freemantle awaiting transportation to the States for new construction.

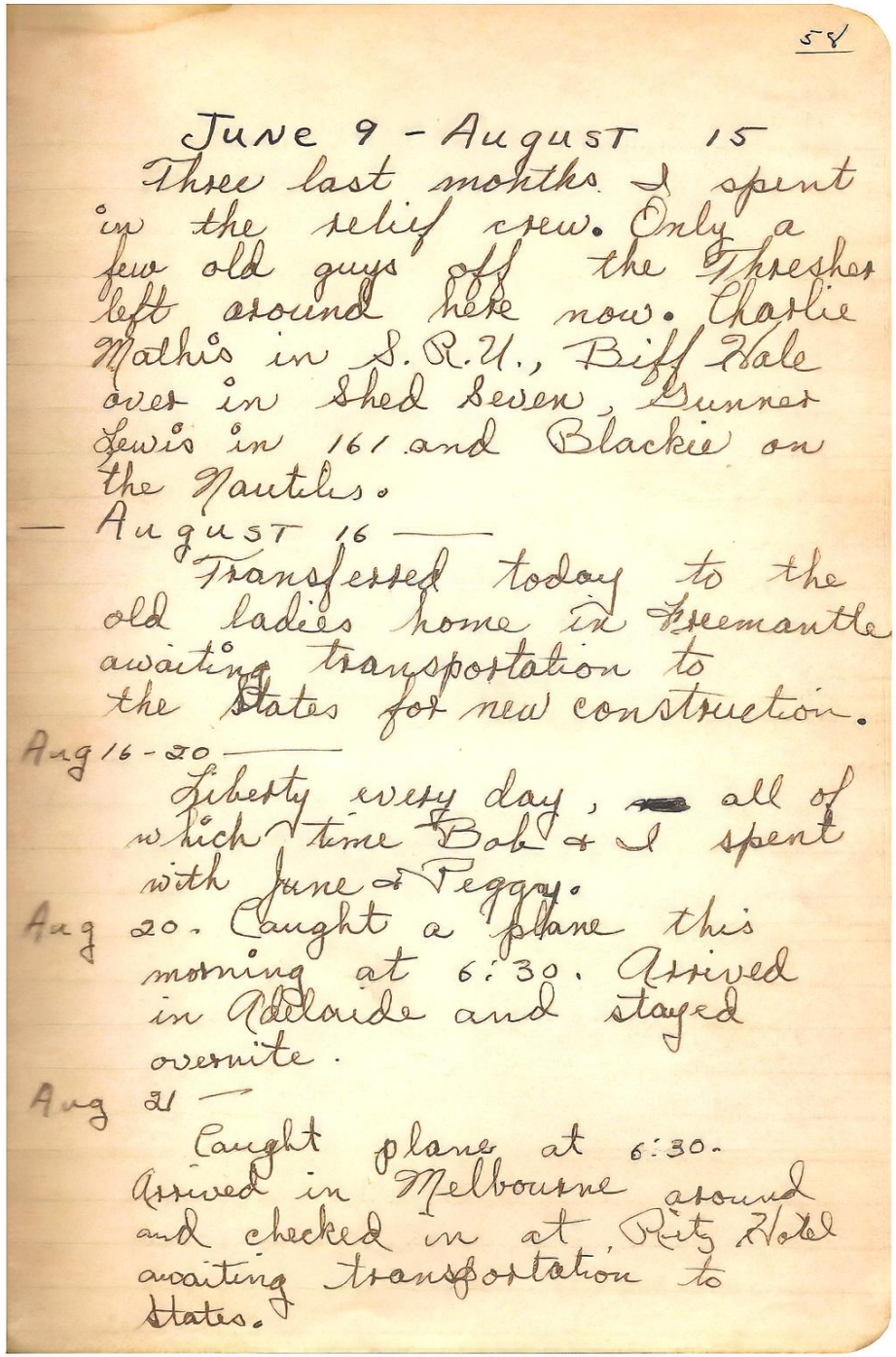
Aug 16 – 20 ----------

Liberty every day, all of which time Bob & I spent with June & Peggy.

Aug 20. Caught a plane this morning at 6:30. Arrived in Adelaide and stayed overnite.

Aug 21 ----------

Caught plane at 6:30. Arrived in Melbourne around [sic] and checked in at Ritz Hotel awaiting transportation to States.



58

June 9 - August 15

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Aug 27 ----------

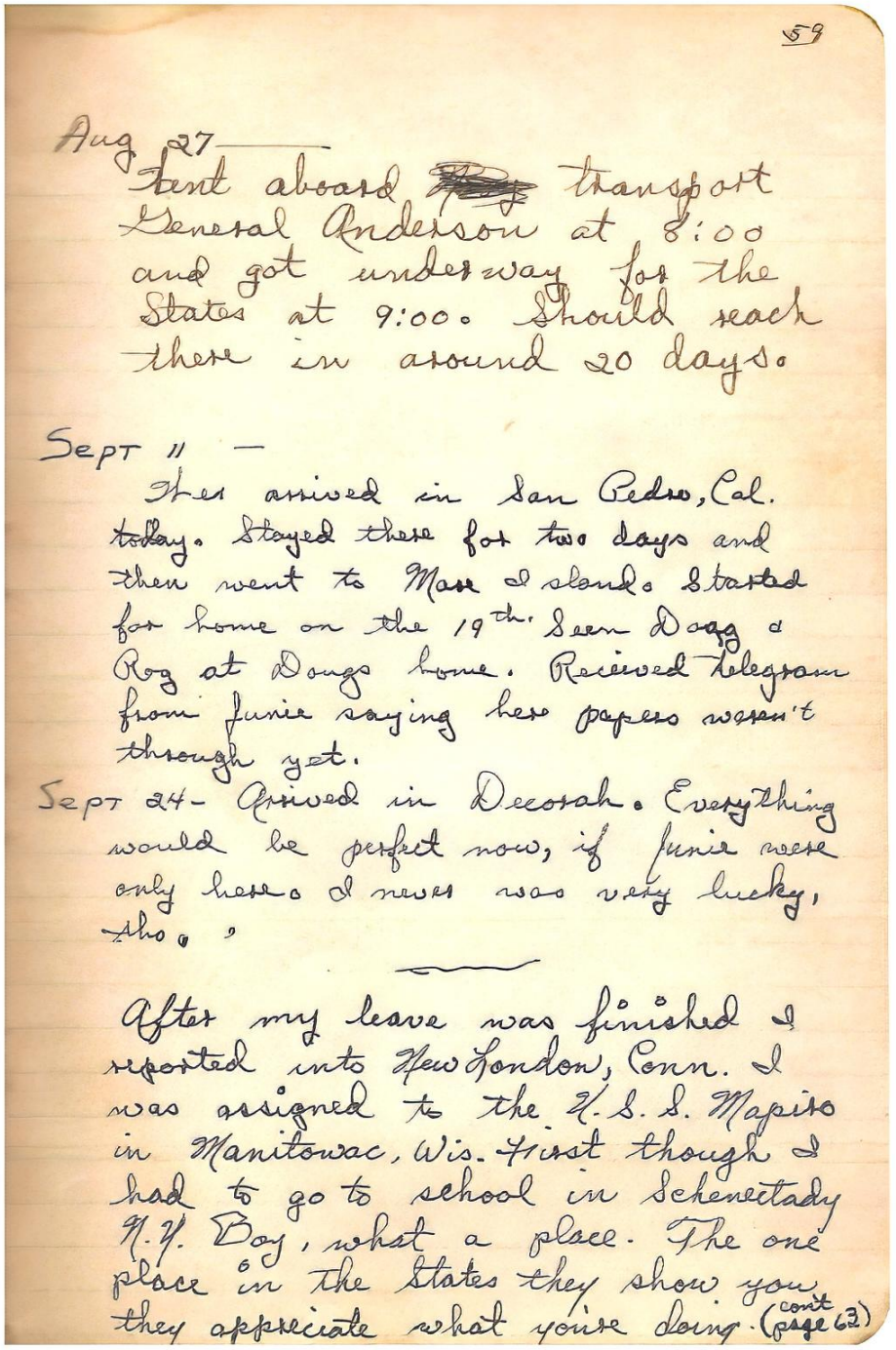
Went aboard ~~Navy~~ transport General Anderson at 8:00 and got underway for the States at 9:00. Should reach there in around 20 days.

Sept 11 ----------

We arrived in San Pedro, Cal. Today. Stayed there for two days and then went to Mare Island. Started for home on the 19th. Seen [sic] Doug and Rog at Dougs [sic] home. Received telegram from Junie saying her papers weren't through yet.

Sept 24 – Arrived in Decorah. Everything would be perfect now, if Junie were only here. I never was very lucky, tho [sic].

After my leave was finished I reported into New London, Conn. I was assigned to the U.S.S. Mapiro (Note 65) in Manitowac [sic], Wis. First though I had to go to school in Schenectady, N.Y. Boy, what a place. The one place in the States they show you they appreciate what you're doing. (con't page 63)


59

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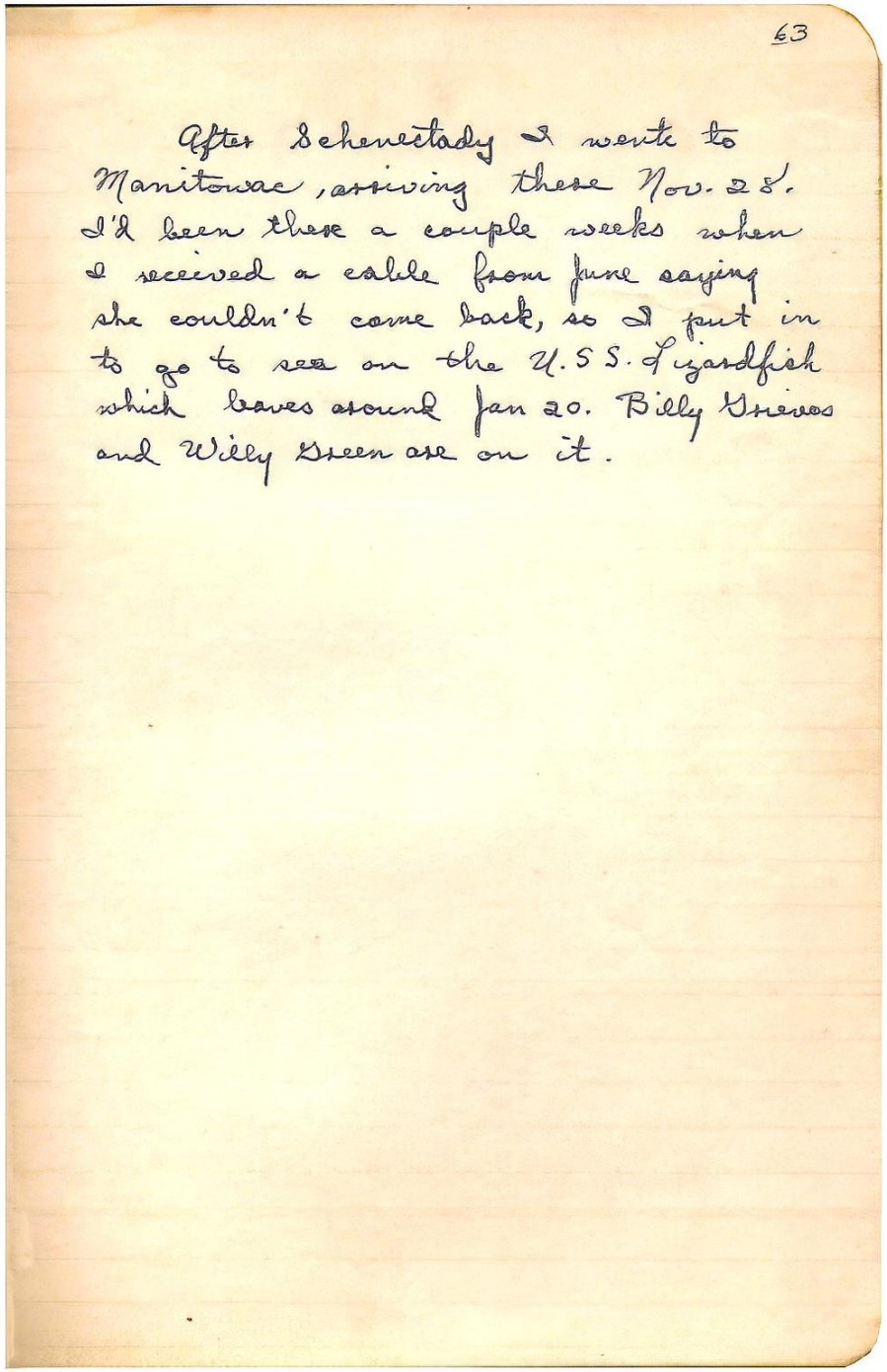
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After my leave was finished I reported into New London, Conn. I was assigned to the U.S.S. Mapiro in Manitowac, Wis. First though I had to go to school in Schenectady N.Y. Boy, what a place. The one place in the States they show you they appreciate what you're doing. (con't page 63)

[Pages 60 – 62 were missing or not used.]

After Schenectady I went to Manitowac, arriving there Nov. 28. I'd been there a couple of weeks when I received a cable from June saying she couldn't come back, so I put in to go to sea on the U.S.S. Lizardfish which leaves around Jan 20. Billy Grieves and Willy Green are on it.

[Pages 64 – 66 missing or not used.]


