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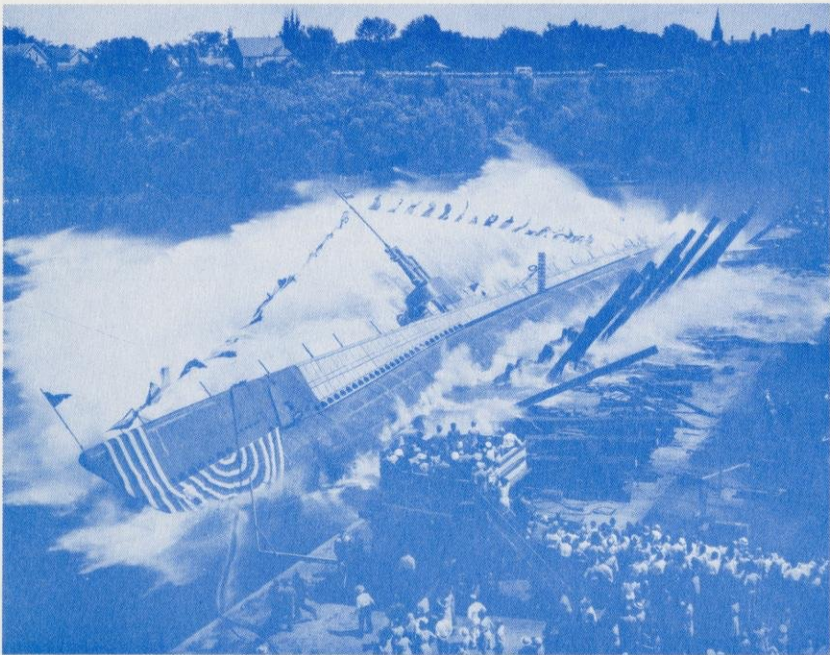
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# MANITOWOC SUBMARINES



MANITOWOC, WISCONSIN



# MANITOWOC SUBMARINES



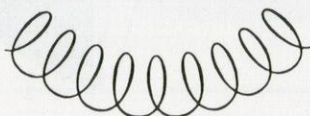
## FORWARD

Little did the builders of the fine Manitowoc Submarines realize that the fruit of their labors would bring such enviable results. Manitowoc Shipbuilding Company and the people of the Manitowoc area sent twenty eight submarines sliding down the ways and out to sea. Twenty five of these ships saw action against the Japanese in World War II. The combined efforts of these twenty five saw 132 Japanese ships, with a total of 488,918 tons destroyed, plus many thousands of tons of much needed shipping damaged.

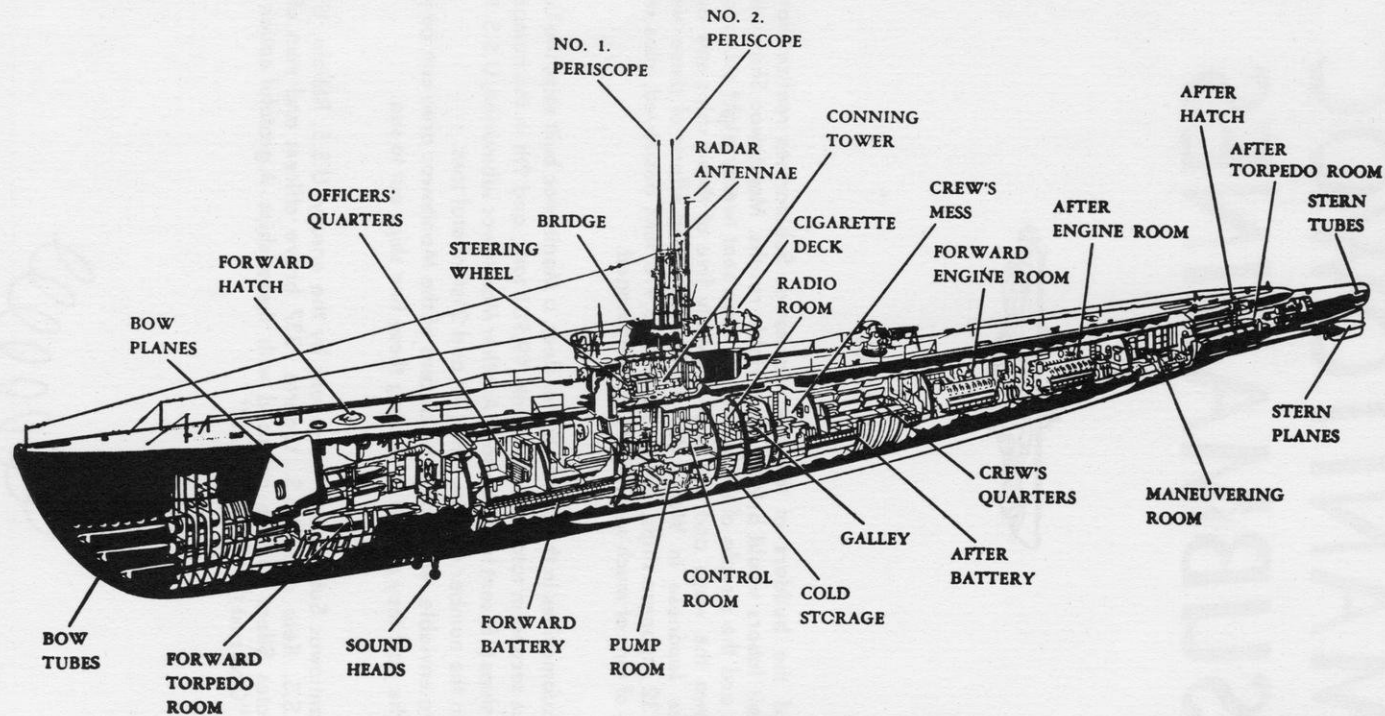
Of 288 submarines in the United States fleet, a Manitowoc built ship, the U.S.S. Rasher was second in total tonnage sunk, 99,901 tons; and 9th in the number of Japanese ships (18) sent to the bottom. Another Manitowoc submarine, U.S.S. Pogy was 17th in the number of ships sunk (16) and 21st in total tons.

This is an enviable record and the citizens of the Manitowoc area can be justly proud of the part they played in sending these fine ships out to sea.

Four Manitowoc Submarines were sunk by the enemy, U.S.S. Robalo, U.S.S. Golet, U.S.S. Kete and U.S.S. Lagarto. 337 brave officers and men of the United States Silent Service perished with these ships. A grateful nation can only say, "God rest their brave souls."







*TYPICAL U. S. SUBMARINE*



LT.COM WITNELSON  
U.S.S. PETO



LT.COM G.H. WALES  
U.S.S. POBY



COM E.C. HAWK  
U.S.S. POMPOH



LT.COM M.J. JENSEN  
U.S.S. PUFFER



COM E.S. HUTCHINSON  
U.S.S. RASHER



LT.COM J.W. DAVIS  
U.S.S. RATON



LT.COM B.J. HARRAL  
U.S.S. RAY



LT.COM R.D. KING  
U.S.S. REDFIN



COM S. AMBRUSTER  
U.S.S. ROBALO



LT.COM J. FLAUGENHAR  
U.S.S. ROCK



COMDR J. MCLEMENT  
U.S.S. GOLET



LT.COM C. TIEDEMAN  
U.S.S. GUAYANA



LT.COM E.D. HASKINS  
U.S.S. GUITARRA



LT.COM J.C. MARTIN  
U.S.S. HAMMERHEAD



LT.COM F. McMASTER  
U.S.S. HARDHEAD



LT.COM F.W. SCANLAND  
U.S.S. HAWKBILL



COM R.W. PETERSON  
U.S.S. ICEFISH



LT.COM J. CENHOWER  
U.S.S. JALLO



COM R.L. RUTTER  
U.S.S. KETE



LT.COM T.H. HENRY  
U.S.S. KRACKEN



COM F.D. LATTI  
U.S.S. LAGARTO



COM W.T. NELSON  
U.S.S. LAMPREY



COM O.M. BUTLER  
U.S.S. LIZARD FISH



COM R.M. METCALF  
U.S.S. LOGGERSHEAD



COM A.H. DROPP  
U.S.S. MACABE



COM V.A. SISLER  
U.S.S. MAIPO



COM D. MCCLINTOCK  
U.S.S. MENHADEN



COM J.H. TURNER  
U.S.S. MERO

## COMMANDING OFFICERS MANITOWOC SUBMARINES

MANITOWOC SUBMARINE MANITOWOC SHIPYARDS



Although there was some variation in the measurement, weight and speed of each submarine built this variation was very slight. Consequently, the set of statistics on this page is used to describe the first ten submarines built at the Manitowoc Shipbuilding Company.

Length overall - 311 feet, 9 inches  
Extreme Beam - 27 feet, 3 inches  
Standard Displacement - 1526 tons  
Mean Draft - 15 feet, 3 inches  
Submerged Displacement - 2424 tons  
Designed Depth - 300 feet

Designed Speed:  
Surfaced - 20.25 knots  
Submerged - 8.75 knots

Designed Complement:  
Officers - 8  
Enlisted - 72

Torpedoes - 24

Armament -

Torpedo Tubes - (10) 21 inch  
Secondary - ( 1) 3 inch .50 Caliber  
                  ( 2) .50 Caliber  
                  ( 2) .30 Caliber

### **U.S.S. Peto (SS 265)**

Keel Laid - June 18, 1941

Launched - April 30, 1942

Commissioned - November 21, 1942

Sponsor - Mrs. E. A. Lofquist - wife of Captain E. A. Lofquist U.S.N.