63

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==========

The following is a song that a girl sang at a party one night to get the 'Yanks' goat. Who made it up or where it got started, I don't know, but I think by some girl in Perth, W.A.

Oh, the Yankees sure think they are wonderful guys,

They're all full of self-conceit,

They think Aussie gals are as dumb as their wives,

And the line they hand out is quite neat.

They imitate Gable, Jame Cagney, and Bing,

And even old Al Capone.

They try to impress us, instead they depress us,

And make us all wish they were home.

Bless 'em all, bless 'em all,

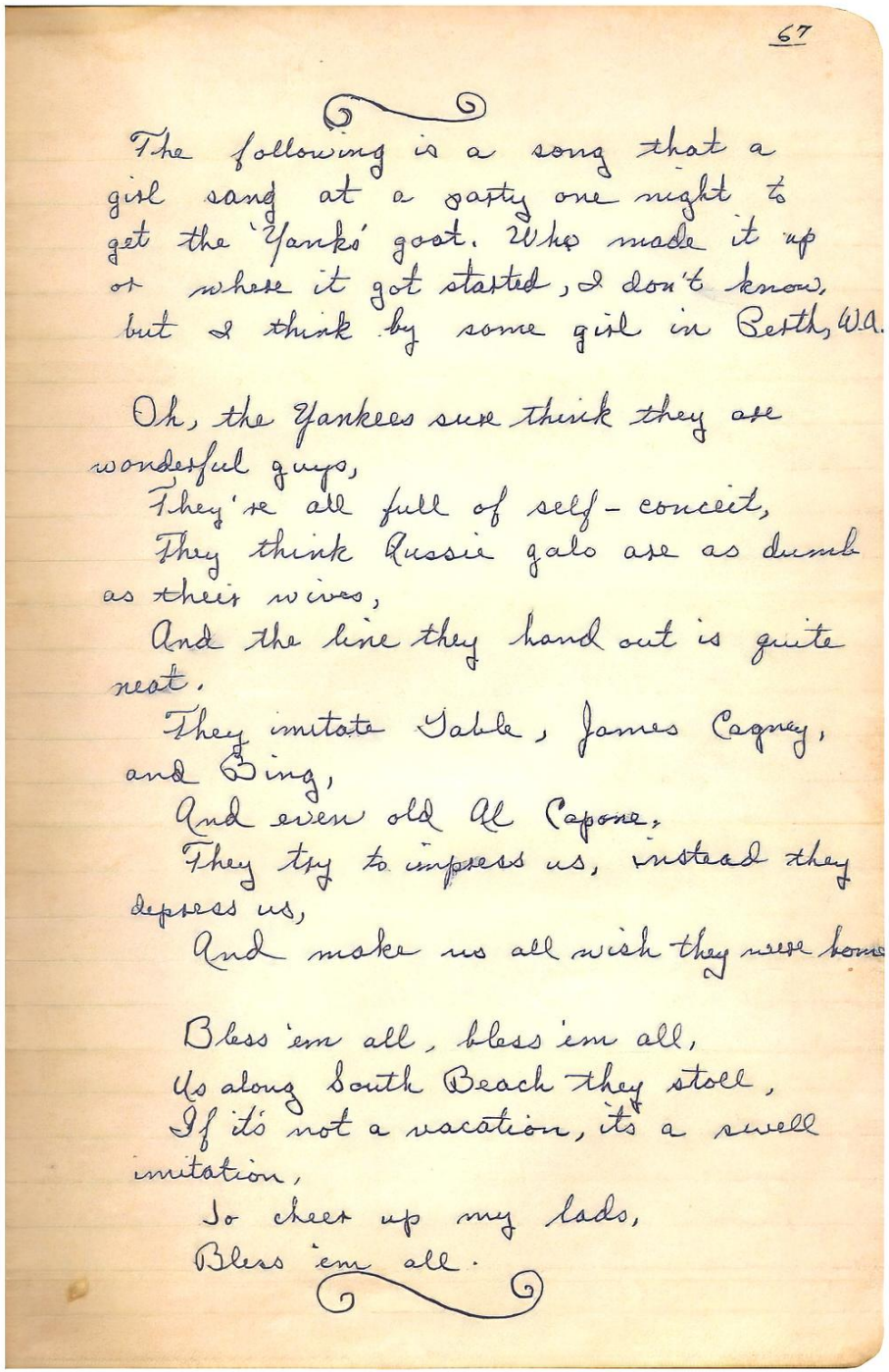
Us along South Beach, they stoll,

If it's not a vacation, it's a swell imitation,

So cheer up my lads,

Bless 'em all.

==========


67

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[Pages 68 – 77 missing or not used.]

U.S. Navy Training Station _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

Oct. 8, 1940 – December 14, 1940

Submarine School, New London, Conn. _ _ _ _ _ _ _ _ _

Dec. 20, 1940 – Feb. 10, 1941

U.S.S. Thresher _

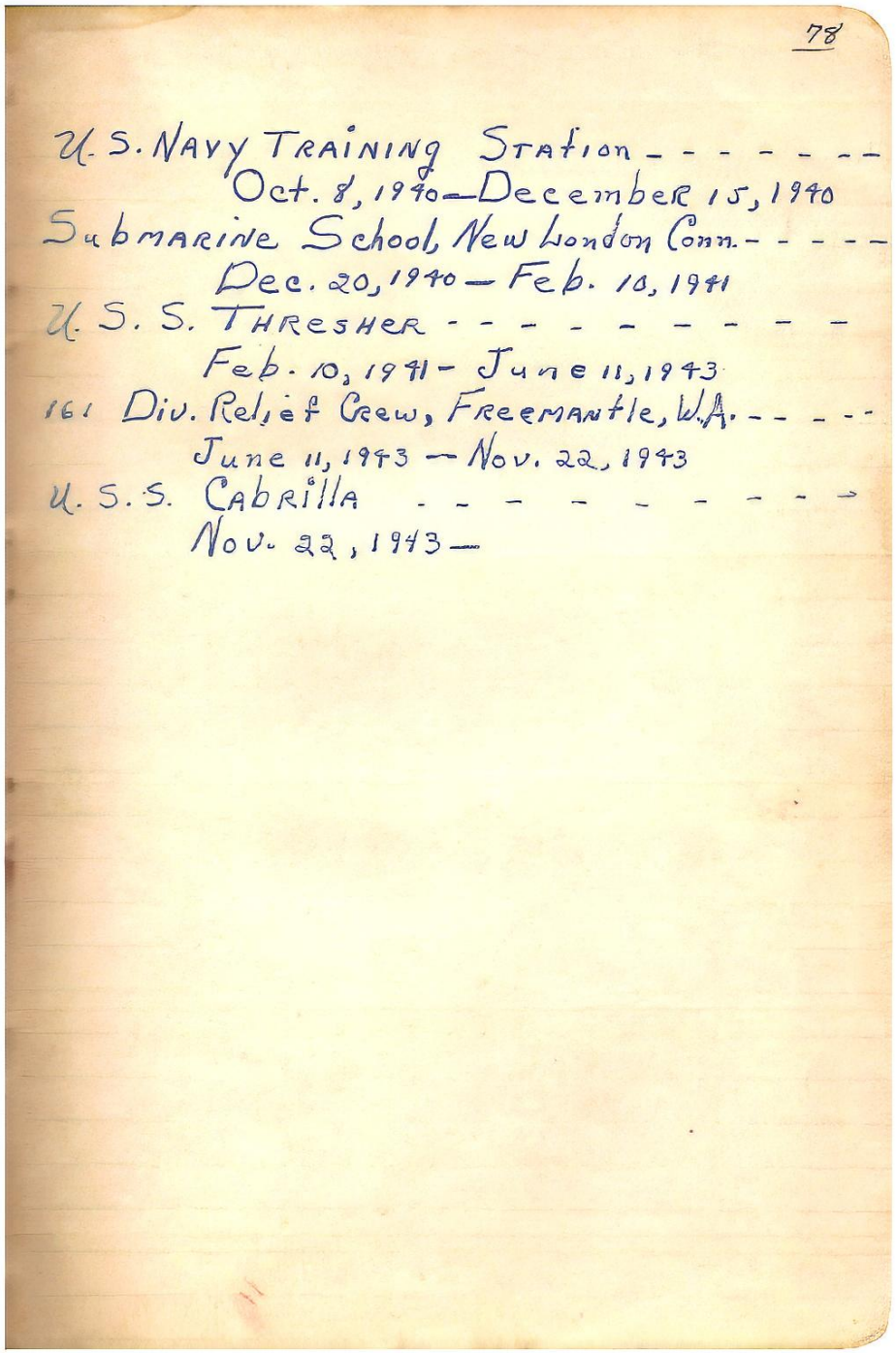
Feb 10, 1941 – June 11, 1943

161 Div. Relief Crew, Freemantle, W.A. _ _ _ _ _ _ _ _ _

June 11, 1943 – Nov 22, 1943

U.S.S. Cabrilla _

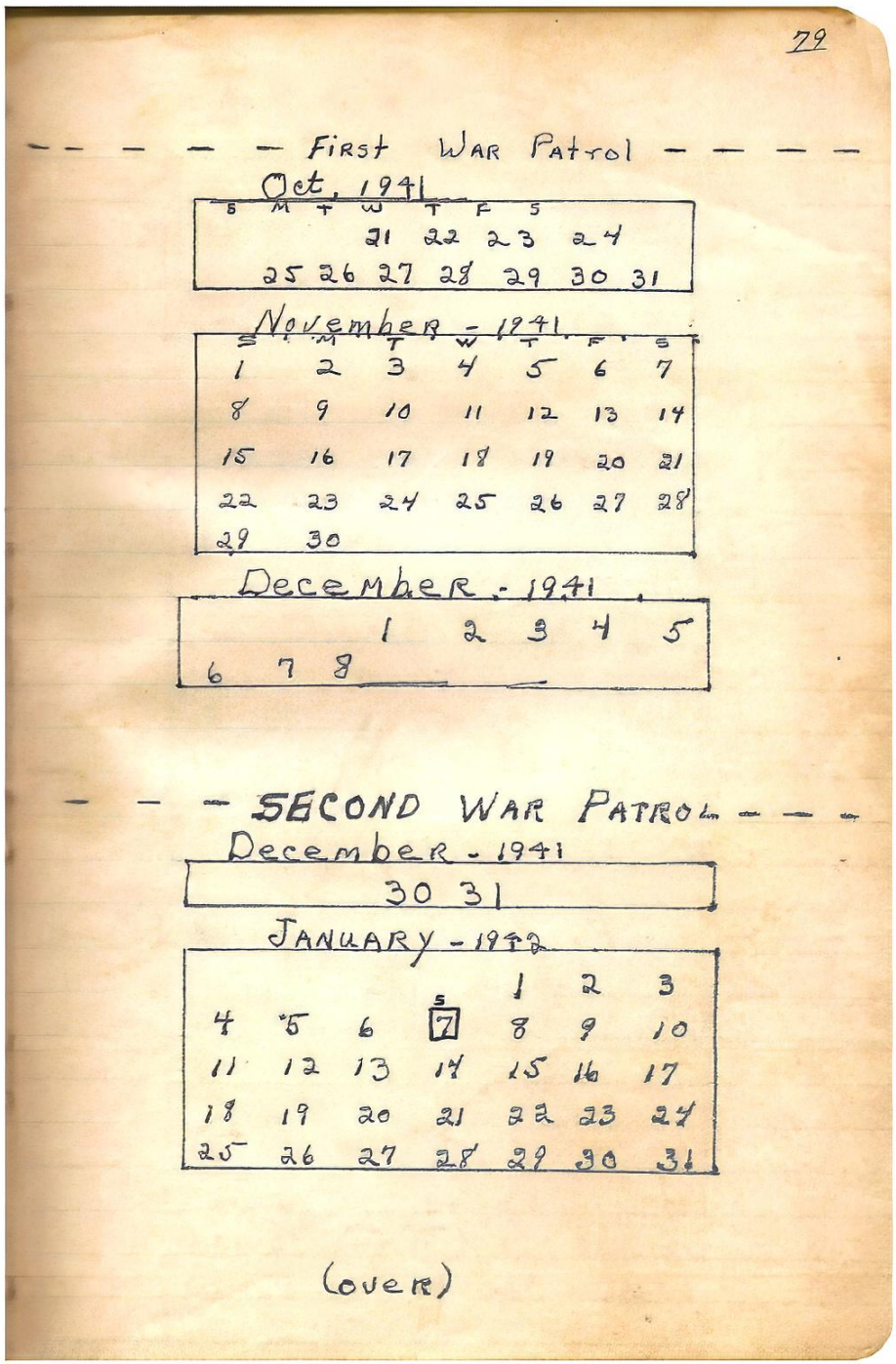
Nov. 22, 1943 -



WWII Submarine Patrol Calendar

for Electrician's Mate

Wesley L. Headington



79

— — — — — First War Patrol — — — — —

Oct. 1941

S	M	T	W	T	F	S
			21	22	23	24
25	26	27	28	29	30	31

November - 1941

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

December - 1941

		1	2	3	4	5
6	7	8				

— — — SECOND WAR PATROL — — —

December - 1941

					30	31

JANUARY - 1942

			S			
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

(over)

February - 1942

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	—

— — — — — Third War Patrol — — —

March - 1942

—	—	—	—	23	24	25
26	27	28	29	30	31	—

April - 1942

—	—	—	—	—	—	1
2	3 S	4	5	6	7	8
9	(10)	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

— — — — — — Fourth War Patrol — — —

June - 1942

26	27	28	29	30	—	—

July - 1942

—	—	—	—	—	1	2 S
3	4	5	(6) S	7	8	(9) S
10	11	12	13	14	15	16
17	18	19	(20)	(21)	22	23
24	25	26	27	28	29	30
31	—	—	—	—	—	—

August - 1942

—	1	2	3	(4)	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	—

— — — — Fifth War Patrol — — — —

September - 1942

—	9	10	11	12 S	13	14
15	16	17	18	(19)	20	21
22/29	23/30	24	25	26	27	28

October - 1942

—	—	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24 S	25	26
27	28	29	30	[31]	—	—

November - 1942

—	—	—	—	—	1	2
3	4	5	6	7	8	9
10	11	12	—	—	—	—

Sixth War Patrol

Dec-1942

-	-	-	-	-	3	4
5	6	7	8	9	10	11
12	13	-	-	16	17	18
19	20	21	22 S	23	24	25 S
26	27	28	29 S	30	31	-

January-1943

-	-	-	-	-	1	2
3	4	5	6	7	8	9
10	-	-	-	-	-	-

Seventh War Patrol

Jan-1943	25	26	27	28	29	30
31	-	-	-	-	-	-

February-1943

-	1	2	3	4	5	6
7 S	8	9	10	11	12	13
14 S	15 S	16	17	18	19	20
21	22	23	24	25	26	27
28	-	-	-	-	-	-

March-1943

-	1	2 S	3	4	5	6
7	8	9	10	-	-	-

Eighth War Patrol

April-1943

4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	-

May-1943

-	-	-	-	-	-	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	-	-

Ninth War Patrol

December-1943

-	-	-	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18 M
19	20	21	22	23	24	25 M
26	27	28	29	30	31	-

January-1944

-	-	-	-	-	-	1
		4 S				
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	-	-	-	-	-

Tenth War Patrol

February - 1944

-	-	-	-	-	18	19
20	21	22	23	24	25	26
27	28	-	-	-	-	-

March - 1944

-	-	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
(20)	21	22	23	24	25	26
27	28	29	30	31	-	-

April - 1944

-	-	-	-	-	1	2
3	4	5	6	7	8	9
10	11	12	-	-	-	-

Eleventh War Patrol

May - 1944

-	-	-	-	-	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	-	-	-	-

-	-	-	-	1	2	3	4
5	6	7	8	9	-	-

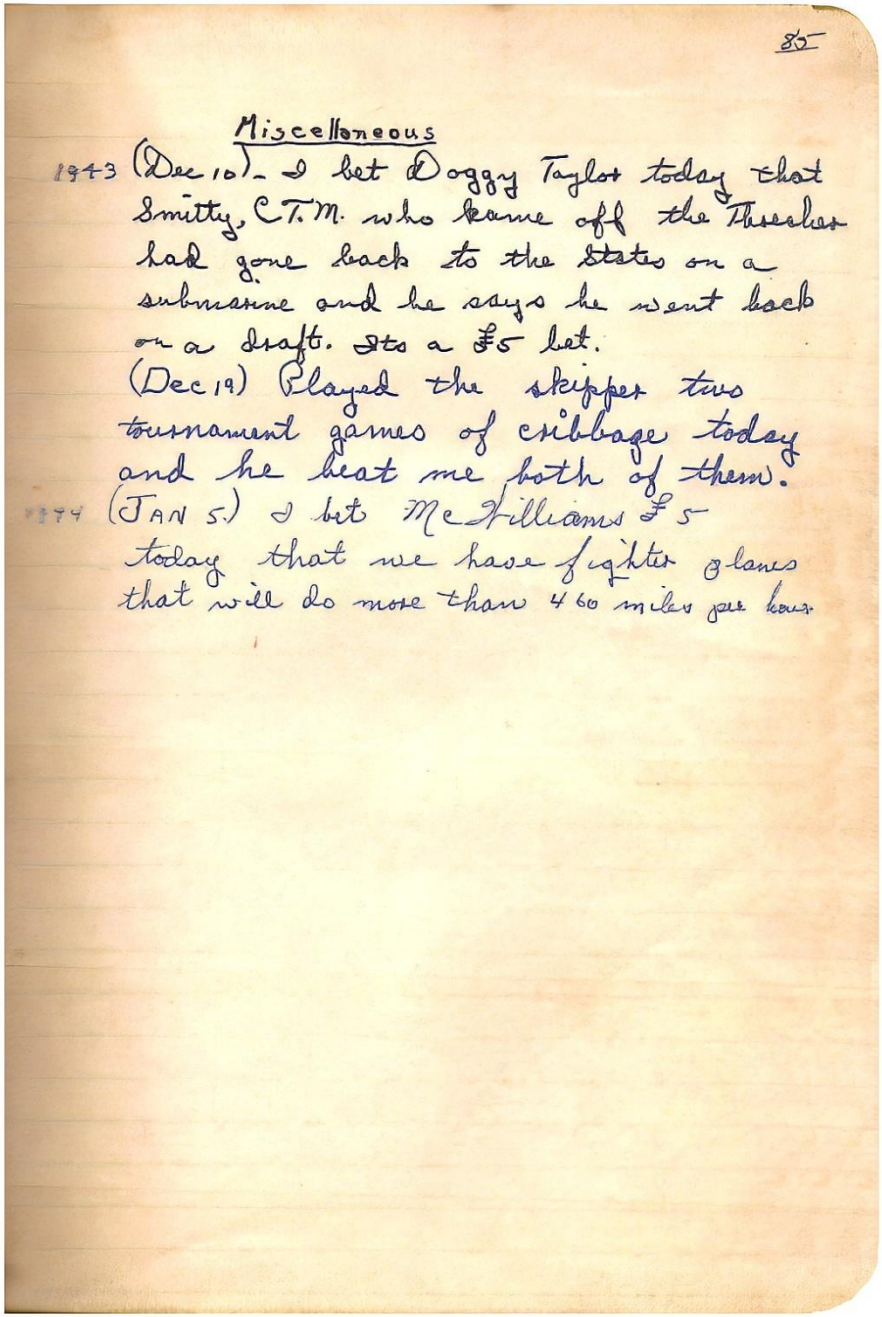
[Note: Pages 83 and 84 are missing or not used]

Miscellaneous

1943 (Dec 10) _ I bet Doggy Taylor today that Smitty, CT.M. who came off the Thresher had gone back to the States on a submarine and he says he went back on a draft. It's a £5 bet.

(Dec 19) Played the skipper two tournament games of cribbage today and he beat me both of them.

1944 (Jan. 5) I bet McWilliams £5 today that we have fighter planes that will do more than 460 miles per hour.


85

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[Note: Pages 86 – 90 are missing or not used]

Comment on Subs.

Up until this run the Cabrilla had one aircraft carrier damaged and probably sunk.

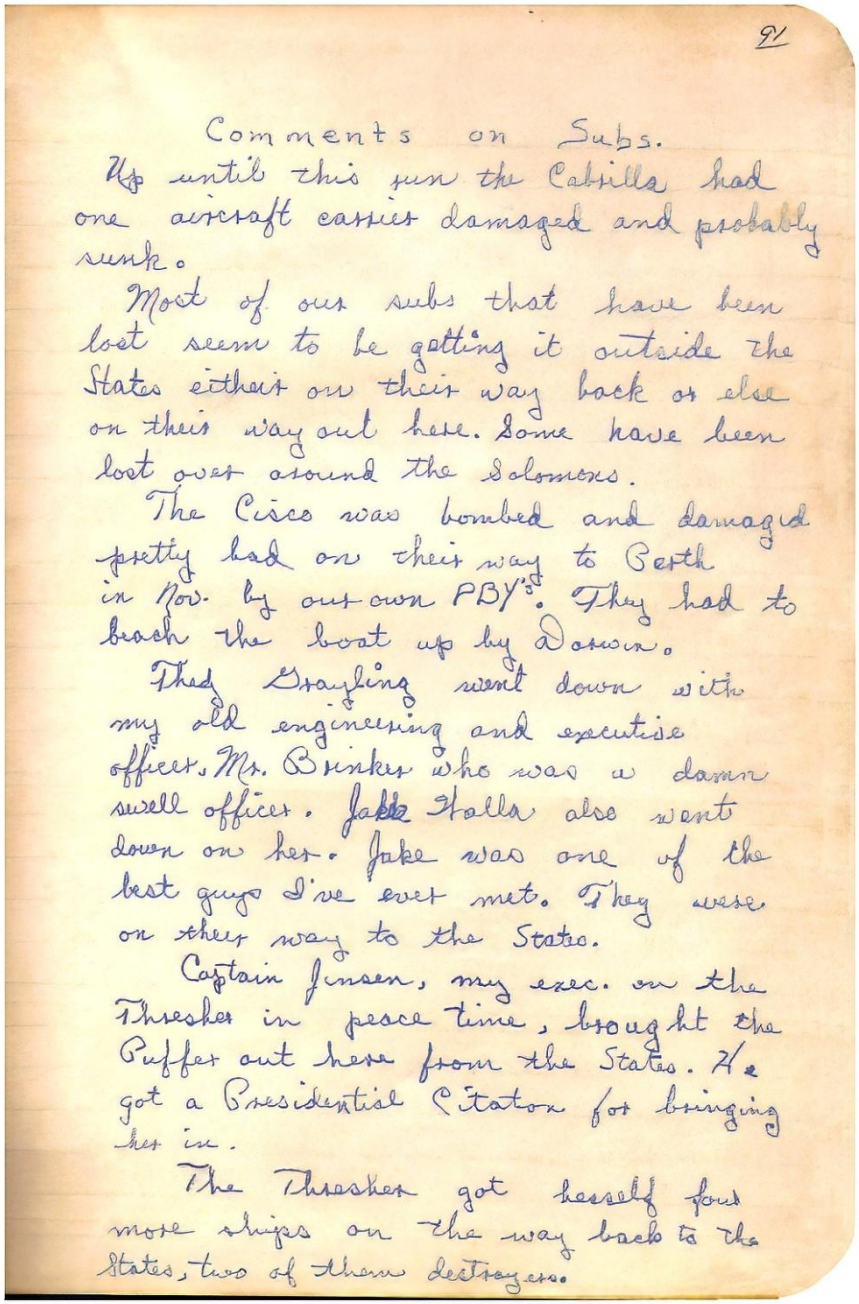
Most of our subs that have been lost seem to be getting it outside the States either on their way back or else on their way out here. Some have been lost around the Solomons.

The Cisco was bombed and damaged pretty bad on their way to Perth in Nov. by our own PBY's. They had to beach the boat up by Darwin.

The Grayling went down with my old engineering and executive officer, Mr. Brinker who was a damn swell officer. Jake Walla also went down on her. Jake was one of the best guys I've ever met. They were on their way to the States.

Captain Jensen, my exec. on the Thresher in peace time, brought the Puffer out here from the States. He got a Presidential Citation for bringing her in.

The Thresher got herself four more ships on the way to the states, two of them destroyers.



91

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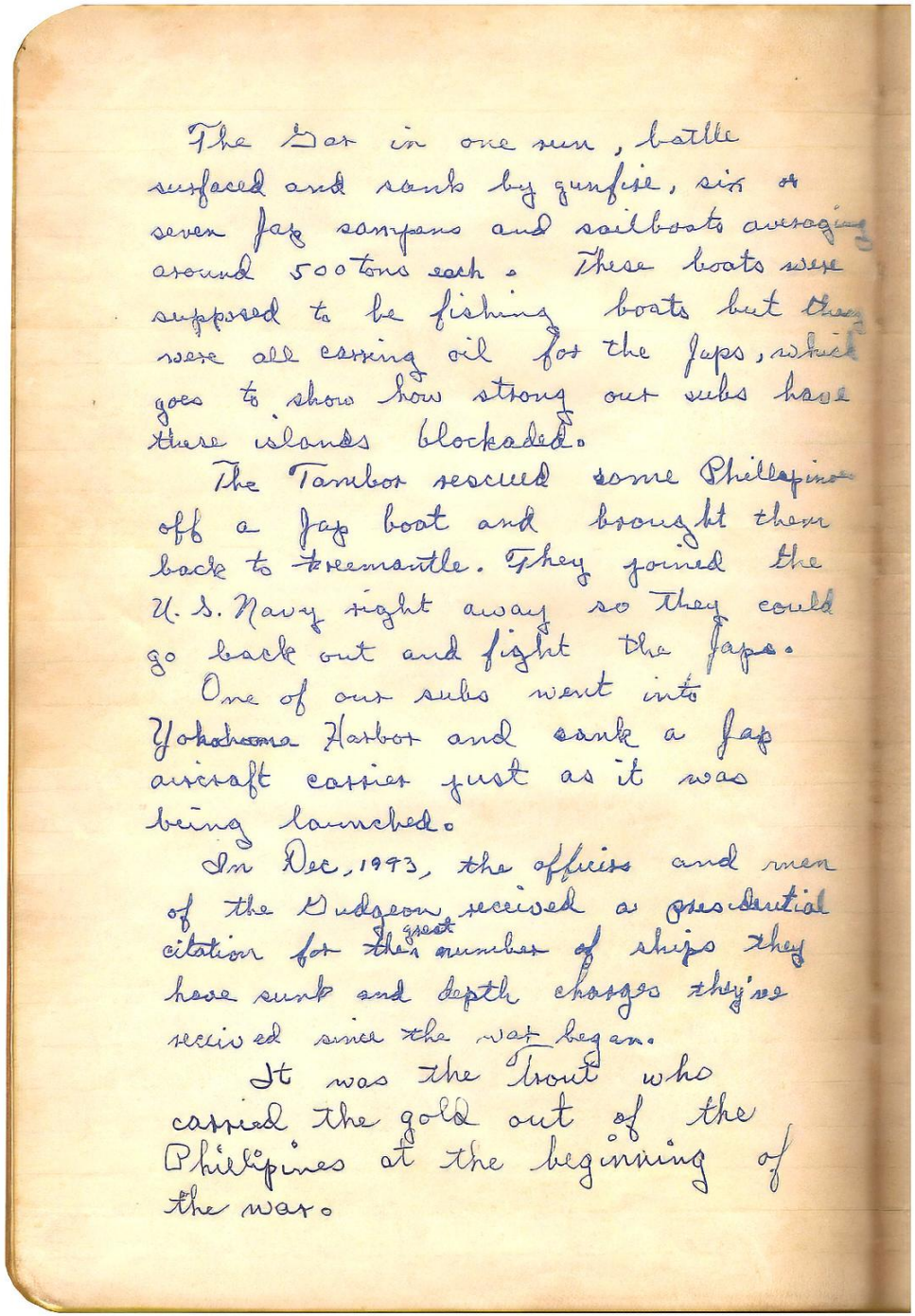
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The Gar in one run, battle surfaced and sank by gunfire, six or seven Jap sampans and sailboats averaging around 500 tons each. These boats were supposed to be fishing boats but they were all carring oil for the Japs, which goes to show how strong our subs have these islands blockaded.