The U.S.S. Peto was the first submarine built by the Manitowoc Shipbuilding Company at Manitowoc, Wisconsin. She was also the first submarine ever to be launched sideways.

Late in December 1942, Peto departed Manitowoc, ultimate destination the Pacific Theater of War.

Peto began her war against the Japanese on April 2, 1943 when she departed Brisbane, Australia for her first war patrol. By the time hostilities ceased Peto had completed 10 patrols.

During her seventh run on November 12, 1944 Peto sank a large ship with four torpedoes. Forty minutes later two more ships went down with the help of six more torpedoes. Six days later another Japanese ship went to the bottom, three hours later a cargo ship which was dead in the water was dispatched.

The U.S.S. Peto earned 8 Battle Stars.

Seven ships were sunk by Peto with a total tonnage of 29,139 tons.

In March 1946 Peto was put in reserve and in 1960 was stricken from the Naval Register.



## **U.S.S. Pogy (SS 266)**

Keel Laid - September 15, 1941

Launched - June 23, 1942

Commissioned - January 10, 1943

Sponsor - Mrs. Julius A. Furer - wife of Rear Admiral Julius A. Furer  
Office of Secretary Navy Department.

The U.S.S. Pogy departed Manitowoc on February 1, 1943, bound for New Orleans, Panama, Pearl Harbor and the Pacific Theater of War. April 15 saw Pogy on her way to her first war patrol along the eastern coast of Honshu. On her second patrol the Pogy covered the Empire-Truk main communication and Supply lines.

The Pogy did an outstanding job on her fourth war patrol by sinking a 6,081 ton submarine tender. Then a freighter. Six days later the Pogy sank a 5,000 ton transport loaded with troops. The 27 depth charges dropped caused damage necessitating termination of the patrol after only 28 days.

The ten patrols of the Pogy cost the Japanese 16 ships with a total of 62,633 tons sunk and 33,184 tons damaged.

Pogy earned 8 Battle Stars and was awarded the Navy Unit Commendation. The U.S.S. Pogy (SS 266) was stricken from the Naval Register in 1958.

## **U.S.S. Pompon (SS267)**

Keel Laid - November 26, 1941

Launched - August 15, 1942

Commissioned - March 17, 1943

Sponsor - Miss Katherine Mary Wolleson - daughter of Captain E. A. Wolleson  
U.S.N.

The U.S.S. Pompon completed nine war patrols with hard luck her companion.

The Pompon steamed from Brisbane, Australia on July 10, 1943 to conduct her first war patrol in the Truk area. Only a few days out, a Japanese submarine fired two torpedoes at her, both passing ahead. On July 25 she torpedoed the 5,871 ton transport Thames Maru. In the same action two more attacks damaged a second transport and also a smaller transport. Numerous patrol boats and another enemy submarine were evaded, and the Pompon returned to Brisbane on August 22, 1943.

On July 19 the Pompon departed on her sixth and most successful patrol. Operating from the eastern coast of Honshu to the Sea of Okhotsk area, she sank a 300 ton armed trawler with gunfire. On August 12 a Japanese convoy was contacted off the coast of Russian Sakhalin. In the wild night surface action which followed an 8,000 ton tanker was badly damaged by two torpedoes, the 2718 ton transport Mikage Maru No. 20 was sunk, and a hit was possibly obtained on one of two hotly pursuing escort vessels. During this melee the Pompon was almost sunk by one of her own torpedoes. While surfaced, with the enemy bearing down, one of her own "fish" perversely circled and just missed the stern. She was driven down by gunfire and then depth charged, but managed to escape without damage.

On January 29, 1945, while making a morning trim dive, the conning tower hatch failed to release. Before the dive could be halted the ship had reached a depth of 44 feet, partially flooding the conning tower and control room, and completely flooding the pump room. The Pompon crept homeward. While limping along in this condition, she blundered into an enemy convoy and was sighted. The escorts forced her to dive despite her dangerous condition, but she miraculously escaped. The Pogy found her one day out of Midway and led her in on February 11, 1945.

The U.S.S. Pompon earned 4 Battle Stars while sinking three ships for a total tonnage of 13,470 tons.

In 1960 the U.S.S. Pompon was stricken from the Naval Register.

### **U.S.S. Puffer (SS 268)**

Keel Laid - February 16, 1942

Launched - November 22, 1942

Commissioned - April 27, 1943

Sponsor - Mrs. Ruth B. Lyons - Granddaughter of Christ Jacobson, Sr.  
Oldest Employee of Manitowoc Shipbuilding Company

On her fifth war patrol the U.S.S. Puffer made contact with a Japanese submarine tender screened by five escorts. After three frustrating days of zigging and zagging plus going over shallow water the tender was finally sunk. A freighter loaded with ammunition was sent to the bottom; nine torpedoes were left.

Twenty three days later the Puffer made contact with ten large freighters and tankers amply screened with escorts. Five out of nine torpedoes sank a 5,113 ton tanker, a large freighter and damaged another large tanker which was beached.

On her nine war patrols the U.S.S. Puffer reduced the Japanese Navy by eight ships with a total tonnage of 36,392 tons. She earned 9 Battle Stars for her work in the Pacific Theater.

In December 1946 the Puffer was assigned as a U.S. Naval training vessel with Seattle, Washington as her home port. In 1960 she was stricken from the Naval Register.

### **U.S.S. Rasher (SS 269)**

**Keel Laid - May 4, 1942**

**Launched - December 20, 1942**

**Commissioned - June 8, 1943**

**Sponsor - Mrs. G. C. Weaver - wife of Commander G. C. Weaver U.S.N.**

The U.S.S. Rasher departed Manitowoc June 27, 1943 for New Orleans in floating dry dock arriving New Orleans on July 3, 1943. By August 8, 1943 Rasher was on her way to Brisbane, Australia arriving there September 11, 1943. During the first five war patrols Rasher sank more tonnage of enemy shipping than any other submarine in the history of the world, except U.S.S. Flasher. The U.S.S. Rasher was credited with sinking 18 ships with a total tonnage of 99,901 tons. An additional 62,481 tons were damaged. Rasher earned the following decorations: 4 Navy Crosses, 12 Silver Stars, 16 Bronze Stars, 1 Legion of Merit, 1 Navy and Marine Corps Medal, 6 Commendations, Presidential Unit Citation and 7 Battle Stars.

The value of enemy cargoes and combat loaded troopships which the U.S.S. Rasher prevented from reaching a destination is impossible to estimate. In terms of Japanese soldiers who never arrived to fight and ammunition which didn't arrive to be fired at U.S. troops and enemy planes which never got in the air, the U.S.S. Rasher's contribution to the war effort was tremendous.

The Rasher served with the Pacific Fleet based at San Diego, California and was stricken from Naval Records in 1971.

### **U.S.S. Raton (SS 270)**

**Keel Laid - May 29, 1942**

**Launched - January 24, 1943**

**Commissioned - July 13, 1943**

**Sponsor - Mrs. C. C. West - wife of Mr. Charles C. West-President of the Manitowoc Shipbuilding Company**

The U.S.S. Raton had a very successful war patrol which started in the South China Sea. Raton maneuvered into the center of a nine ship formation. Firing all torpedoes from both bow and stern tubes, three ships were sunk and one damaged. After the second attack a destroyer escort was sunk with one torpedo. The third attack left one more ship damaged. From here Raton headed for Schouten Islands to reload with torpedoes and fuel for a continuation of the patrol.

A cruiser was damaged two weeks later, and three more ships were sent to the bottom.

On this sixth war patrol the Raton sank 57,200 tons and damaged 20,300 tons more.

The seven war patrols of the U.S.S. Raton produced the following results:  
3 Men of War and 10 Merchant ships sunk with a total tonnage of 44,178 tons.  
2 Men of War and 5 Merchant ships damaged for a total of 51,500 tons.  
20 Japanese captured.  
6 Battle Stars were earned.

Raton served on active duty with the Pacific Fleet and was stricken from Naval Records in 1969.

### **U.S.S. Ray (SS 271)**

Keel Laid - July 20, 1942

Launched - February 28, 1943

Commissioned - July 27, 1943

Sponsor - Mrs. Sam C. Loomis - wife of Captain Sam C. Loomis U.S.N.

On August 15, 1943 Ray cleared Manitowoc, ultimate destination the Pacific area and eight war patrols.

Ray's sixth war patrol started September 23, 1944 when she left Fremantle for the South China Sea. Night of October 6, 1944 she attacked an escorted tanker and scored one hit. Regaining contact the next morning she fired six torpedoes at the tanker for three hits, further damaged but did not sink the target. Better luck five days later when with two torpedoes she disintegrated the 4,180 ton cargo ship *Toko Maru* and escaped the subsequent depth charging. On October 14, making a quick dive to avoid aircraft detection the conning tower was flooded because of the quartermaster's failure to close the upper hatch. The submarine was brought under control before reaching eighty-five feet, but flooding caused damage. Ray put into Mios Woendi on October 20 for repairs.

Ray earned seven Battle Stars - The Navy Unit Commendation and the Philippine Republic Presidential Unit Citation Badge.

Twelve Japanese ships were sunk by Ray with a total tonnage of 49,185 tons.

Ray was placed out of commission in reserve on September 30, 1958 and her name was stricken from the Navy list effective April 1, 1960.