The Tambor rescued some Phillapinos off a Jap boat and brought them back to Freemantle. They joined the U. S. Navy right away so they could go back out and fight the Japs.

One of our subs went into Yokohama Harbor and sank a Jap aircraft carrier just as it was being launched.

In Dec, 1943, the officers and men of the Gudgeon received a presidential citation for the great number of ships they have sunk and depth charges they've received since the war began.

It was the Trout who carried the gold out of the Phillipines at the beginning of the war.

(Note: Page 92 missing or not used.)

(Back of Page 92)

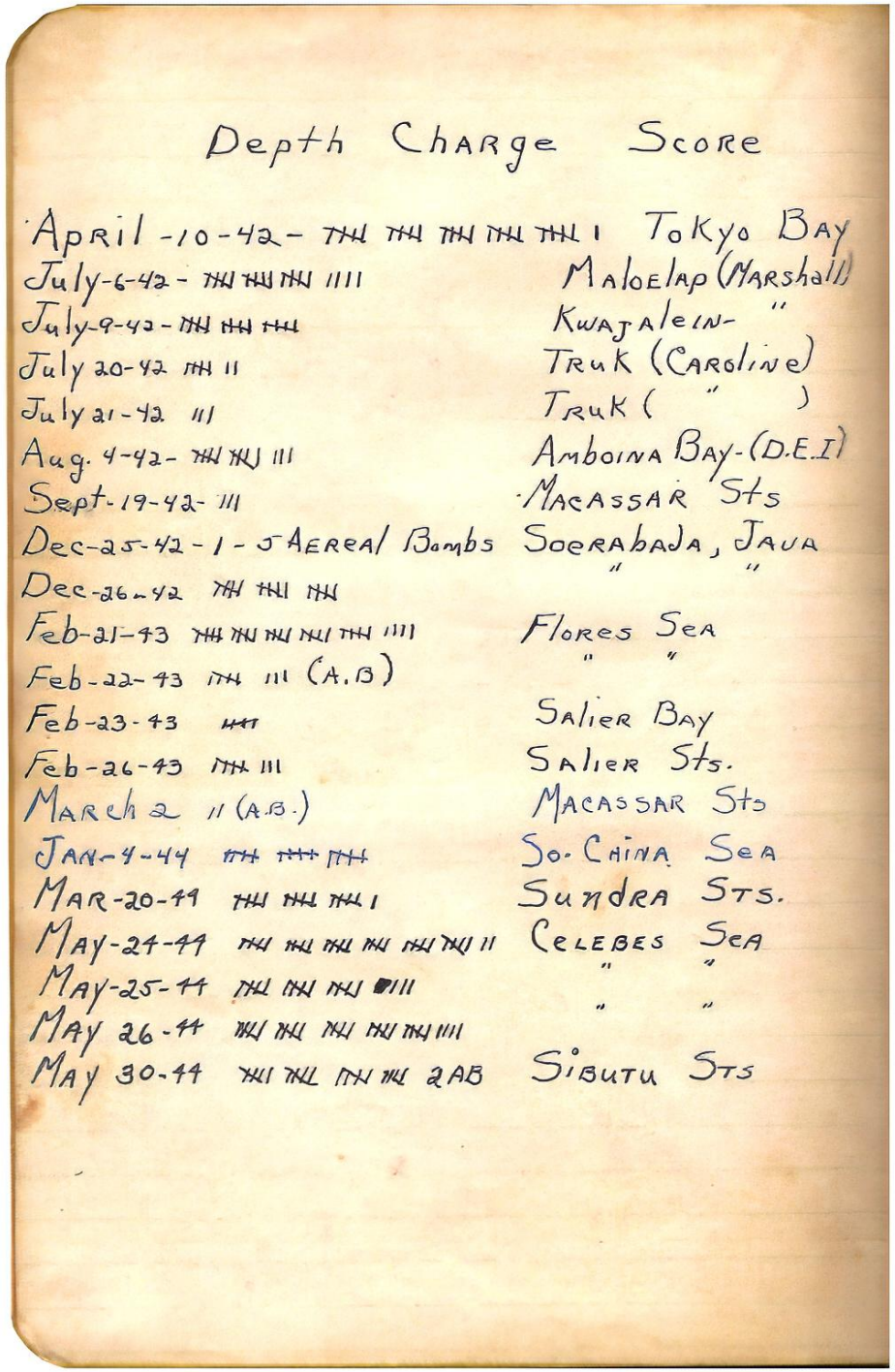
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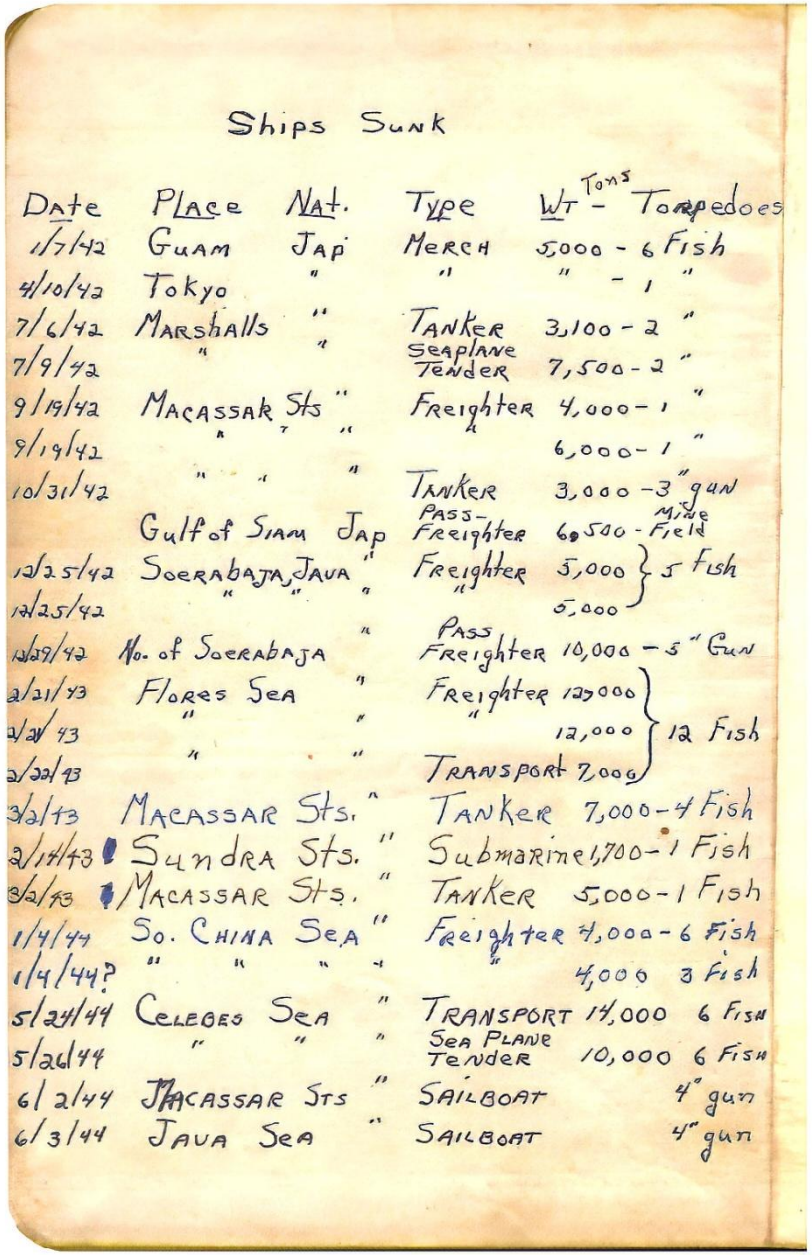
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Depth Charge Score

April -10 -42 – ||||| ||||| ||||| ||||| ||||| Tokyo Bay
July-6-42 – ||||| ||||| ||||| |||| Maloelap (Marshall)
July-9-42 – ||||| ||||| ||||| Kwajalein – "
July 20-42 ||||| || Truk (Caroline)
July 21-42 ||| Truk (")
Aug. 4-42 – ||||| |||| Amboina Bay-(D.E.I)
Sept-19-42 – |||| Macassar Sts
Dec-25-42 – 1 – 5 Aereal Bombs Soerabaja, Java
Dec-26-42 ||||| ||||| ||||| " "
Feb-21-43 ||||| ||||| ||||| ||||| ||||| Flores Sea
Feb-22-43 ||||| |||| (A.B) " "
Feb-23-43 |||| Salier Bay
Feb-26-43 ||||| |||| Salier Sts.
March 2 ||| (A.B.) Macassar Sts
Jan-4-44 ||||| ||||| ||||| So. China Sea
Mar-20-44 ||||| ||||| ||||| | Sundra Sts.
May-24-44 ||||| ||||| ||||| ||||| || Celebes Sea
May-25-44 ||||| ||||| ||||| ||| " "
May 26-44 ||||| ||||| ||||| ||||| ||||
May 30-44 ||||| ||||| ||||| ||||| 2AB Sibutu Sts

	Depth Charge Score	
April-10 -42	26	Tokyo Bay
July-6-42	19	Maloelap (Marshall)
July-9-42	15	Kwajalein – "
July-20-42	7	Truk (Caroline)
July 21-42	3	Truk (")
Aug. 4-42	13	Amboina Bay. (D.E.I)
Sept-19-42	3	Macassar Sts
Dec-25-42	1-5 Aereal Bombs	Soerabaja, Java
Dec-26-42	15	" "
Feb-21 43	29	Flores Sea
Feb-22-43	8 (A.B)	" "
Feb-23-43	5	Salier Bay
Feb-26-43	8	Salier Sts.
March 2	11 (A.B.)	Macassar Sts
Jan-4-44	15	So. China Sea
Mar-20-44	16	Sundra Sts.
May-24-44	32	Celebes Sea
May-25-44	18	" "
May-26-44	29	" "
May-30-44	20 2 AB	Sibutu Sts



Ships Sunk

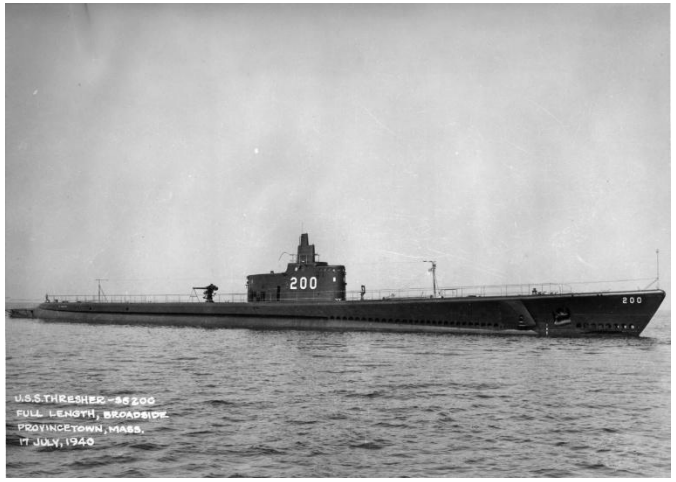
Date	Place	Nat.	Type	Wt tons - Tons	Torpedoes
1/7/42	Guam	Jap	Merch	5000 -	6 Fish
4/10/42	Tokyo	"	"	" -	1 "
7/6/42	Marshalls	"	Tanker	3,100 -	2 "
7/9/42	"	"	Seaplane Tender	7,500 -	2 "
9/19/42	Macassar Sts	"	Freighter	4,000 -	1 "
9/19/42	"	"	"	6,000 -	1 "
10/31/42	"	"	Tanker	3,000 -	3" gun
	Gulf of Siam	Jap	Pass-Freighter	6,500 -	Mine Field
12/25/42	Soerabaja, Java	"	Freighter	5,000	5 Fish
12/25/42	"	"	"	5,000	
12/29/42	No. of Soerabaja	"	Pass Freighter	10,000 -	5" Gun
2/21/43	Flores Sea	"	Freighter	12,000	12 Fish
2/21/43	"	"	"	12,000	
2/22/43	"	"	Transport	7,000	
3/2/43	Macassar Sts.	"	Tanker	7,000 -	4 Fish
2/14/43	Sundra Sts.	"	Submarine	1,700 -	1 Fish
3/2/43	Macassar Sts.	"	Tanker	5,000 -	1 Fish
1/4/44	So. China Sea	"	Freighter	4,000 -	6 Fish
1/4/44?	"	"	"	4,000	3 Fish
5/24/44	Celebes Sea	"	Transport	14,000	6 Fish
5/26/44	"	"	Sea Plane Tender	10,000	6 Fish
6/2/44	Macassar Sts	"	Sailboat		4" gun
6/3/44	Java Sea	"	Sailboat		4" gun

Ships Sunk

Date	Place	Nat.	Type	Wt tons	Torpedoes
1/7/42	Guam	Jap	Merch	5,000	6 fish
4/10/42	Tokyo	"	"	"	1 "
7/6/42	Marshalls	"	Tanker	3,100	2 "
7/9/42	"	"	Seaplane Tender	7,500	2 "
9/19/42	Macassar Sts	"	Freighter	4,000	1 "
9/19/42	"	"	"	6,000	1 "
10/31/42	"	"	Tanker	3,000	3" gun
	Gulf of Siam	"	Pass-Freighter	6,500	mine field
12/25/42	Soerabaja, Java	"	Freighter	5,000	5 fish
12/25/42	"	"	"	5,000	
12/29/42	No of Soerabaja	"	Pass-Freighter	10,000	5" Gun
2/21/43	Flores Sea	"	Freighter	12,000	12 fish for all 3 ships
2/21/43	"	"	Freighter	12,000	
2/22/43	"	"	Transport	7,000	
3/2/43	Macassar Sts	"	Tanker	7,000	4 Fish
2/14/43	Sundra Sts.	"	Submarine	1,700	1 fish
3/2/43	Macassar Sts.	"	Tanker	5,000	1 fish
1/4/44	So. China Sea	"	Freighter	4,000	6 fish
1/4/44?	"	"	"	4,000	3 fish
5/24/44	Celebes Sea	"	Transport	14,000	6 fish
5/26/44	"	"	Seaplane Tender	10,000	6 fish
6/2/44	Macassar Sts	"	Sailboat		4" gun
6/3/44	Java Sea	"	Sailboat		4" gun

Notes

1. Pg 1. Wes Headington's first war patrol on the *USS Thresher* (SS 200) actually started a little over six weeks before the Japanese bombed Pearl Harbor and the US declared war on Japan. *Thresher,* under the command of Lieutenant Commander William Lovett Anderson, and sister ship *Tautog* (SS-198) departed the submarine base at Pearl Harbor on 21 October 1941 bound for a simulated war patrol north of Midway atoll, both carrying fully-armed torpedo warheads. [Source: Naval History and Heritage Command (NHHC), https://www.history.navy.mil/research/histories/ship-histories/danfs/t/thresher-i.html]



USS Thresher (SS-200)

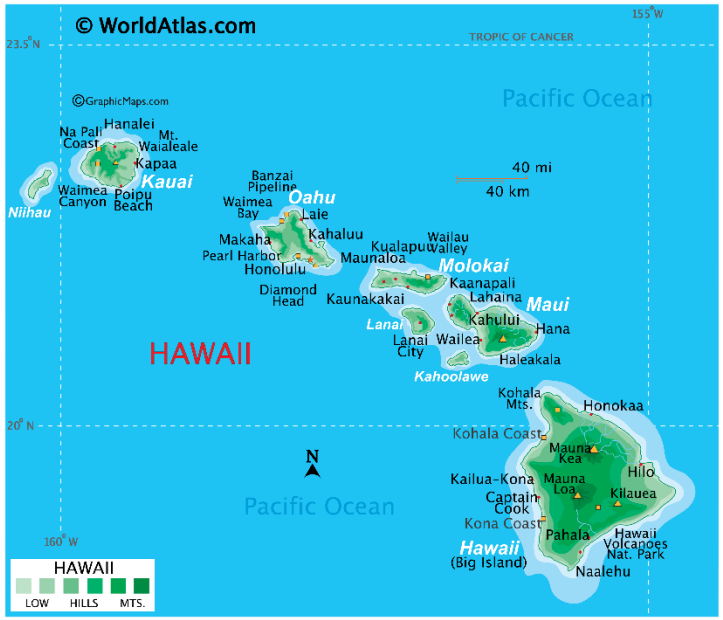
2. Pg 1. USS Trout (SS-202) was a highly decorated *Tambor*-class submarine that served in the Pacific during World War II. She received 11 battle stars and Presidential Unit Citations for her second, third, and fifth war patrols. *Trout* also delivered ammunition to the besieged American forces on Corregidor and brought out 20 tons of gold bars and silver pesos from the Philippine currency reserve to Pearl Harbor. During 1941, she was used as a target by a series of tests determining the vulnerability of submarines to depth charge attacks. *Trout* is credited with sinking 12 enemy ships for 37,144 tons. During her first ten war patrols she made 32 torpedo attacks, firing 85 torpedoes, including 34 hits, five confirmed premature detonations, five confirmed duds, and 25 suspected duds. She was also involved in six battle surface actions and was attacked with depth charges eight times. She was reported overdue on 17 April 1944 and presumed lost with all hands on her eleventh war patrol. Of the



USS Trout (SS-202)

twelve *Tambor*-class submarines, only five survived the war. [Source: Wikipedia, https://en.wikipedia.org/wiki/USS_Trout_(SS-202)]

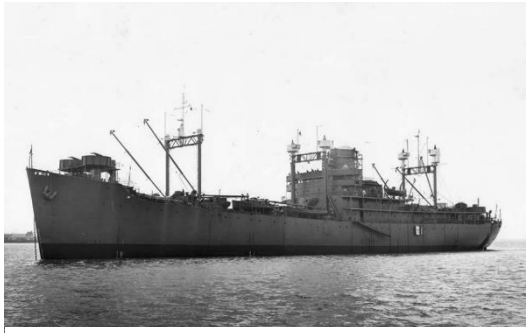
3. Pg 1. On 7 December, 1941, *Thresher* neared the Hawaiian Islands to end her simulated patrol. The day before, the submarine had encountered heavy seas while cruising on the surface, and a wave had slammed Sea2c William D. Grover against the support for the periscopes, inflicting multiple injuries. USS Litchfield (DD-336) was assigned escort duty for Thresher. Upon receiving word that Pearl Harbor was being bombed, *Litchfield* promptly set off to join U.S. light forces clearing from the harbor, leaving *Thresher* alone to conduct her first real war patrol. However, the destroyer was ordered back to escort the submarine; radio contact between the two ships was established; and a rendezvous arranged. At the pre-appointed time, *Thresher* poked up her periscope to have a look, and noticed a ship similar to *Litchfield* approaching, bows-on. The submarine's commander and a signalman felt certain that the oncoming ship was *Litchfield.* Nevertheless, instead of a warm reception from friends, she got a hot reception from what proved to be the light minelayer *Gamble* (DM-15), which opened fire on the submarine as soon as her black conning tower broke the surface. Quickly reappraising the situation, *Thresher* immediately went deep to avoid the attentions of "friendly forces." [Source: NHHC]



Hawaiian Islands Showing Pearl Harbor

4. Pg 2. *Thresher* again tried to enter the harbor on the December 8th, but was driven off by depth-bombs from a patrol plane, before the seaplane tender (destroyer) *Thornton* (AVD-11) finally arrived to provide safe-conduct for the submarine at midday on the 8th. Sadly, Sea2c Grover steadily worsened, and died before the boat reached port. [Source: NHHC]

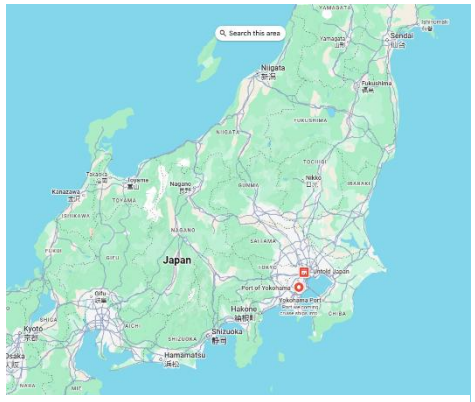
5. Pg 2. Departing Pearl Harbor on 30 December 1941, *Thresher* headed for the Marshalls and Marianas. Reconnoitering Majuro, Arno, and Mili atolls from (9-13 January 1942), the submarine shifted to waters off Japanese-held Guam in the early morning darkness of 4 February. A little before daybreak, she sighted a small freighter seven miles north of Agana Harbor and closed for the attack. She loosed a three-torpedo spread, holing the ship and sending her down by the bow and dead in the water. *Thresher* then fired another spread of torpedoes, but all missed due to the target angle. When the submarine returned to the scene one-half hour later, the once-wallowing freighter was no longer in sight; and *Thresher* felt that she had scored a "kill." Her claim, however, was not substantiated in postwar accounting. [Source: NHHC]
6. Pg 3. While enroute to Pearl Harbor, an overzealous Navy plane attacked the ship on 24 February but, fortunately, did not damage the submarine which returned safely to Pearl Harbor on the 26th. [Source: NHHC]
7. Pg 3. *USS Pelias* (AS–14) was a Griffin class submarine tender in service with the U.S. Navy from 1941 to 1970. She was at the Submarine Base pier at Pearl Harbor on December 7, 1941. From July 1942 to May 1944 *Pelias* was stationed in Fremantle/Albany, Australia, providing essential maintenance, repair, and logistical support to Allied submarines patrolling the Pacific. [Source: https://en.wikipedia.org/wiki/USS_Pelias]



USS Pelias (AS-14)

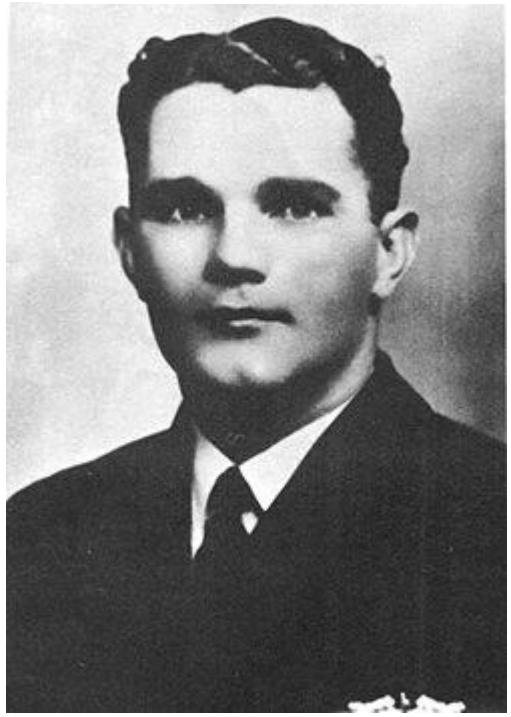
8. Pg 4. While conducting routine exercises and drills, *Thresher* sighted a large Japanese freighter on the morning of 10 April 1942. She closed for the attack and launched a three-torpedo spread. All three missed, and the freighter escaped in the mist. When the target emerged from the murk, her course precluded a further attack; and the frustrated submarine proceeded on her way. She sighted a second target later that day, and her hunting was better this

time around. One torpedo broke the back of the 3,000-ton freighter *Sado Maru* off Yokohama harbor, sending her beneath the waves in three minutes. Enemy antisubmarine craft picked up *Thresher* within 30 minutes of the sinking, and the submarine began a game of hide-and-seek. During one depth-charge attack, the boat lost depth control and began plunging towards unexplored depths before her bow was trimmed, and she regained control. [Source: NHHC]



Yokohama Harbor, Japan

9. Pg 5. In June 1942, William John Millican was promoted to lieutenant commander and took command of *Thresher*. Commander Millican was twice awarded the Navy Cross, but was presumed killed in action when the submarine he was commanding, the USS *Escolar*, was overdue to report in to Perth. She was last heard from on October 17, 1944. Post war analysis of Japanese records show no antisubmarine action at that time in the area where *Escolar* is believed to have been, it is assumed that she struck a mine and sank with all hands. [Source: https://en.wikipedia.org/wiki/William_J._Millican]


CDR William J. Millican

10. Pg 6. Commencing her fourth war patrol on 26 June 1942, *Thresher* headed for waters between the Palaus and the Marshalls. She approached a tanker off Enijun Pass on 6 July and commenced an attack. One torpedo struck home near the stern, and *Thresher* felt a muffled explosion. Large amounts of smoke boiled into the sky from the stricken tanker's stern. Soon, Japanese aircraft arrived on the scene and assisted the two surface escorts during an ensuing three-hour depth bomb counterattack. The submarine then resumed her search for "targets of opportunity." [Source: NHHC]