### **U.S.S. Redfin (SS 272)**

Keel Laid - September 3, 1942

Launched - April 4, 1943

Commissioned - August 31, 1943

Sponsor - Mrs. B. B. Wygant - wife of Captain B. B. Wygant U.S.N. Retired

During her tour of duty in the Pacific the U.S.S. Redfin was credited with sinking six Japanese vessels with a total tonnage of 23,724 tons.

Redfin departed New Guinea on December 26, 1943 on the first of seven war patrols. Her second patrol began on March 19, 1944, assigned area the Celebes Sea.

On April 11 a submerged attack was made on a large destroyer off Zamboanga, Mindanao. Four torpedoes were fired to score three hits. The Destroyer's magazines exploded, she sank by the stern a mass of flames. Patrolling on the surface April 12, a Japanese light cruiser and a destroyer were sighted. After a five hour chase at full speed, four torpedoes were fired, all missed. Three nights later, two surface attacks were made on a convoy of five ships and three escorts south of Mindanao. Redfin scored seven hits, sinking four ships, escaping with a mild depth charging.

U.S.S. Redfin earned six Battle Stars. She also received the Navy Occupation Service Medal, Asia, for the period September 2 - 3, 1945. By Directive of January 1947 the U.S.S. Redfin was decommissioned and placed in the U.S. Atlantic Reserve Fleet. In April 1953, she was recommissioned as SSR 272, and served with the U.S. Atlantic Fleet. Stricken from the Naval Register in 1971.

## U.S.S. Robalo (SS 273)

Keel Laid - October 24, 1942

Launched - May 9, 1943

Commissioned - September 28, 1943

Sponsor - Mrs. E. S. Root - wife of Captain E. S. Root, U.S.N. Retired

U.S.S. Robalo left Fremantle, Australia on June 22, 1944 leaving on her third and last war patrol. It was her last patrol not by choice but by the fortunes of war. It was like the beginning of every other patrol. Every man and officer in the crew knew it might be the last, but did not think about it. Their thought concerned with happenings at the moment, turning valves, watching dials, navigating the ship. Thoughts of not coming back were kept deep down within each man and became only a part of the tension a submariner knows during war patrols.

Little publicized, the submariners go about their dangerous missions with sealed lips and at a great personal risk, inflicting tremendous devastation to the enemy. They are men of the "Silent Service." Silently and unsung, they prey upon enemy waters and when they are lost they go down silently and unseen by the world. In this manner Robalo met her end.

On July 2, 1944 a contact report stated U.S.S. Robalo had sighted two FUSO Class Japanese battleships with air cover and two destroyers for escort. The ship was just east of Borneo. No other messages were ever received from Robalo and when she did not return from patrol, she was presumed lost.

U.S.S. Robalo was sunk July 26, 1944, two miles off the western coast of Palawan Island from an explosion in vicinity of her after battery. It is supposed that the explosion was caused by the submarine striking an enemy mine. Four men swam ashore: an officer and three enlisted men. They were Ensign Samuel L. Tucker; Floyd G. Laughlin, quartermaster, first class; Wallace K. Martin, signalman, third class; and Mason C. Poston, electrician's mate, second class. Military Police captured them and confined them in prison. August 15th they were evacuated by a Japanese destroyer and no other information is known regarding their destination or whereabouts.

It is possible that they were executed by the Japanese or that the destroyer in which they embarked was sunk. In any case, they were never recovered. A grateful nation can only say "God rest their brave souls."

U.S.S. Robalo (SS 273) earned two (2) Battle Stars on the Asiatic-Pacific Area Service Ribbon, one for each of her first two war patrols. Her first patrol was from January 8, to March 6, 1944; and the second from April 10, to May 30, 1944.





## U.S.S. Rock (SS 274)

Keel Laid - December 23, 1942

Launched - June 20, 1943

Commissioned - October 26, 1943

Sponsor - Mrs. B. O. Wells - wife of Commander B. O. Wells,  
District Intelligence Officer

In November 1943, the Rock left Manitowoc bound for Pearl Harbor, via the Mississippi River and Panama Canal. She departed from Pearl Harbor for her first war patrol on February 8, 1944.

On February 29, 1944 Rock contacted a large enemy convoy enroute to Truk. While making a night surface approach on the convoy, she was detected by an enemy destroyer. In an attempt to evade the pursuing destroyer while on the surface, she fired a salvo of four torpedoes from her stern tubes at the destroyer, which, unfortunately, the destroyer avoided. She was then illuminated by the destroyer's searchlight, and came under fire from the destroyer's five-inch guns forcing her to dive. After four hours of depth charge attacks, she surfaced that night and found that the periscopes were excessively damaged and that the bridge had been riddled with shrapnel. The damage necessitated return to Pearl Harbor for repairs.

During her six war patrols Rock was officially credited with damaging 42,282 tons and sinking one ship. She was decommissioned on May 1, 1946 at New London, Connecticut.

In early 1951 Rock was converted to a Migrain III type radar picket submarine. She was bisected at the forward bulkhead of the control room. A new thirty foot section was inserted between the control room and the forward battery to house the necessary electronic equipment.

On October 12, 1953 Rock was recommissioned at Philadelphia, Pennsylvania and proceeded to her home port of San Diego, California. On July 23, 1954 she departed from San Diego for a Western Pacific area where she operated in defense of the Formosa Straits. In all Rock has had four western pacific tours of duty. She served as an Auxiliary General Submarine out of San Diego, California and was stricken from the Naval Register in 1969.

The statistics on this page are used to describe the submarines on the following pages. There was some variation in the Secondary Armament carried on these ships.

Length Overall - 311 feet 9 inches  
Extreme Beam - 27 feet 3 inches  
Standard Displacement - 1526 tons  
Mean Draft - 15 feet 3 inches  
Submerged Displacement - 2424 tons  
Designed Depth - 400 feet

Designed Speed:  
Surfaced - 20.25 knots  
Submerged - 8.75 knots

Designed Complement:  
Officers - 8  
Enlisted - 72

Torpedoes - 24

Armament -

Torpedo Tubes: - (10) 21 inch  
( 1) 5 inch .25 Caliber Gun  
( 1) 40 mm  
( 1) 20 mm  
( 2) .50 Caliber

### **U.S.S. Golet (SS 361)**

Keel Laid - January 27, 1943

Launched - August 1, 1943

Commissioned - November 30, 1943

Sponsor - Mrs. Alexander Wiley -

wife of Honorable Alexander Wiley U.S. Senate

U.S.S. Golet began her voyage down the Mississippi River for New Orleans December 19, 1943 reached her destination the 28th. After a brief training period in waters of the Canal Zone and final training in Hawaiian waters, departed for Pearl Harbor March 18, 1944 to conduct her first war patrol. Severe combinations of fog, rain and ice handicapped her patrol off the Kurile Island chain, Southern Hokkaido and Eastern Honshu, Japan. One ship worthy of a torpedo came to view, this target could not be closed to sufficient range for an attack. Departed patrol area on April 28, returned Midway Atoll May 3, 1944.

Under command of Lieutenant James S. Clark Golet departed Midway May 28, 1944 to conduct her second patrol in waters of northern Honshu, Japan. A door of silence closed quietly behind her and Golet was never heard from again. She had been scheduled to depart area July 5, 1944 and expected at Midway July 12 or 13. On July 9 a message was sent to her which required acknowledgement but none came. Two days later a sharp lookout was posted at Midway for a submarine coming in without ability to communicate. When no word was received and the ship had not returned by July 26, 1944 Golet was presumed lost.

Japanese anti-submarine records which became available after the war revealed Golet a probable victim of Japanese anti-submarine attack made on June 14, 1944. Records mention the attack brought up corks, raft, debris and a heavy pool of oil, evidence of the sinking of the fighting submarine. Eighty two brave officers and men of the United States Silent Service perished with Golet in this savage action off northern Honshu June 14, 1944.



### **U.S.S. Guavina (SS 362)**

Keel Laid - March 3, 1943

Launched - August 29, 1943

Commissioned - December 23, 1943

Sponsor - Miss Marie Roen -

Daughter of Captain Magnar Roen, Ann Arbor Carferry Line

After training exercises and trials on Lake Michigan U.S.S. Guavina began her journey down the Mississippi on January 16, 1944. From New Orleans she sailed to Pearl Harbor via the Panama Canal, making port on March 12. Her first war patrol began on April 6, 1944 when Commander Tiedeman conned her out of the harbor and set her course for Bonin Islands.

During her six war patrols the submarine U.S.S. Guavina is officially credited with sinking six ships with a total tonnage of 24,361 tons. In addition, the ship rescued seventeen flyers who had been forced down on enemy waters.

One of the most thorough attacks on record followed when, on August 15, 1944 on her third patrol the smoke of a ship on the horizon attracted her attention. After waiting in vain for the ship to come through Sarangani Strait, Guavina went in after him, bucking a strong current as she went through the strait on the surface. At 15,000 yards she dived to approach the transport, which was anchored in a cove, evidently hiding from American planes.

After working her way in to 2000 yards, the submarine fired four torpedoes, two of which struck the target aft, setting off a blast which engulfed the entire after part of the ship, sending huge flames and black clouds of smoke towering into the air. Working around to the ship's port bow, she fired three more, one of which blew the target's bow off. Successive torpedoes demolished the bridge, amidships and stern.

Surfacing 300 yards from the wreckage, Guavina cleared the area at full speed, leaving what wreckage there was above water a jumbled, twisted mass. Half an hour later a huge internal explosion lifted the remains into the air, and they fell burning in three separate masses of useless junk.