11. Pg 6. Midway between Kwajalein and Wotje atolls, *Thresher* sighted the 4,836-ton motor torpedo boat tender *Shinsho Maru.* Two torpedo hits caused tremendous explosions to shake the area, and *Shinsho Maru* sank beneath the waves. The submarine then withdrew to await expected Japanese countermeasures. Within the hour, two depth charges shook the ship, and 10 minutes later, a banging and clanking alerted *Thresher* to the fact that the Japanese were apparently bringing a large grapnel into play in an attempt to capture the submarine. *Thresher* fought for her life. After applying full right rudder, she made a 10-minute, high-speed run which shook her free from the giant hook. Then, as a depth charge exploded near her conning tower, the boat went into deeper water. With a bending and twisting turn, the submarine left the enemy behind, with some 30-odd depth charges exploding in her wake. Shaken but not seriously damaged, *Thresher* made minor repairs as she headed for Truk to reconnoiter the passes leading into this enemy naval bastion. [Source: NHHC]



Marshall Islands - Kwajalein and Wotje Atolls

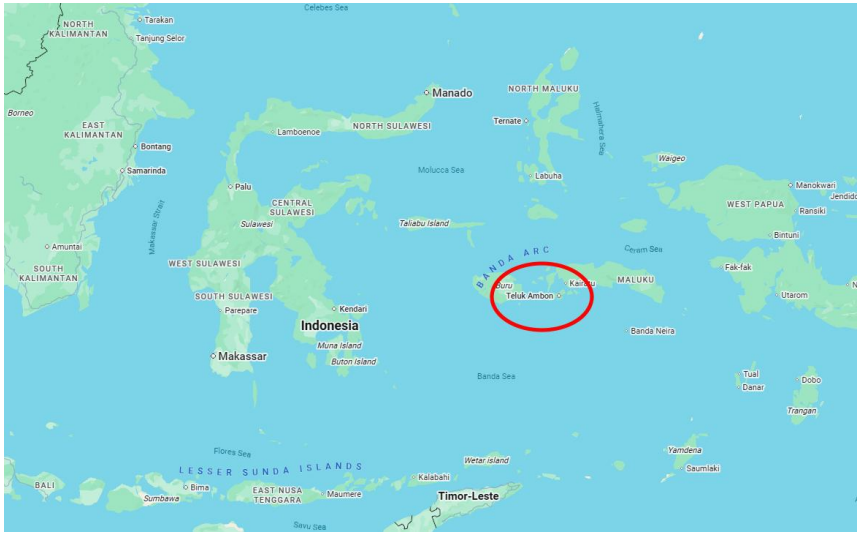
12. (Back of Pgs 6 and 7). Truk Atoll (now Chuuk Lagoon) is an atoll in the central Pacific Ocean, about 970 nautical miles northeast of New Guinea and is part of Chuuk State within the Federated State of Micronesia (FSM). A protective reef, 140 miles around, encloses a natural harbor. It has a land area of 36 square miles, with a population of 36,158 people and a maximal elevation of 1,453 ft. Truk Atoll was Japan's main naval base in the South Pacific Theater during WWII. It was the site of a major U.S. attack



Truk Atoll

in February 1944, and a small assault conducted by British and Canadian forces during June 1945. [Source: https://en.wikipedia.org/wiki/Chuuk_Lagoon].

13. (Back of Pgs 6 and 7). *Thresher* surfaced in a rain squall before daybreak on the 21st. The boat's sonar picked up the sound of screws, close and closing. Soon an enemy patrol craft came into view, approaching on a collision course. Surprisingly, the Japanese chose not to ram, but instead put over his helm hard right, and came to a parallel course some 50 yards away. With the two antagonists perhaps mutually astonished to find each other in the area, *Thresher* "pulled the plug" to dive deep, while the enemy's guns fired close but ineffective salvoes into the water ahead of the disappearing submarine. [Source: NHHC]
14. Pg 8. The Dutch East Indies, also known as the Netherland East Indies, was a Dutch colony with territory mostly comprising the modern state of Indonesia, which declared independence on 17 August 1945. [Source: Wikipedia, https://en.wikipedia.org/wiki/Dutch_East_Indies]
15. Pg 8. Also known as Ambon Bay. It is located in Ambon Island, Maluku province, Indonesia. [Source: Wikipedia, https://en.wikipedia.org/wiki/Ambon_Bay]
16. Pg 8. Q-ships, also known as Q-boats, decoy vessels, special service ships, or mystery ships, were heavily armed merchant ships with concealed weaponry, designed to lure submarines into making surface attacks. This gave Q-ships the chance to open fire and sink them. The Q in *Q-ship* stands for Queenstown, in Ireland, because Haulbowline Dockyard, in Cork Harbour, was responsible for the conversion of many mercantile steamers to armed decoy ships during the First World War. Germany, Japan, the United Kingdom and the United States all employed Q-ships during WWII. [Source: Wikipedia, https://en.wikipedia.org/wiki/Q-ship]

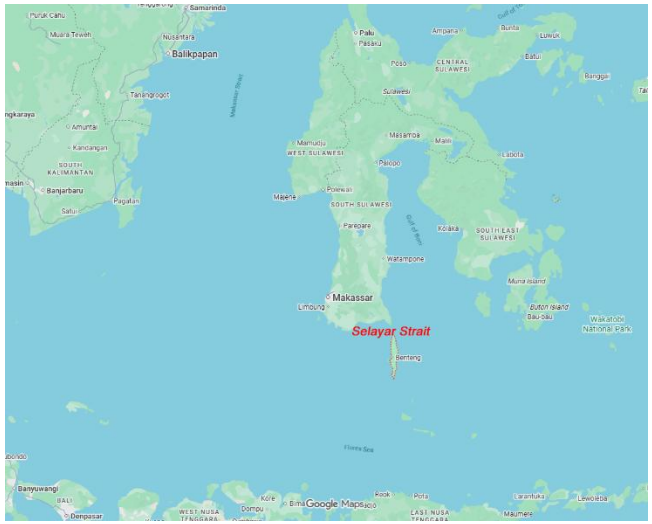


Ambon Bay, Indonesia

17. Pg 8. *Thresher* tangled with an enemy "Q"-ship off Ambon in the former Netherlands East Indies. The two torpedoes that she fired at the enemy failed to detonate, and the "Q"-ship subjected *Thresher* to an eight-charge barrage before giving up the attack. Since she had been reassigned to the Southwest Pacific Submarine Forces, *Thresher* sailed for Australian waters and terminated her fourth war patrol at Fremantle on 15 August 1942. [Source: NHHC]
18. Pg 9. Fremantle is a port city in Western Australia, located at the mouth of the Swan River in the metropolitan area of Perth, the state capital. Fremantle Harbor serves as the port of Perth. Fremantle played a key role in World War II as the largest submarine base in the Southern Hemisphere. [Source: Wikipedia, https://en.wikipedia.org/wiki/Fremantle]
19. Pg 9. The Australian florin was a coin used in the Australia before 1966. The florin was worth two shillings (24 pence, or one-tenth of a pound). The denomination was first minted in 1910 to the same size and weight as the British Florin. Florins minted from 1910 to 1945 were produced were 92.5% sterling silver, weighing over a third of an ounce. [Source: Wikipedia, https://en.wikipedia.org/wiki/Florin_(Australian_coin)]
20. Pg 9. USS *Holland* (AS-3) was a submarine tender that served before and during World War II. She arrived at Port Darwin, Australia, 2 January 1942 for round-the-clock operations which included the building of docks and floats as well as the constant repair and equipping of ships as well as submarines. By the close of World War II, *Holland* had given 55 instances of refit to submarines, provided repair and service to 20 surface craft and completed various jobs on shore installations. *Holland* earned two battle stars and the Navy Unit Commendation for World War II service. [Source: NHHC, https://www.history.navy.mil/research/histories/ship-histories/danfs/h/holland-ii.html]
21. Pg 9. Albany is a port city in the Great Southern region in the Australian state of Western Australia, 260 miles southeast of Perth. An auxiliary submarine base was developed there during WWII in the event the submarine base at Fremantle was lost. Also in the harbor was a Royal Australian Navy installation which provided for refueling from four 5,000-ton) fuel tanks. [Source: Wikipedia, https://en.wikipedia.org/wiki/Albany,_Western_Australia]

22. Pg 10. Mark 12 Submarine launched mine. Unlike the Mark 11, the Mark 12 was designed to be launched from a standard 21" torpedo tube. Cylindrical with an aluminum case, this mine was developed in the 1920s from German S-type mines. Dimensions were 20.8D x 94.25L inches. Weighed 1,445 lbs. with a 1,100 lbs. TNT charge or 1,595 lbs. with a 1,250 lbs. Torpex charge. [Source: https://www.navweaps.com/Weapons/WAMUS_Mines.php]
23. Pg 10. The Lombok Strait is a strait of the Bali Sea connecting to the Indian Ocean, and is located between the islands of Bali and Lombok in Indonesia. Its narrowest point is at its southern opening, with a width of about 12 miles between the islands of Lombok and Nusa Penida, in the middle of the strait. Its total length is about 37 miles. At a minimum depth of 820 feet, it is much deeper than the Strait of Malacca, so deep draft ships often use the Lombok Strait instead. Makassar Strait is a strait between the islands of Borneo and Sulawesi in Indonesia. To the north it joins the Celebes Sea, while to the south it meets the Java Sea [Sources: Wikipedia, https://en.wikipedia.org/wiki/Lombok_Strait and https://en.wikipedia.org/wiki/Makassar_Strait]
24. Pg 10. According to the official Navy account, *Thresher* fired torpedoes at two freighters north of Lombok Strait on 19 September but was unable to determine the results of her attacks. [Source: NHHC]
25. Pg 11. "The first submarine minefield was laid out of Fremantle by W. J. Millican in *Thresher* in the approaches to Bangkok on 16 October 1942. It was followed four days later by another in the same area planted by Donald McGregor in *Gar* (SS 206). Both submarines carried maximum loads of 32 Mk 12 mines, which took the space of 16 torpedoes. Although their designed maximum load was 40 mines, in practice U.S. subs carried at least eight torpedoes for use in an emergency before the mine plant or to attack targets thereafter. All minelaying missions but one were carried out by boats of the Tambor or later classes, probably because the earlier types had fewer torpedo tubes." [Source: U.S. SUBMARINE MINING SUCCESSES DURING WORLD WAR II by CDR. John D. Alden, USN (Ret.), an article in The Submarine Review, October 2007, p. 65-84. https://www.navweaps.com/Weapons/WAMUS_Mine_Success.pdf]

26. Pg 11. While reconnoitering off Balikpapan, Borneo, and the Celebes coast, *Thresher* sighted a tanker aground on a reef off Kapoposang Island in the Java Sea. *Thresher* soon surfaced for a deck-gun attack and left the enemy ship with decks awash. [Source: https://www.history.navy.mil/research/histories/ship-histories/danfs/t/thresher-i.html]
27. Pg. 12. Selayar Strait separates Selayar Island and the mainland of Sulawesi, in the northern Flores Sea, in Indonesia. [Source: https://en.wikipedia.org/wiki/Selayar_Strait]
28. Pg 12. Navy records indicated that one Japanese 5,245-ton freighter, the Sydney Maru, was damaged by the minefield laid by USS *Thresher*. US Navy records indicate that the Sydney Maru was sunk by a submarine torpedo on 14 April 1943, [Sources: U.S. SUBMARINE MINING SUCCESSES DURING WORLD WAR II by CDR. John D. Alden, USN (Ret.), an article in The Submarine Review, October 2007, p. 65-84.



Selayar Strait in Northern Flores Sea, Indonesia

https://www.navweaps.com/Weapons/WAMUS_Mine_Success.pdf] and NHHC, Japanese Naval and Merchant Shipping Losses During World War II by All Causes, https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/j/japanese-naval-merchant-shipping-losses-wwii.html]
29. Pg 13. Surabaya is the capital and largest city of East Java Province and the second-largest city in Indonesia, after Jakarta. Located on the northeastern corner of Java island, on the Madura Strait, it is one of the earliest port cities in Southeast Asia. Japan occupied the city in 1942, as part of the Japanese occupation of the Dutch East Indies, and it was bombed by the Allies in 1944. After the end of World War II, Surabaya was seized by Indonesian nationalists. [Source: Wikipedia, https://en.wikipedia.org/wiki/Surabaya]

30. Pg 13. Underway from Fremantle on 16 December 1942, she arrived off Soerabaya, Java, on Christmas Day. She intercepted a convoy of freighters, escorted by two destroyers, several submarine chasers, and two aircraft. Slipping past the escorts, *Thresher* sent five torpedoes towards the leading three ships. Two successive explosions followed. Rising to periscope depth, the submarine observed the second ship in the column down by the bow, with her stern up in the air and her screws, still revolving, out of the water. A second ship lay dead in the water, enveloped in smoke. [Source: NHHC]
31. Pg 14. In the evening of 26 December 1942, *Thresher* sighted an enemy aircraft carrier, but was picked up by escorts and held at bay for more than an hour while the enemy task force faded into the night. [Source: NHHC]
32. Pg 16. On the night of 29 December 1942, *Thresher* made contact with the 3,000-ton freighter *Haichan Maru.* Just before midnight, she fired a spread of torpedoes at the cargoman; but all missed or ran too deep. Undaunted, *Thresher* waited for the moonrise and then surfaced to utilize her deck gun. Outmaneuvering the enemy, who tried to ram her, *Thresher* scored eight hits in succession amidships with her 5-inch main battery, stopping *Haichen Maru* dead in the water. A single torpedo finished the deck gun's work, and the enemy vessel slipped beneath the waves, stern first, in the predawn darkness of 30 December 1942. [Source: NHHC]
33. Pg 16. Balikpapan is a seaport city on the east coast of the island of Borneo and is the financial center of that region of Indonesia. The city was originally a fishing village built by Buginese people in the 19th century. Oil was discovered there in 1897 and has been the primary economy ever since. During WWII, Japan occupied the city in 1942 as part of the occupation of the Dutch East Indies, and was bombed by the Allies in the First Balikpapan Battle in 1942 and the Second Balikpapan Battle in 1945. The oil refineries and the seaport were burned to the ground. [Source: Wikipedia, https://en.wikipedia.org/wiki/Balikpapan#:~:text=Balikpapan%20is%20a%20seaport%20city,the%20financial%20center%20of%20Kalimantan.]

34. Pg 17. Christmas Island is an Australian external territory in the Indian Ocean. It is about 190 nautical miles south of Java and Sumatra and about 840 nautical miles northwest of the closest point on the Australian mainland. It has an area of 52 square miles. The territory derives its name from its discovery on Christmas Day 1643 by Captain William Mynors. It was first settled in the late 19th century, after abundant phosphate deposits were found which led Britain to annex the island in 1888 and begin commercial mining in 1899. The Japanese invaded the island in 1942 to secure its phosphate deposits. After the end of Japanese occupation, the island's administration was restored to Singapore, but it was transferred to Australia in 1958, where it has remained since. Christmas Island had a population of 1,692 as of 2021, with most living in settlements on its northern edge. 63% of the island is made up of the Christmas Island National Park, which features several areas of primary monsoonal forest. [Source: Wikipedia, https://en.wikipedia.org/wiki/Christmas_Island]
35. Pg 17. The Sundra Strait is the strait between the Indonesian islands of Java and Sumatra. It connects the Java Sea with the Indian Ocean. Extending in a roughly southwest/northeast orientation, with a minimum width of 15 miles at its northeastern end between Cape Tua on Sumatra and Cape Pujat on Java, the strait is part of the Java Sea. It is essentially triangular in shape, with two large bays on its northern side. It is also very broad and deep at its southwestern end, but as it narrows to the northeast it becomes much shallower, with a minimum depth of only 66 ft in parts of its northeastern end. The strait is notoriously difficult to navigate because



Sundra Strait Between Indian Ocean and Java Sea

of this shallowness, very strong tidal currents, sandbanks, and man-made obstructions such as oil platforms off the Java coast. [Source: Wikipedia, https://en.wikipedia.org/wiki/Sunda_Strait]

36. Pg. 17. Returning to Fremantle on 10 January 1943, the submarine got underway 15 days later for her seventh war patrol. At 1100 on 14 February, *Thresher* made contact with Japanese I-65-class submarine I-162 to the east of Thwartway Island (now called Sangiang, see the map in Note 35). She launched two torpedoes; but one turned out to be a dud, and the other exploded harmlessly on the ocean bottom. Turning north and firing deck guns, *Thresher's* adversary soon disappeared from sight over the horizon. [Source: NHHC]
37. Pg. 19. On February 17, 1943, *Thresher* reconnoitered Flying Fish Cove, off Christmas Island, and photographed docks, houses, phosphate loading areas, and gun emplacements. Then, after proceeding to the Flores Sea, she intercepted a three-ship convoy escorted by two antisubmarine vessels on 21 February 1943. Loosing a two-torpedo salvo, *Thresher* scored a hit with one on the stern of the 7,000-ton transport *Kuwayama Maru. Thresher* then evaded 13 depth charges before returning to periscope depth a little more than an hour later. She observed her target lying dead in the water while barges carried troops from the first transport to an undamaged sister. As escorts searched the waters nearby, *Thresher* closed and torpedoed the second transport as it was lying-to during the transfer of survivors from the first. Two loud explosions reverberated in the background as the submarine dived to avoid possible countermeasures. The following morning, *Thresher* circled back to the same area and found *Kuwayama Maru* settled deep in the water. *Thresher's* commanding officer estimated the transport ship was drawing 26 feet. *Thresher* set up for a coup-de-gras with one torpedo set at 18 feet, but it ran under the target. A second torpedo made a solid hit but did not explode. A third torpedo was also a dud. A fourth torpedo exploded with great force, broke the ship in two, and *Kuwayama Maru* sank in under three minutes. [Sources: NHHC and World War II Database, https://ww2db.com/ship_spec.php?ship_id=581].
38. Pg. 22. *Thresher* came upon a tanker and a freighter on 2 March 1943. A single torpedo hit on the 5,232-ton tanker *Toen Maru* sank the ship. The freighter, sighting the torpedo wakes, took evasive

action to avoid being hit. Then, a nearby escort arrived on the scene and kept *Thresher* at bay while the second target escaped. [Source: NHHC]

39. Pg. 23. Exmouth is a town on the tip of the North West Cape and on Exmouth Gulf in Western Australia, 698 miles north of Perth and 1,280 miles southwest of Darwin. The location was first used as a military base in World War II. After the retreat from Java in March 1942, Allied naval forces required a forward base for replenishing submarines, then the sole form of offensive warfare against the Japanese. Both Darwin, and Broome, were too exposed to air attack, so a 500-ton unmotorized lighter was placed as a refueling barge near the mouth of Exmouth Gulf, where the Allies were already maintaining a seaplane tender. Code-named "Potshot", the spartan base was also developed as a submarine advanced base and rest camp using the tender USS *Pelias*. [Source: https://en.wikipedia.org/wiki/Exmouth,_Western_Australia]
40. Pg. 24. LCDR Harry Hull was Commanding Officer of *Thresher* from March 1943 to November 1943. He graduated from the US Naval Academy in 1932. He retired as a US Navy Rear Admiral. He was awarded a Navy Cross for action April 4, 1943 – November 29, 1943 for extraordinary heroism as Commanding Officer of the USS *Thresher* (SS-200), during her 8th, 9th and 10th War Patrols. [Source: Military Times.com, https://valor.militarytimes.com/recipient/recipient-19260/]



Harry Hull's USNA Graduation Photo

41. Pg. 26. This completed *Thresher*'s trifecta of all three prevailing problems with the Mark 14 torpedo: running too deep, dud hits, and premature explosions. [Source: World War II Database, https://ww2db.com/ship_spec.php?ship_id=581]
42. Pg. 27. USS *Gudgeon* (SS-211) was the first American submarine to sink an enemy warship in World War II (Pacific, 27 January 1942). She was the last of the long-range *Tambor*-class vessels commissioned for the US Navy in the years before the country entered World War II. Gudgeon scored 14 confirmed kills, placing her 15th on the honor roll of American submarines. She was declared overdue, presumed lost with all hands, on 7 June 1944. Of the twelve *Tambor*-class

submarines, only five survived the war. [Source: Wikipedia, https://en.wikipedia.org/wiki/USS_Gudgeon_(SS-211).]

43. Pg. 28. The Sape Strait or Sapie Strait connects the Flores Sea to the Sumba Strait. It separates the Indonesian islands of Sumbawa and Komodo. The Strait is known for rough seas, shoals, and strong currents. [Source: https://en.wikipedia.org/wiki/Sape_Strait]
44. Pg. 30. The *Thresher* did not make contact with the "Commandos" until after EM2(SS) Headington transferred off the boat. On July 9, 1943, *Thresher* arrived off Catmon Point, Negros Island. Under cover of darkness, the submarine surfaced and delivered 500 pounds of stores and 40,000 rounds of ammunition to Filipino commandoes. In addition, the crew of the submarine contributed their personal rations of cigarettes, matches, soap, candy, and other personal gear to those brave men who were resisting Japanese occupation. Receiving intelligence documents in return, *Thresher* got underway for a resumption of her war patrol shortly before midnight. *Thresher* soon departed the Philippines and sailed via Pearl Harbor and Midway to the west coast for a major overhaul at the Mare Island Navy Yard, Vallejo, Calif. [Source: NHHC]
45. Pg. 32. Kelang Island and Strait are located about 70 miles northeast of Ambon. [Source: Wikipedia, https://en.wikipedia.org/wiki/Kelang]



Sape Strait Between Sumbawa and Komodo Islands, Indonesia



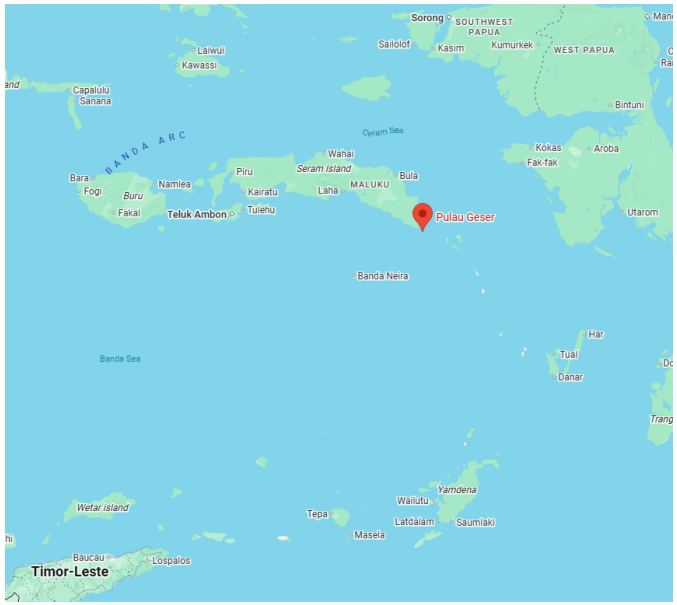
Kelang Island and Strait

46. Pg. 32. Buru is the third largest island within the Maluku Islands of Indonesia. It lies between the Banda Sea to the south and Seram Sea to the north, west of Ambon and Seram islands. The island is mostly mountainous, especially in the central and western parts. The tallest peak is 8,900 ft, and 18 percent of the island is above 3,000 ft. From the spring of 1942 to the summer of 1945, the entire Dutch East Indies, including Buru, were occupied by the Japanese army. During this period, the island was raided by the bombers of the Allies aiming to incapacitate the Japanese military infrastructure, in particular the airport at Namlea, the major town of Buru. [Source: Wikipedia, https://en.wikipedia.org/wiki/Buru]



Location of Buru

47. Pg. 33. Geser is a tiny atoll island, only 3 km^2 in area, at the eastern tip of Seram, between the Ceram and Banda Seas, in the Kefing Strait. It is an important historical spice trade center of the region. Although, it was a center for trading spices, the island has no airport and public transportation like car or buses. Motorcycles are the main transportation on the island and a weekly ferry from nearby islands is the primary means of getting to the island. Services are rather primitive, with electricity available only between 6pm and 6am each day. [Sources: https://www.indonesia-tourism.com/maluku/geser_island.html and https://www.east-indonesia.info/regions/maluku-travel-information-east-of-seram.html]



Location of Geser Island and Kefing Strait

48. Pg. 33. Dili is the capital and largest city of Timor-Leste. It lies on the northern coast of the island of Timor, in a small area of flat land hemmed in by mountains. Upon the outbreak of the Pacific War in 1941, Australian and Dutch troops were sent to Dili despite Portuguese objections. In response, the Japanese invaded Dili as part of a two-pronged invasion of Timor. The city had been mostly abandoned prior to the invasion, and allied forces retreated further into the island. The Japanese left the Portuguese governor nominally in position, but took over administration. Much of Dili was destroyed during the war, from the initial Japanese invasion and from later allied bombings. Japanese forces on the island of Timor surrendered to Australian forces at the end of the war.



Dili and Kupang, Timor Island, Indonesia

Koepang, now known as Kupang, is the capital of the Indonesian province of East Nusa Tenggara. It is the largest city and port on the island of Timor. Geographically, Kupang is the southernmost large city in Indonesia, and the closest to Australia. It was under Japanese occupation between 1942 and 1945, and much of the Old Town was destroyed by Allied bombing.

49. Pg. 35. Submarine crews, upon their return from a war patrol, were transferred to a Rest and Recuperation Camp for a period of two weeks while their submarine was being refitted by a relief crew. During this two-week period the regular crew had no official duties to perform other than to rest and relax and divorce their minds from all thoughts of war and combat. There were some who criticized this practice as pampering. The submarine force commanders vigorously defended it as being not a luxury but a vital part of submarine warfare. War patrols, normally lasting from 45 to 60 days, introduced a protracted mental tension unknown to other types of warfare. Without the rest periods to ease this tension the personnel would soon have cracked up under the strain. As a result of the rest and recuperation policy submarine crews went to sea mentally and physically alert and it

is considered that this was the primary factor in keeping losses to a minimum. [Source: NHHC, https://www.history.navy.mil/research/library/online-reading-room/title-list-alphabetically/u/united-states-submarine-losses/introduction.html]



EM1 Rating Badge

50. Pg. 35. The Electrician's Mate First Class Petty Officer Rating Badge is shown here.
51. Pg. 36. USS *Cabrilla* (SS-288), a *Balao*-class submarine, was a ship of the United States Navy named for the cabrilla, an edible fish inhabiting the Mediterranean Sea and waters off the coast of California. *Cabrilla* was launched 24 December 1942 at the Portsmouth Navy Yard in Kittery, Maine; was commissioned 24 May 1943 and reported to the Pacific Fleet. She arrived at Pearl Harbor on 30 August 1943, and on 12 September was cleared for the first of eight war patrols. *Cabrilla* received six battle stars for her World War II service. Of her eight patrols, six were designated as "Successful War Patrols." She is credited with having sunk a total of 38,767 tons of shipping. Her Commanding Officer when EM1(SS) Headington reported onboard was T/CDR Douglas Thompson Hammond. [Sources: Wikipedia, https://en.wikipedia.org/wiki/USS_Cabrilla, and NHHC, https://www.history.navy.mil/research/histories/ship-histories/danfs/c/cabrilla.html]



USS Cabrilla (SS-288)

52. Pg. 42. During her second patrol, *Cabrilla* laid mines in the Gulf of Siam off Saracen Bay, on the southwest coast of Cambodia. [Source: NHHC, https://www.history.navy.mil/research/histories/ship-histories/danfs/c/cabrilla.html]
53. Pg. 43. Pogey bait is military slang for non-unissued, privately purchased comfort foods, sweets, and snacks. It typically refers to personal stashes of candy, jerky, and junk food that troops carry in the field to boost morale or use for bartering. It'd first usage dates back to at least 1918.
54. Pg. 44. USS *Pompon* (SS-267), a *Gato*-class submarine, was a ship of the United States Navy named for the pompon, an American fish of the *Anisot* family. *Pompon* was commissioned 17 March 1943.