At the end of hostilities, Guavina proceeded to Mare Island, California where she was put out of commission in reserve in January 1947. In 1960 the U.S.S. Guavina was transferred to the U.S. Naval Reserve where she was used as a training ship and stricken from the Naval Register in 1967.

### U.S.S. Guitarro (SS 363)

Keel Laid - April 7, 1943

Launched - September 26, 1943

Commissioned - January 26, 1944

Sponsor - Mrs. Ross T. McIntire - Wife of Rear Admiral McIntire U.S.N.

Guitarro departed Manitowoc February 13, 1944 and arrived at the Naval Station, New Orleans February 22. After taking on torpedoes, ammunition and fuel, she departed for the Canal Zone, arriving March 6. She conducted exercises off Saboga Island, Canal Zone and after repairs departed on April 2 for Pearl Harbor, arriving April 17, 1944.

On May 1944, Guitarro headed out on her first war patrol to be conducted off Formosa. On this her maiden patrol Guitarro succeeded in sinking three ships, however receiving credit for two. Guitarro was also successful on her second patrol, sinking a total of four ships. Her constant enemy the depth charge was present and she suffered moderate damage from some fifty which exploded close aboard.

Having received battle stars for the first two patrols, Guitarro succeeded in gaining honors for her third patrol and also for action on her fourth and fifth patrols.

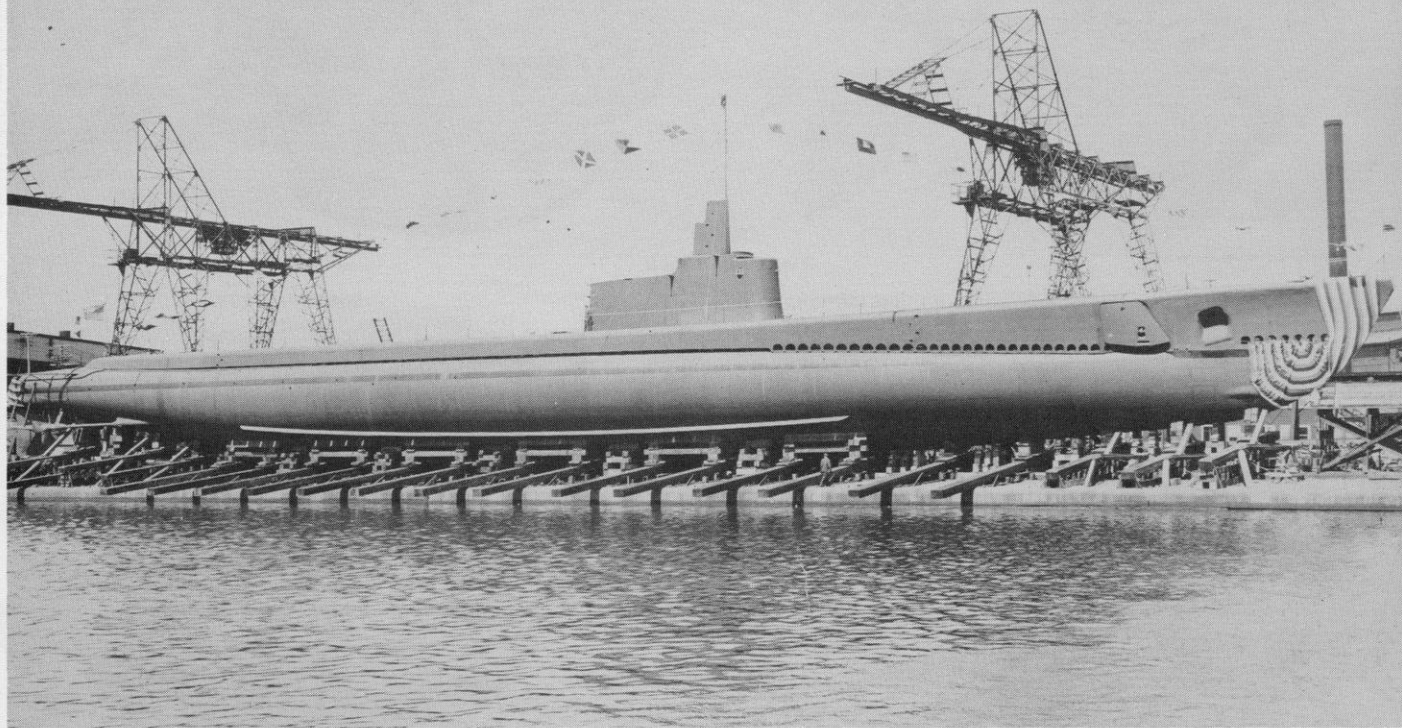
Guitarro arrived in the States on June 18, 1945 for overhaul, and on December 6, 1945 was decommissioned and put in reserve at Mare Island Naval Base.

Guitarro was awarded four battle stars and the Navy Unit Commendation.

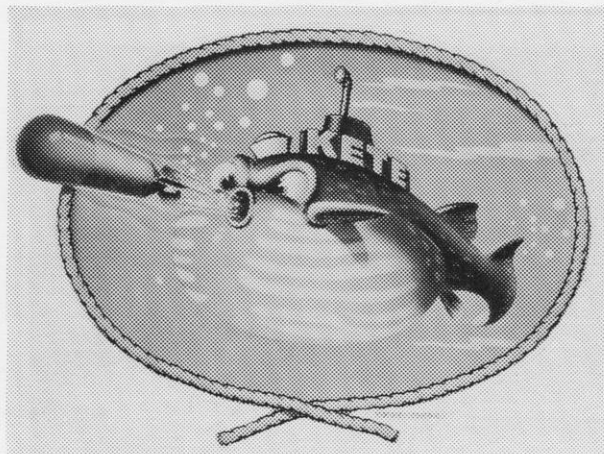
On August 7, 1954, Guitarro was transferred to Turkey.



**SUBMARINE ON THE WAYS  
MANITOWOC SHIPYARDS**



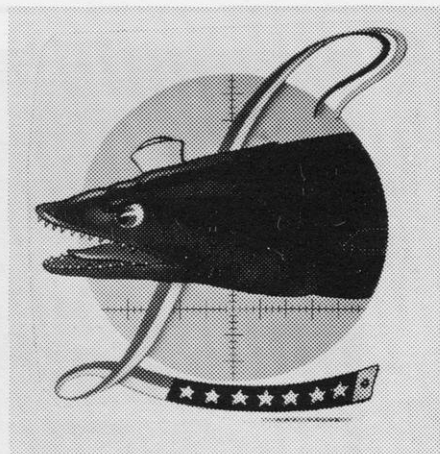




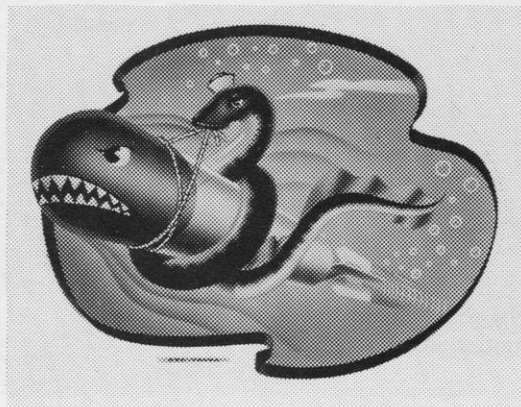
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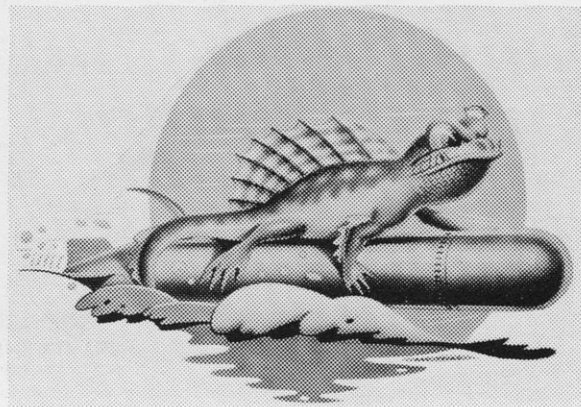
U.S.S. Kraken (SS 370)



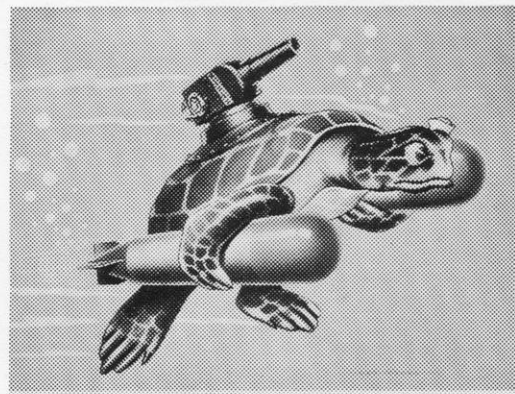
U.S.S. Logarto (SS 371)



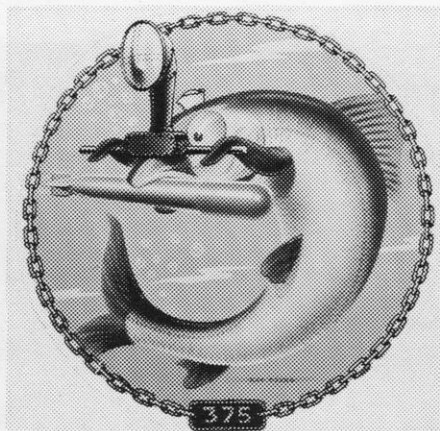
U.S.S. Lamprey (SS 372)



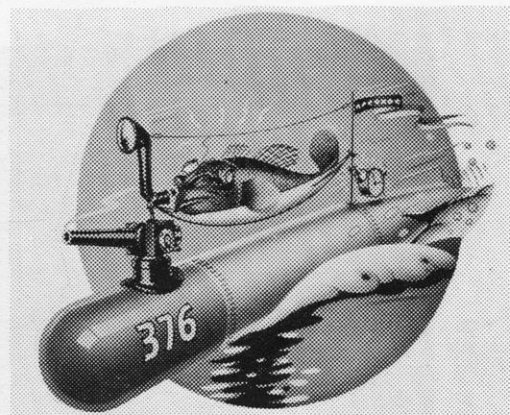
U.S.S. Lizardfish (SS 373)



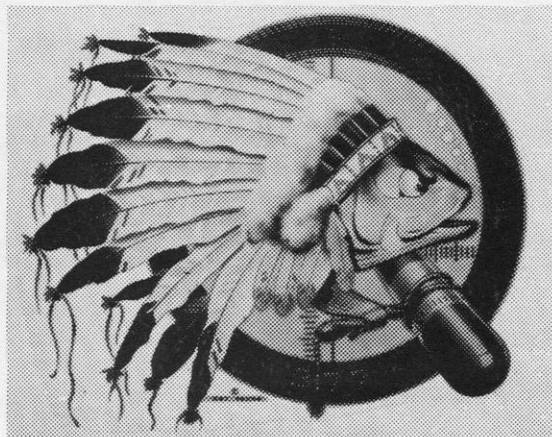
U.S.S. Loggerhead (SS 374)



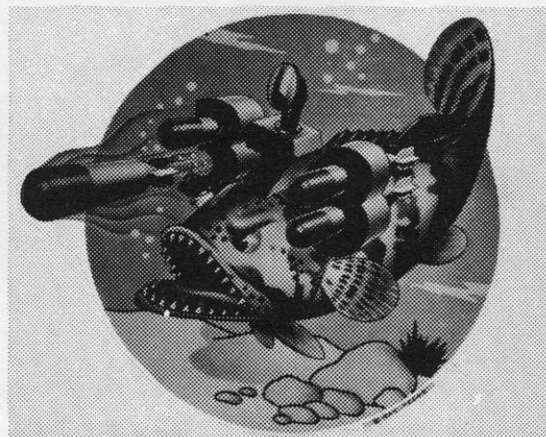
U.S.S. Macabi (SS 375)



U.S.S. Mapiro (SS 376)



U.S.S. Menhaden (SS 377)



U.S.S. Mero (SS 378)

MANITOWOC SUBMARINE AFTER LAUNCHING



### **U.S.S. Hammerhead (SS 364)**

Keel Laid - May 5, 1943

Launched - October 24, 1943

Commissioned - March 1, 1944

Sponsor - Mrs. Robert W. Berry - wife of Captain R. W. Berry, U.S.N.

The Submarine reported for duty in the U.S. Fleet on April 8, 1944 and arrived at Canal Zone May 13. Commanding Hammerhead was Commander J. C. Martin, U.S.N. She departed Pearl Harbor on June 6, 1944 conducting her first war patrol in the area south of Formosa during the period June 6 to August 19, 1944. She returned to Fremantle on August 17 ending her first patrol. Hammerhead's second patrol was spent north of the Malay Barrier in the Java and South China Seas. Her second war patrol ended on November 2, 1944. For this patrol, she was awarded the Navy Unit Commendation. She commenced her third war patrol on November 25 which was conducted in the South China Sea. When Hammerhead commenced her fourth war patrol, she was under the command of Commander G. H. Laird, U.S.N. on February 19, 1945 in the area of Cape Verella. Hammerhead commenced her fifth war patrol on March 10, 1945 under the command of Commander F.M. Smith, U.S.N. and was conducted off the coast of Indo-China. On April 30, 1945 U.S.S. Hammerhead commenced her sixth war patrol and operated in the Gulf of Siam. This patrol was conducted until May 25, 1945 and was terminated due to the expenditure of torpedoes. Her seventh war patrol was also conducted in The Gulf of Siam and the South China Sea during the period June 21 to August 21, 1945.

In January 1947 the submarine was placed out of commission and in reserve status.

U.S.S. Hammerhead earned seven Battle Stars on the Asiatic-Pacific Area Service Medal.

Hammerhead is credited with sinking eleven ships with a total tonnage of 35,635 tons.

The U.S.S. Hammerhead was transferred to Turkey in October of 1954.

### **U.S.S. Hardhead (SS 365)**

Keel Laid - July 7, 1943

Launched - December 12, 1943

Commissioned - April 18, 1944

Sponsor - Mrs. E. F. McDonald, Jr.

wife of Commander F. F. McDonald, Jr. U.S.N.R. Ret.

On the afternoon of May 10 Hardhead departed for her role in the Pacific via Lake Michigan, the Chicago Canal, the Illinois and Mississippi Rivers. Arriving at Pearl Harbor on July 7, 1944, a training period followed and then on July 27 Hardhead, eager and ready, departed on her first war patrol in the vicinity of Siargao Strait on the east coast of the Philippines. By the time the war had ended, Hardhead had completed six successive successful war patrols. She reduced the Japanese empire fleet by nine ships with a total tonnage of 20,146 tons.

U.S.S. Hardhead earned six Battle Stars on the Asiatic-Pacific area Service Medal.

By Directive of January 1947 the gallant sub was placed out of commission in reserve. She again was placed in commission and served with the Atlantic Fleet. Stricken from Naval Register on July 26, 1972.

### U.S.S. Hawkbill (SS 366)

Keel Laid - August 7, 1943

Launched - January 9, 1944

Commissioned - May 17, 1944

Sponsor - Mrs. F. W. Scanland, Jr.

wife of Lieutenant Commander F. W. Scanland Jr., U.S.N.

Four days after commissioning, Hawkbill made her first dive in the cold waters of Lake Michigan. On June 1, 1944 her first training period came to an end. June 4, 1944 Hawkbill began her trek to New Orleans, arriving on June 10, 1944 and six days later loaded with torpedoes, ammunition, and provisions departed the United States. On the way to the Canal Zone she was fired upon by a jittery merchantman, but no damage was sustained. U.S.S. Hawkbill's war career consisted of five successive successful patrols, and the sinking of 5 ships with a total tonnage of 28,400 tons. In addition 12,500 tons of enemy shipping were damaged and no end of consternation was caused Japs ashore by bombardment and landings.

The following awards were awarded to the officers and men of U.S.S. Hawkbill for their performance during the first four patrols.

1 Legion of Merit

1 Silver Star

1 Gold Star in Lieu of second Silver Star Medal

6 Bronze Star Medals

1 Gold Star in Lieu of second Bronze Star Medal

14 Letters of Commendation and Ribbons

On April 21, 1953 the U.S.S. Hawkbill was transferred to the Netherlands where she now serves under the name of Zeeleeuso.

### U.S.S. Icefish (SS 367)

Keel Laid - September 4, 1943

Launched - February 20, 1944

Commissioned - June 10, 1944

Sponsor - Mrs. Stanley P. Moseley

Wife of Commander Stanley P. Moseley U.S.N.

From June 14 to 28, 1944 Icefish conducted sea trials, fired dummy torpedoes, made training dives and deep dive tests in Lake Michigan. She departed Manitowoc on June 28 enroute to New Orleans.

Intensive training was conducted by U.S.S. Icefish from July 16 to August 2 and she arrived in Pearl Harbor on August 22, 1944. U.S.S. Icefish departed Pearl Harbor on September 9, 1944 on her first war patrol which was 66 days in duration. The Submarine Combat Insignia was awarded for this patrol. U.S.S. Icefish was credited with sinking of 2 ships with a total tonnage of 14,000 tons.

U.S.S. Icefish earned 4 Battle Stars and the Asiatic-Pacific Area Service Medal.

The U.S.S. Icefish is now serving in the Netherlands Navy where she was transferred February 21, 1953.



## U.S.S. Lagarto (SS 371)

Keel Laid - January 11, 1944

Launched - May 28, 1944

Commissioned - October 14, 1944

Sponsor - Mrs. Paul Douglas - wife of Captain Paul Douglas, U.S.M.C.R.

Lagarto, under Commander Frank D. Latta, departed Subic Bay, P.I., on April 12, 1945 for her second patrol in the South China Sea. On April 27, she was directed to the outer part of Siam Gulf.

Lagarto contacted Baya, already patrolling in Siam Gulf on May 2, 1945 and exchanged calls with her by radar. Later that day Baya sent Lagarto a contact report on a convoy she had contacted consisting of one tanker, one auxiliary and two destroyers. Lagarto soon reported being in contact with the convoy, and began coming in for an attack with Baya. However, the enemy escorts were equipped with 10 cm radar, and detected Baya and drove her off with gunfire, whereupon the two submarines decided to wait and plan a subsequent attack.

Early on the morning of May 3, 1945 Lagarto and Baya made a rendezvous at about 7 degrees -55'N; 102 degrees -18'E and discussed plans. Lagarto was to dive on the convoy's track to make a contact at 1400, while Baya was to be ten to fifteen miles further along the track. During the day, numerous contact reports were exchanged. At 0010 on May 4 after a prolonged but unsuccessful attack, Baya was finally driven off by the alert escorts, and no further contact of any kind was ever made with Lagarto.