She was on her third war patrol when she traded patrol areas with *Cabrilla*. [Source: NHHC, https://www.history.navy.mil/research/histories/ship-histories/danfs/p/pompon.html]

55. Pg. 46. SJ radar was a type of S band (10-cm) radar set used on American submarines during the Second World War. The widespread use of the SJ radar, combined with the very low use of radar in the Imperial Japanese Navy, gave great operational flexibility to the United States Navy's submarine campaign in the Pacific Ocean. The first prototype SJ was deployed in December 1941, but it was mid-1942 before they became common equipment. SJ radar was on all submarines by early 1943. The SJ was the second type of radar deployed on submarines during the war, representing a substantial improvement over the previous SD radar. The SJ was a variant of the SG surface search radar used on surface warships, contained in sets capable of fitting through submarine hatches for installation and designed to lie close to the curved hulls. The SJ provided directional and distance information about surface contacts as well as low-flying aircraft. The SJ radar was even used as a communications device. When used with a telegraph key, the SJ radar could send signals on a point-to-point basis between two submarines operating in a wolf pack. The directionality of the antenna and the short range provided relatively high security for this transmission. [Source: Wikipedia, https://en.wikipedia.org/wiki/SJ_radar]
56. Pg. 46. Excerpts from the *Cabrilla*'s Patrol Report:
1530 hours - In position 11°07'N, 109°07'E sighted masts and bridge structure bearing 225°(T), range 16000 yards. Commenced approach.
1535 hours - Sighted a second ship astern and to port of the first one sighted. Both ships were smoking and would have been picked up at greater range with good visibility. Identified both ships as loaded transports, estimate tonnage 4000 - 6000 tons each.
1610 hours - The course of both ships was 075°(T) at a speed of 6 knots. They were not zig-zagging. Planned to fire three torpedoes at each.

1624 hours - The second transport changed course to the right, passed astern of the leading one and then changed back to the left. The plan to fire three torpedoes at each still looked good but now from a greater range.
1646 hours - The farther transport was now overlapping the near one by half a ship's length. Decided to fire a total of four torpedoes which was done in position 11°05'N, 109°10'E.
1648 hours - Two torpedo hits were observed on the nearest of the transports after the first torpedo had missed ahead. Upon attempting to close the outer door of tube 4 it was noticed that the torpedo was still in the tube - part way out apparently as the door could not be closed. Fired the torpedoes in tubes no. 5 and 6 at the second transport.
1650 hours - Saw torpedo no. 5 hit the first transport directly under the stack. The two previous hits had stopped him right on the track of torpedo no. 5.
1651 hours - Fired tube no. 4 again. The torpedo left the tube now but was not heard running.
1652 hours - Observed the first transport to sink (the Japanese merchant cargo ship Tamon Maru No.8. This was the first enemy ship sunk by Cabrilla).
1653 hours - The second transport started firing with her gun at our periscope while heading away. Commenced trailing but lost contact with her at 1830 hours. Later she was found again.
2006 hours - In position 10°40'N, 109°19'E obtained SJ radar and sight contact bearing 070°(T), range 9250 yards. Commenced tracking and end around run. The target was undoubtedly the same as this afternoon's contact.
2230 hours - The transport's course was 075°(T), speed 6 knots for about two hours. Having gained station 10500 yards ahead and 3000 yards from track, submerged with the transport in sight from the bridge.
2301 hours - Sighted the transport through the periscope.
2314 hours - In position 10°33'N, 109°47'E fired three torpedoes from 1050 yards.
2315 hours - Heard and felt one hit.

2324 hours - The transport started firing her gun down the torpedo tracks in our direction. Could not hear the screws of the target at this time.
2328 hours - Heard screws start up and observed the transport change course towards us, still firing her gun in our direction.
2331 hours - The transport came directly towards. Went deep.
2348 hours - The transport passed directly overhead.
2352 hours - The screws stopped and were not heard again.
[Source: Uboat.net, https://uboat.net/allies/warships/ship/3034.html]

57. Pg. 49. USS *Crevalle* (SS-291), a *Balao*-class submarine, was commissioned 24 June 1943. She was on her second war patrol, on her way to lay mines off Saigon, when she met up with *Cabrilla*. [Source: Uboat.net, https://uboat.net/allies/warships/ship/3037.html]
58. Pg. 50. The Balabac Strait is one of the straits that connects the South China Sea with the Sulu Sea. It separates Balabac Island, Philippines, from the Banggi Islands north of Borneo, Malaysia. The strait is about 31 miles wide with a maximum depth of around 350 feet. Sibutu Passage is a deep channel about 18 miles wide that separates Borneo from the Sulu Archipelago. It has a deep sill allowing entry of deep water into the Sulu basin while connecting the Sulu Sea with the Sulawesi Sea that feeds from the Pacific Ocean. [Source: Wikipedia, https://en.wikipedia.org/wiki/Balabac_Strait and https://en.wikipedia.org/wiki/Sibutu_Passage]



Balabac and Sibutu Straits

59. Pg. 53. Wes met June Hilary Price in Perth, Australia on January 24, 1943. They were married on January 28, 1944 in Perth during a two-week leave between war patrols. June was 21 years old when they married. When Wes rotated off *Cabrilla*, he received orders to the USS *Mapiro* (SS-376) which was under construction in Wisconsin. In typical Navy fashion, he shipped out on August 20,

1944, leaving June behind, awaiting arrangements for her to join him. Wes had several temporary duty assignments before reporting to Mapiro on November 28, 1944. A couple of weeks later, Wes received a cable from June saying that she was not being allowed to come to the US. That prompted Wes to volunteer to return to sea duty on the USS *Lizardfish* (SS-373) which was scheduled to deploy on January 20, 1945. *Lizardfish* arrived in Fremantle on June 2, 1945, but it is not certain that Wes was on her. June was finally allowed to come to the States, arriving in San Franscisco on September 24, 1945, with their six-month old daughter Kerry in tow. She was accompanied by her mother, Alice.



June Price Headington

60. Pg. 54. According to *Cabrilla*'s Third War Patrol Report, she twice attacked a medium-sized transport ship near Berak Point, Sumatra in the Sunda Strait. The first attack, at 1334 hours, was a three torpedo spread. All torpedoes missed astern. *Cabrilla* maneuvered into position for a second attack and, at 1356 hours, fired another three-torpedo salvo. Again, all three torpedoes missed. The target was probably the Japanese naval auxiliary *Shunsen Maru* which reported being attack and missed with torpedoes twice on this day. [Source: Uboat.net, https://uboat.net/allies/warships/ship/3034.html]
61. Pg. 55. USS *Cabrilla* attacked the Japanese replenishment vessel *Shioya* with six torpedoes north of Celebes, Netherlands East Indies. No hits were obtained. *Shioya* was escorted by the Japanese minesweeper *W-30* which depth charged *Cabrilla* following the failed attack. Excerpts from *Cabrilla*'s fourth War Patrol Report:

    0534 hours - In position 01°35'N, 121°15'E sound picked up noise and periscope observation verified two ships bearing 238°(T), estimated range 20000 yards. Went to battle stations and commenced approach.

    0600 hours - Range now 5200 yards. The main target was thought to be a seaplane tender or old light cruiser. The escort was a new looking destroyer patrolling ahead of the target.

    0613 hours - In position 02°04'N, 121°03'E fired a full bow salvo of six torpedoes from 2100 yards.

0614 hours - The destroyer was seen coming towards. One torpedo was seen to jump clear from the water. Went deep and rigged for depth charging.
0615 hours - Heard a single explosion, possibly a torpedo hit. The screws of the target were heard before the explosion but no longer after the explosion. Several more, but smaller, explosions were heard during the next minutes, most likely depth charges.
0704 hours - The last depth charges were now dropped. Most had been close but no damage was sustained.
0914 hours - An aircraft dropped a bomb near the stern. Some minor damage was sustained. Went deep again expecting the destroyer to return.
1300 hours - The destroyer had not returned as expected so surfaced. All clear.
[Source: Uboat.net, https://uboat.net/allies/warships/ship/3034.html]

62. Pg. 56. On May 30, 1944, *Cabrilla* tried to attack a Japanese task force made up of the battleship *Fuso* and the heavy cruisers *Atago*, *Haguro*. They were escorted by six destroyers; *Kazagumo, Asagumo, Harusame, Samidare, Shigure* and *Shiratsuyu*. *Cabrilla* was however spotted from the air and bombed after which she was hunted and depth charged by three of the destroyers. Excerpts from *Cabrilla*'s War Patrol Report:
1235 hours - In position 04°39'N, 119°39'E sighted mast bearing 348°(T). Commenced approach. Battle stations.
1241 hours - Sighted the tops of six large warships and about five destroyers. One ship was identified as the Fuso. No air screen was observed but there must be one.
1253 hours - Selected Fuso as the target. Range to her was now 20000 yards.
1258 hours - Bombed while getting up to periscope depth to have another look. The boat was shaken violently. Destroyers were still 3000 to 4000 yards away so this must have been an air attack. Went deep and ahead full to try to get to the main formation. As we passed 80 feet more bombs were dropped and again the boat was shaken up. Destroyers were heard to be closing.
1303 hours - Two explosions, most likely depth charges.

1304 hours - Five depth charges fairly close. Heavy screws were picked up at a range of about 8000 yards but these faded out shortly afterwards as the main enemy ships most likely turned away.
1308 hours - Four more depth charges. Three sets of fast screws were picked up to be hunting us.
1400 hours - Started to return to periscope depth but the trim pump was out of commission and it was decided to effect repairs first.
1550 hours - Repairs completed. Slowly came up to periscope depth.
1640 hours - Finally at periscope depth. All clear.
[Source: Uboat.net, https://uboat.net/allies/warships/ship/3034.html]

63. Pg. 57. On May 26, 1944, *Cabrilla* torpedoed and sank the Japanese transport *Sanyo Maru* about 80 nautical miles north of Menado, Celebes in position 02°48'N, 124°19'E. Excerpts from her War Patrol Report:
1336 hours - In position 02°51'N, 124°13'E sighted masts bearing 326°(T). Commenced tracking and made for a position ahead of the contact.
1504 hours - Range now 8800 yards. Masts of a destroyer were sighted about 1500 yards on the targets starboard quarter.
1508 hours - Decided to give the main target four torpedoes, the destroyer two.
1524 hours - In position 02°48'N, 124°19'E fired four torpedoes at the target from 1400 yards. Due to an error in drill the fifth torpedo was also fired at the main target instead of the destroyer. The sixth torpedo was fired at the destroyer as intended. One torpedo of the first four fired was seen to porpoise but not clear of the water. Went deep when the destroyer turned towards to go down the torpedo tracks.
1525 hours - Heard two explosions.
1526 hours - Two more explosions.
1527 hours - The destroyer came in echo-ranging.
1529 hours - Four depth charges.
1530 hours - Six depth charges.

1531 hours - Five depth charges.
1532 hours - Two depth charges.
1533 hours - The targets screws could not be heard. Loud breaking up noises were heard.
1535 hours - The destroyer was heard to circle. Possibly picking up survivors.
1538 hours - Heard a loud explosion further away, possibly the target.
1540 hours - Five depth charges.
1545 hours - Heard the destroyer starting to ping again.
1601 hours - Heard the destroyer coming towards for another run.
1603 hours - Six very close depth charges were dropped overhead shaking the boat violently, breaking glass, opening valves, etc. but no major damage was sustained. These were the last depth charges dropped. [Source: Uboat.net, https://uboat.net/allies/warships/ship/3034.html]

64. Pg. 57. On June 3 *Cabrilla* attacked a heavily-loaded two-masted schooner of about 20 tons with her 50-cal. machine gun and 4-inch deck gun. She sank immediately. On June 4, 1944, while in the Java Sea, *Cabrilla* sank a small sailing vessel with 17 rounds from their 4-inch deck gun. [Source: Uboat.net, https://uboat.net/allies/warships/ship/3034.html]
65. Pg. 59. USS *Mapiro* (SS-376), a *Balao*-class submarine, was named for the mapiro, a fish found off the West Indies and the Atlantic coasts of Central America and Mexico. *Mapiro* was laid down by Manitowoc Shipbuilding Company at Manitowoc, Wisconsin, on 30 May 1944; launched on 9 November 1944, and commissioned on 30 April 1945. EM1(SS) Headington report onboard shortly after *Mapiro* was launched. [Source: NHHC, https://www.history.navy.mil/research/histories/ship-histories/danfs/m/mapiro.html]