Japanese information available now records an attack on a U.S. Submarine made by the Minelayer Hatbutaka, believed to be one of the two radar-equipped escorts of the convoy attacked. The attack was made at 7 degrees -55'N; 102 degrees -00'E in about 30 fathoms of water, and in view of the information presented above, the attack here described must be presumed to be the one which sank Lagarto.

This vessel's first patrol was in the Nansei Shoto chain as part of an anti picket boat sweep made by submarines to aid Admiral Halsey's Task Force 38 in getting carrier planes to Japan undetected. She sank the Japanese submarine RO-49 on February 24, 1945 and participated in several surface gun attacks with Haddock and Sennet. Two small vessels were sunk and two more damaged in these attacks, and Lagarto shared credit for the results with these submarines. Commander Latta had previously made seven patrols as commanding officer of Narwhal. Every patrol made by this officer was designated successful for the award of combat insignia, a record surpassed by no commanding officer in the Submarine Force.



### U.S.S. Lamprey (SS 372)

Keel Laid - February 22, 1944

Launching - June 18, 1944

Commissioned - November 17, 1944

Sponsor - Mrs. Wm. T. Nelson - wife of Commander W. T. Nelson U.S.N.

After trials and training in Lake Michigan Lamprey was taken down the Mississippi to New Orleans and from that port set course for the Canal Zone where she arrived on December 22, 1944. Leaving Balboa on January 13th she reached Pearl Harbor on the 29th. On February 17th Lamprey departed Pearl Harbor on her first war patrol off the Coast of Luzon, Hong Kong and Harnam Strait. On April 22, 1945 her patrol ended and Lamprey entered the Port of Fremantle, Australia.

Lamprey's second patrol was conducted in the Siam Gulf. The third war patrol was open to searching the east side of the Gulf of Siam. She entered the Singapore area on August 8th where she destroyed a small craft with gunfire. On August 15, 1945 Lamprey was closing in for the kill on a two masted schooner when she received word of the ending of hostilities.

June 3, 1946 Lamprey was decommissioned. On July 21, 1960 she was loaned to the Argentine Government.

Lamprey earned four Battle Stars for the operation listed below:

1 Star/ Iwo Jima Operation March 9-16, 1945

1 Star/ Okinawa Gunto Operation March 17 - April 4, 1945

1 Star/ Second War Patrol - Pacific May 21 - June 29, 1945

1 Star/ Third War Patrol - Pacific July 26 - August 20, 1945

### U.S.S. Lizardfish (SS 373)

Keel Laid - March 14, 1944

Launched - July 16, 1944

Commissioned - December 30, 1944

Sponsor - Mrs. Lansdale G. Sasscer

wife of U.S. Congressman Sasscer of Maryland

Lizardfish departed Manitowoc for New Orleans on January 20, 1945. Arriving at New Orleans on February 1, 1945, she put to sea 5 days later headed for the Panama Canal where she arrived and passed thru on February 12. On March 6 Lizardfish cleared the Port of Balboa for the Hawaiian Islands, arriving at Pearl Harbor on March 23.

On April 9, 1945 Lizardfish left Pearl Harbor for her first war patrol which was not rewarded by a single enemy contact. On June 28, 1945 Lizardfish departed Fremantle, Australia on her second patrol along the north coast of Bali and Java. On this patrol she entered the coral-fringed bay of Chelukan Bawang, Bali, where she demolished a submarine chaser, then surfaced to fire her deck guns. Her gunfire demolished a nest of four landing barges left the piers in flames. Also on this patrol Lizardfish shelled shipping in Semarang Harbor, Java, joined in a running battle surface with three Japanese escort ships, riddled several sea trucks with gunfire, sinking them, was fired on from shore batteries on Thwarthway Island and forced to submerge by planes and patrol vessels. Lizardfish terminated her second patrol at Subic Bay, Philippine Islands on August 6, 1945. She then set course for San Francisco where she was put in service as a school ship. Lizardfish was placed out of commission in reserve until March 16, 1959 when she was fitted out with a snorkel and conducted sea trials. On January 9, 1960 Lizardfish was loaned to the Government of Italy where she now serves under the name of Evangelista Torricelli.

Lizardfish earned one battle star for her second patrol.

Lizardfish is credited with one ship sunk with a tonnage of 100 tons.

### **U.S.S. Loggerhead (SS 374)**

Keel Laid - April 1, 1944

Launched - August 13, 1944

Commissioned - February 9, 1945

Sponsor - Mrs. Barbara Fox, Secretary to Honorable Raymond E. Miller  
Senator from Indiana

On February 28, 1945 Loggerhead departed Manitowoc, entered a floating dry dock at Lockport, Illinois and under tow proceeded through the Illinois-Mississippi waterway to New Orleans, arriving March 7, 1945. She departed New Orleans on March 12 and passed thru the Panama Canal headed for Pearl Harbor, arriving there April 25.

Loggerhead left Pearl Harbor May 15, 1945 on her first war patrol, bound for the East Coast of Harman Island. No targets were sighted and her patrol area was changed to an off-shore life guard station south of Hong Kong, where she remained until June 30. On July 2, 1945 she proceeded to the Java Sea area where on the night of July 12 Loggerhead lead a coordinated attack group consisting of herself and two other submarines. A total of 20 torpedoes were fired at ships, all missing due to under running their targets and the ensuing gun engagement was broken off with the approach of daylight with no damage to either side.

On July 19 Loggerhead arrived at Fremantle, Australia for refit. The ship was ready for sea and departed Fremantle on her second war patrol exactly one year after her launching. Cessation of hostilities August 15 found the Loggerhead 500 miles north of Fremantle. She was ordered to proceed to port as rapidly as possible.

September 14, 1945 found Loggerhead bound for San Francisco designated for ultimate assignment to the inactive, Pacific Fleet, then to be refitted and assigned as a U.S. Naval reserve training ship in 1960.

In 1962 she was converted to AGSS and later placed in reserve. Stricken from Naval Register in 1967.

### **U.S.S. Macabi (SS 375)**

Keel Laid - May 1, 1944

Launched - September 19, 1944

Commissioned - March 29, 1945

Sponsor - Mrs. Arthur S. Carpender  
wife of Rear Admiral Arthur S. Carpender U.S.N.

Macabi cleared Manitowoc on April 18, 1945 transited the Mississippi River and the Panama Canal. She departed Balboa, Panama Canal Zone, on June 3 for final training in Hawaiian waters, and stood out of Pearl Harbor on July 9 for the Marianas Islands. On July 20, 1945 Macabi left Apra Harbor, Guam, to take lifeguard station in support of the air strikes on Truk where she arrived the next day. She dived to avoid two aerial bombs off Maen Island on July 31 and continued lifeguard duty until August 2. She returned to Guam on the thirteenth, she again departed for lifeguard patrol, but hostilities terminated before she reached her station.

Macabi was ordered back to San Francisco where she was decommissioned on June 16, 1946. On June 23, 1960 U.S.S. Macabi was transferred to Argentina where she is now in service.

## U.S.S. Mapiro (SS 376)

Keel Laid - May 30, 1944

Launched - November 9, 1944

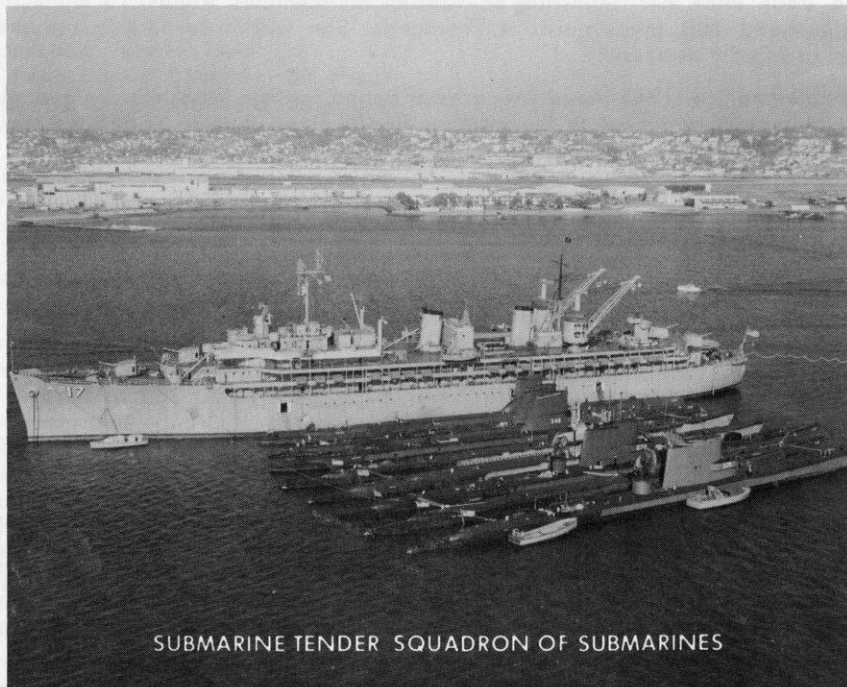
Commissioned - April 30, 1945

Sponsor - Mrs. Philip H. Ross, Manitowoc, Wisconsin -  
Wife of Commander Philip H. Ross U.S.N.

The ship was drydocked and towed down the Mississippi River to Naval Operating Base, New Orleans, Louisiana, where it was readied for sea. Intensive training and preparation for first war patrol was conducted at Submarine Operating Base, Balboa, Panama, enroute Pearl Harbor in company with the U.S.S. Cutlass, and at Pearl Harbor, Territory of Hawaii. The Mapiro departed on her first war patrol August 4, 1945, arriving Saipan, Marianas Islands, the day the Japanese government surrendered, August 15, 1945.

The Mapiro returned to the San Francisco Bay area and was preserved, entering inactive, out of commission status on March 16, 1946.

The U.S.S. Mapiro was transferred to the Turkish Navy and is now serving that country under the name of Pirireis.



SUBMARINE TENDER SQUADRON OF SUBMARINES

### **U.S.S. Jallao (SS 368)**

Keel Laid - September 29, 1943

Launched - March 12, 1944

Commissioned - July 8, 1944

Sponsor - Mrs. C. R. Kirk, wife of Lt. Cdr. Oliver G. Kirk U.S.N.

Jallao arrived at Pearl Harbor September 22, 1944 where she joined the submarine force, Pacific Fleet. She departed Pearl on her first war patrol in company with the Pintado and the Atule in a wolf pack known as Clarey's Crushers. Tradition called for the torpedoing of a light cruiser on a submarine's maiden patrol, Jallao did not ignore the custom. She sent the light cruiser "Tama" to the bottom. She left the Luzon Straits area November 28 arriving in Majuro on December 10, 1944 for refit.

Jallao sailed from Majuro on January 6, 1945 to conduct her second war patrol in the Yellow Sea. She made three torpedo attacks on a total of eleven ships, and on March 5 while making an attack the number one periscope was hit by the screw of an escort passing over the boat. Jallao departed the area on March 7 for Midway, arriving on the 26th.

Jallao left Midway for her third war patrol on April 20, 1945 and arrived off Marcus Island on the 30th for lifeguard duty. She retrieved five airmen and departed for Saipan, arriving on May 12. The majority of the time was spent off Kii Suido. She departed the area June 2, 1945 and arrived at Pearl Harbor on the 13th. Her fourth patrol was conducted in the Sea of Japan in August 1945. She returned to Guam on September 28, 1945.

The U.S.S. Jallao earned four battle stars and the Asiatic-Pacific Area Service Medal.

The U.S.S. Jallao sank the Japanese Light Cruiser TAMU on her first war patrol and was credited with sinking a 5,795 ton freighter on her last patrol.

Jallao recorded almost 8,000 dives in her 30 year career with the Navy, and in June of 1974 was transferred to the Spanish Navy.

### **U.S.S. Kete (SS 369)**

Keel Laid - October 25, 1943

Launched - April 9, 1944

Commissioned - July 31, 1944

Sponsor - Mrs. Edward S. Hutchinson

248 South Church Street, Paris, Texas

wife of Captain Edward S. Hutchinson, U.S. Navy

Departed Manitowoc for New Orleans, Louisiana via the Mississippi River on August 20, 1944, arriving at the Naval Operating Base, New Orleans, Louisiana on August 28, 1944. Left New Orleans August 31 enroute for the Panama Canal, reaching her destination on September 5, transited the Canal on September 9th. On September 28 the Kete departed and arrived at Pearl Harbor, T. H. on October 15, 1944.



Kete left Pearl Harbor on October 31, 1944 bound for her first War Patrol. On November 19 she developed engine trouble and had to head for Saipan for repairs. On December 24, 1944 Kete departed Saipan to continue her first patrol. She arrived at her first patrol area December 28, 1944 patrolling in the vicinity of Yoron Jima-Okinoyerabus Jima Pass. She was ordered to patrol Lifeguard Station approximately 60 miles S. E. of Okinawa and operated at this station until ordered to Guam where she arrived on January 1945. No enemy targets had been sighted. Kete departed Guam on March 1, 1945 headed for her second patrol in the vicinity of the Nansec Shoto Island Chain. On the night of March 9, 1945 Kete sank three medium-sized freighters. She departed her station on March 20 and on this date sent a special weather report from position latitude 29 degrees - 38'N, Longitude 130 degrees - 02'E. Kete was not heard from again. It is thought that Kete was sunk by a Japanese Submarine.

Kete sank three ships with a total tonnage of 6,881 tons.

The U.S.S. Kete (SS 369) earned the following medals:

Asiatic-Pacific Campaign Medal.

1 Star/Okinawa Operation-Assault and occupation of Okinawa Gunto March 6 - March 16, 1945.



### U.S.S. Kraken (SS 370)

Keel Laid - December 14, 1943

Launched - April 30, 1944

Commissioned - September 8, 1944

Sponsor - Mrs. John Z. Anderson - Wife of Honorable John Z. Anderson,  
Member of Congress from California.

On September 27, 1944 Kraken departed Manitowoc to steam by way of Chicago to Lockport, Illinois where she entered a floating drydock for towing down the Mississippi River to the Naval Station of Algiers, Louisiana, which she reached October 4. Kraken received fuel, provisions and ammunition and got underway four days later for intensive training in the Gulf of Panama while based at Balboa. She cleared Balboa on November 4 and arrived at Pearl Harbor on November 21, 1944.

U.S.S. Kraken departed Pearl Harbor for her first war patrol on December 12, 1944. After topping off with fuel at Saipan on the 23rd she set course the next morning for the coast of Hainan Indo-China, where her principle service was to maintain lifeguard station in support of Third Fleet carrier strikes. U.S.S. Kraken rescued the pilot of a damaged Hellcat Fighter which crashed in heavy seas.

U.S.S. Kraken is credited with sinking a Japanese tanker on her second patrol. The Kraken earned 1 Battle Star during her 4 war patrols. U.S.S. Kraken returned to Mare Island for inactivation on February 4, 1946. She was placed out of Commission May 4, 1946 in reserve, remaining in reserve status until September 18, 1958 when she was assigned to Pearl Harbor Naval Shipyard for activation overhaul preparatory to transfer to the Government of Spain October 24, 1959.

### **U.S.S. Menhaden (SS 377)**

Keel Laid - June 21, 1944

Launched - December 20, 1944

Commissioned - June 22, 1945

Sponsor - Miss Mirian R. Johnson - daughter of Congressman Nolle J. Johnson

The U.S.S. Dartar (SS 227) was that ill fated submarine which permanently grounded while attempting to close and sink a cruiser already damaged by Dartar. The crew was removed by a friendly submarine and later ordered to Manitowoc to place Menhaden in commission.

Menhaden departed Manitowoc on July 15, 1945. She traversed the Mississippi River, then south and thru the Panama Canal then to Pearl Harbor where she arrived on September 16, 1945. Menhaden was not destined to see action for the war ended while she was still in Panama.

Admiral Chester W. Nimitz, a former submarine Officer, to show his appreciation and esteem for the outstanding achievements accomplished by the submarine force, selected Menhaden as his flagship for a change of Command Ceremony, on November 24, 1945 the five star flag of Fleet Admiral Nimitz was broken and hauled down as command changed. Menhaden was taken out of commission at Mare Island Navy Yard on May 31, 1946. She was put into commission on August 7, 1951 and operated out of San Diego, California until August 13, 1952 when she was again placed out of commission. At this time Menhaden was streamlined and a snorkel was installed.

On March 6, 1953 the Menhaden once again broke the five star flag of Fleet Admiral C. W. Nimitz. The occasion was the ceremony that put the ship back into commission.

June 9, 1953 marked the date of Menhaden's first tour of duty in the Pacific. She operated out of San Diego before leaving for the far east where she was awarded the United Nations Medal and Korean Service Medal before returning to San Diego. On August 18, 1955 Menhaden left for her second Far Eastern Cruise where her operations led to the China Service Medal for services to Chinese Nationalist Navy Vessels in Formosa. She returned to San Diego on February 1956. In all Menhaden served five far eastern cruises and was on active duty with the United States Submarine Forces until 1971 when she was de-commissioned and placed in reserve.

### **U.S.S. Mero (SS 378)**

Keel Laid - July 22, 1944

Launched - January 17, 1945

Commissioned - August 17, 1945

Sponsor - Mrs. Henry G. Taylor - Wife of Rear Admiral Taylor.

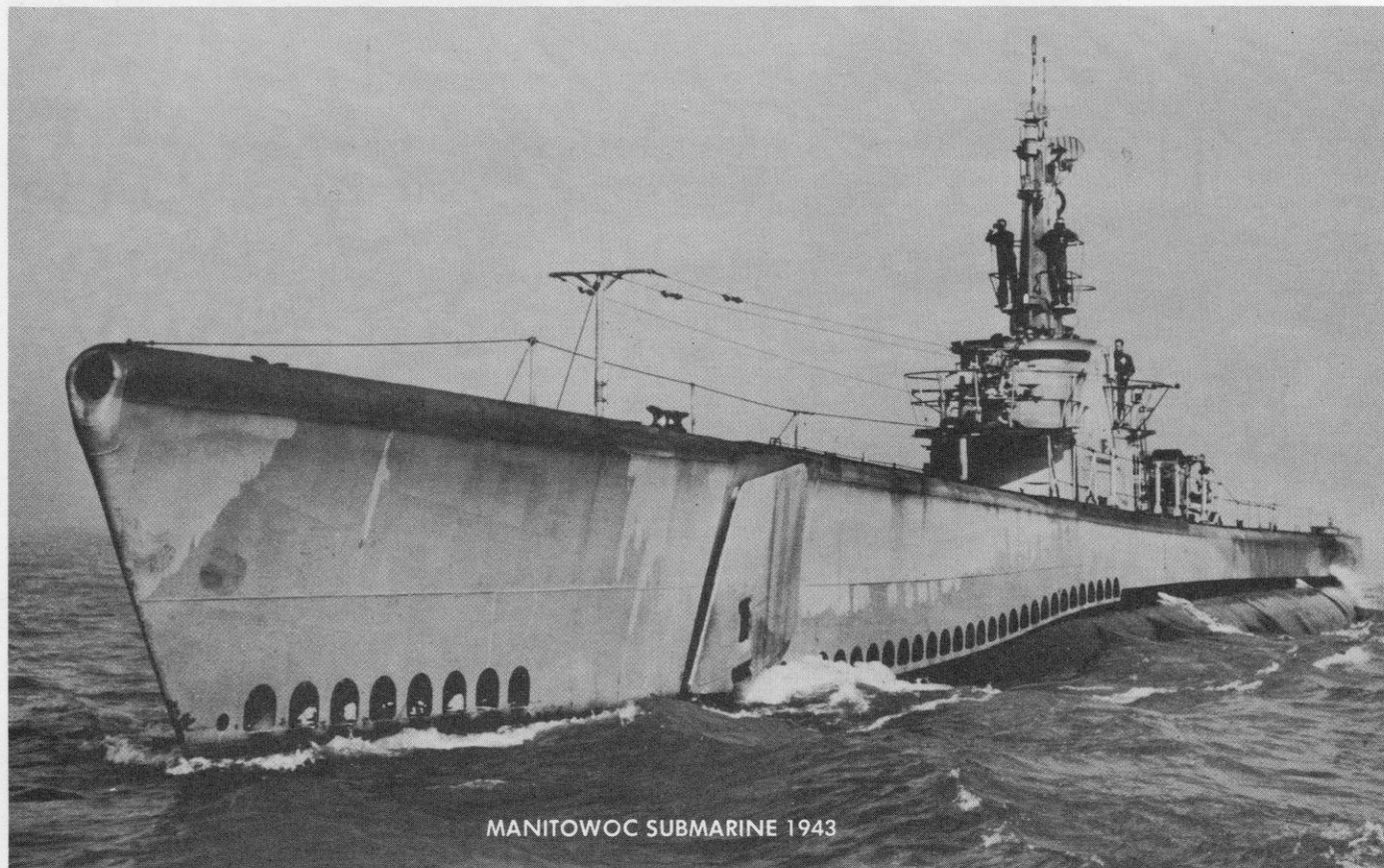
U.S.S. Mero was not destined to see action in the war against the Japanese. The Hardship and the glory, shared by many of her sister ships built in Manitowoc, was not to be hers. Hostilities had ceased before Mero was ready for her intended role.

Late in 1945 the U.S.S. Mero departed Manitowoc, on the same route taken by twenty seven other submarines built by the Manitowoc Shipbuilding Company. She was the last submarine which had to traverse the Mid-Western Waterways to reach New Orleans and the sea from the building yards at Manitowoc, Wisconsin.

Although Mero never had a chance to serve her country in time of war she now proudly serves the Turkish people to whom she was transferred April 20, 1960. The U.S.S. Mero now sails under the name of T.C.G. Hizir Reis.



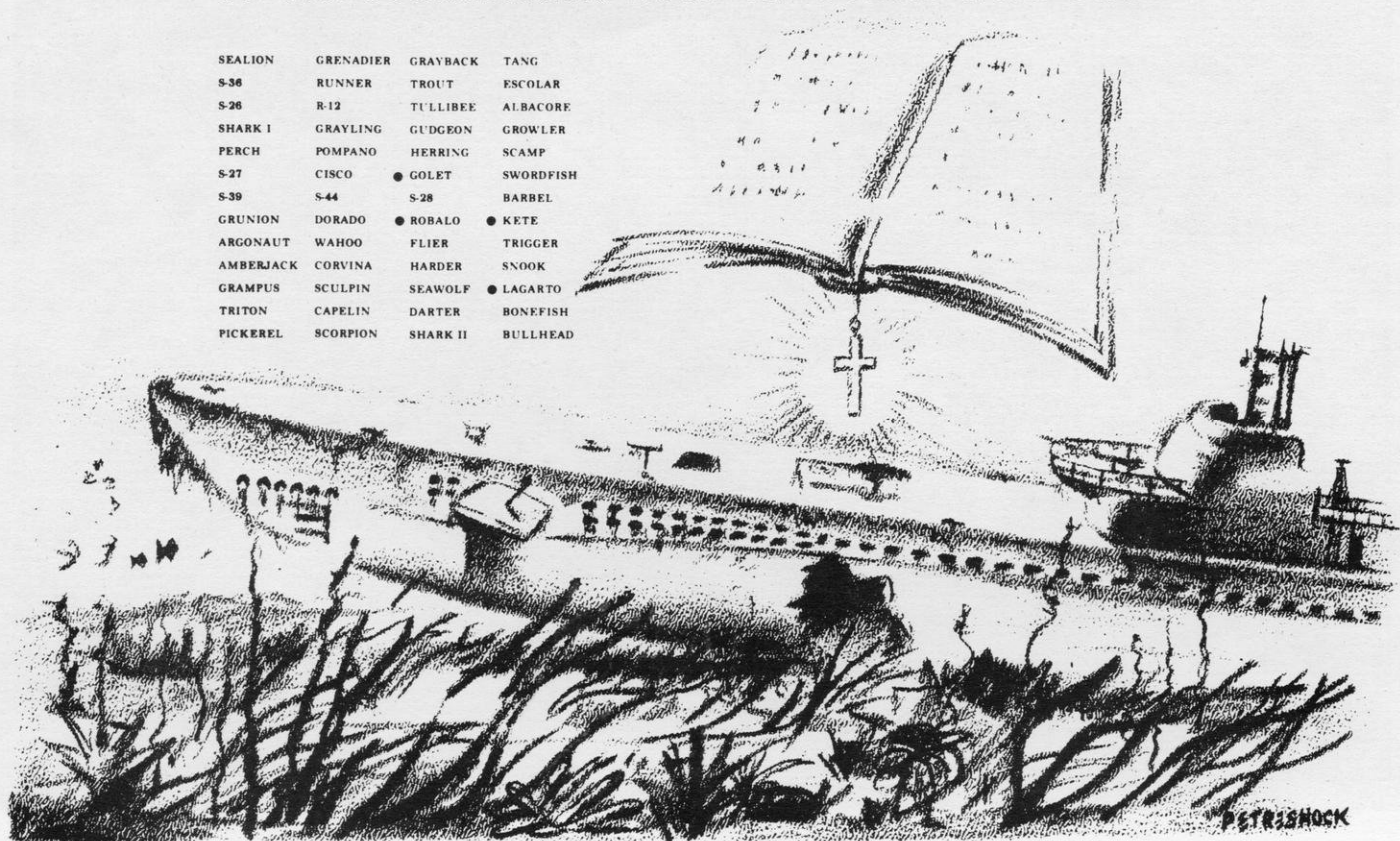
MANITOWOC SUBMARINE 1968 (CONVERTED)



MANITOWOC SUBMARINE 1943

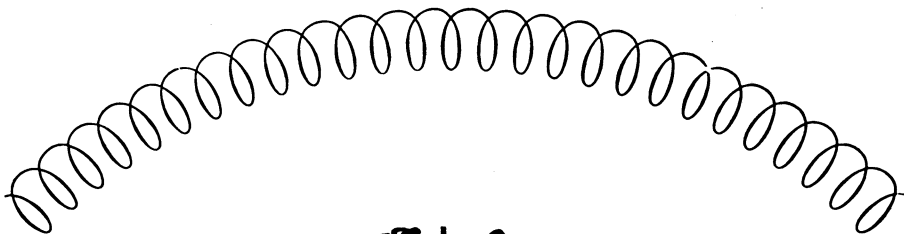
## 52 U.S. SUBMARINES LOST IN WORLD WAR TWO

SEALION	GRENADIER	GRAYBACK	TANG
S-36	RUNNER	TROUT	ESCOLAR
S-26	R-12	TULLIBEE	ALBACORE
SHARK I	GRAYLING	GUDGEON	GROWLER
PERCH	POMPANO	HERRING	SCAMP
S-27	CISCO	● GOLET	SWORDFISH
S-39	S-44	S-28	BARBEL
GRUNION	DORADO	● ROBALO	● KETE
ARGONAUT	WAHOO	FLIER	TRIGGER
AMBERJACK	CORVINA	HARDER	SNOOK
GRAMPUS	SCULPIN	SEAWOLF	● LAGARTO
TRITON	CAPELIN	DARTER	BONEFISH
PICKEREL	SCORPION	SHARK II	BULLHEAD



The first Manitowoc built submarine, the U.S.S. Peto, entered the war against the Japanese on April 2, 1943. At wars end, on August 15, 1945 the twenty-five submarines which had seen action were credited with sinking 132 Japanese ships with a total tonnage of 488,918 tons. One Manitowoc ship, the U.S.S. Rasher was awarded a Presidential Unit Citation. Six submarines were awarded Navy Unit Commendations. Seventy-six American flyers were rescued after being forced down at sea. By wars end twenty special missions such as landing troops, delivering supplies to guerillas etc., had been carried out by the fighting submarines built at Manitowoc, Wisconsin.





The information in this booklet was compiled from official Navy Documents, by the following members of the, "U. S. Submarine Veterans of World War II," Manitowoc Chapter.

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