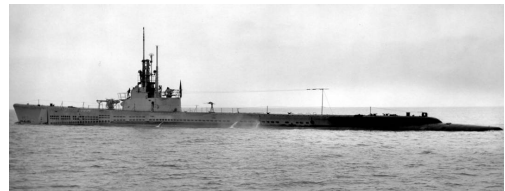




Bill Davis Hale
Chief Motor Machinist's Mate

Bill was born on October 10, 1913 in Harrold, Texas, to James Richard and Hattie Hale. I couldn't find anything about his young or civilian life, other than the fact that his home was in Harrold, Texas for his entire life. There is no indication as to when it took place, but at some point he married Helen, who was living in Harrold, Texas at the time of his death.

Bill enlisted in the Navy on December 14, 1934, in Dallas, Texas. The first record I have of his career is January 23, 1939, when he was transferred from the USS Holland AS-3 to USS Plunger. He reported to the Plunger a Fireman 1st class, but when he did change rate he jumped to MM2. During his time aboard Plunger they did training cruises from San Diego and all the way to Alaska.



Bill's enlistment extension ran out and he was transferred to shore for discharge on March 4, 1941. He was discharged and then re-enlisted on April 26, 1941 in Little Rock, Arkansas. Then on May 12th he was reporting aboard the R-10, basically for a training checkout and then on August 15, 1941, he was transferred to Sub Base New London for new construction assignment to USS Gato. The USS Gato SS-212 was commissioned on December 31, 1941. Bill was aboard USS Gato for her first three war patrols. After transiting to Pearl Harbor, she left on her first patrol in April 1942. She patrolled the Marshal Islands where she attacked a converted aircraft carrier. She was also ordered to patrol the western approaches to the island of Midway during the Battle of Midway. Toward the end of this patrol Bill changed rate from MM1 to MoMM1.

On the second and third patrols USS Gato patrolled from the Aleutian Islands, all the way to Truk. She attacked a convoy off of Truk. In October, during the third patrol Bill was advanced to CMoMM. The third patrol ended in Brisbane, Australia, on December 23, 1942. On December 29th Bill was transferred from Gato to CDS 81 and was eventually assigned to USS Corvina at commissioning.

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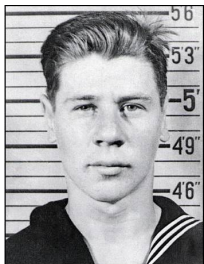


Donald Kenneth Hall
Motor Machinist's Mate, Second Class

Donald was born on December 15, 1919 in Seneca, Kansas. He spent his life on the farm in Clear Creek, Kansas, with his father and mother, Adrian Clyde and Charlotte "Lottie" Marie Hall and his three siblings. The family moved to Axtell, Kansas, in 1942, just after Donald enlisted in the Navy Reserve on January 6, 1942.

Donald spent his first year on active service on shore until he received orders to USS Yorktown (CV10) for transport via AirTransRon 10 to Hawaii. All that means is that on September 19, 1943, he arrived in Hawaii via C-47 and reported to COMSUBFORPAC. He was then transferred to the USS Corvina when they arrived in Pearl Harbor on October 16, 1943.

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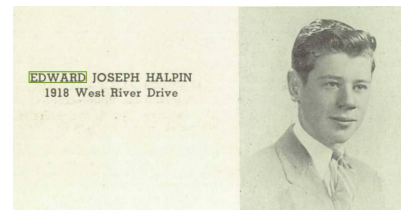


Joseph Edward Halpin, Jr. Electrician's Mate, Third Class

On March 28, 1924, Joseph Edward Halpin and his wife Ruth welcomed their first son into their family, naming after his father. The birth was in Camden, New Jersey. By 1940 they would have two more children Mary and Ruch.

Joseph Sr. was the county clerk for Camden County, New Jersey and the family lived at 1918 West River Drive, Merchantville, which is actually a neighborhood in the township of Pennsauken, New Jersey, across the Delaware River from Philadelphia.

Joseph, Jr., attended Merchantville High School and the picture here is from his Senior year in 1941.



Two months after graduating from high school, Joseph enlisted in the Navy on July 9, 1941 in Philadelphia. After Boot Camp and training, Joseph was sent to his first command at the US Navy Yard, Portsmouth, New Hampshire. He was attached there until he could report to his first sea command, the USS Haddock SS-231 upon commissioning, March 14, 1942.

During the next year Joseph participated in USS Haddock's first three war patrols. After shake-down and training cruises off New England, *Haddock* sailed for the Pacific on 19 June 1942 and arrived Pearl Harbor 16 July. She departed on her first war patrol on 28 July, the first submarine to do so with the new SJ radar. This equipment added greatly to her power in seeking out and destroying enemy ships in darkness or reduced visibility.

Penetrating into the Bonin Islands–East China Sea area, *Haddock* attacked a freighter on the surface on 22 August, sinking troop transport Tatsuho Maru (6334 tons). Tatsuho Maru had suffered engine trouble and had fallen back; being left behind by her convoy making her easy prey for the new boat and crew. Haddock put a torpedo into her port side #4 hold where 10,000 gallons of aviation

gasoline was stored. This caught fire and exploded. The ensuing damage took *Tatsuho Maru* down by the stern in five minutes, taking 26 passengers and 12 crewmen with her. In the Formosa Straits on 26 August *Haddock* fired four stern shots at *Teinshum Maru* (formally vichy french TAI SEUN HONG) but missed; the submarine swung around to bring her bow tubes to bear and sent the 2251 ton cargo ship to the bottom. *Haddock* patrolled off Okinawa before returning to Midway 19 September 1942.



Haddock's second war patrol, commencing 11 October from Midway, was carried out in the Yellow Sea. After two attacks without hits, the submarine torpedoed *Tekkai Maru* (1925 tons) amidships on 3 November, breaking her in two. She was forced to break off another attack on 6 November after damaging the IJA converted troop transport *French Maru* (5828 tons) because of destroyers and search aircraft, but during the night of 11–12 November blew off the stern of cargo ship *Venice Maru* (6571 tons) east of the island of Honshū. *Haddock* damaged another ship on Friday 13 November, only to be prevented from finishing her off by escort craft, and she expended her last torpedo on *Nichinan Maru* (6503 tons) on 16 November. After a brief gunfire duel with her victim, (the merchantman sunk later that day.) the submarine headed for Pearl Harbor, arriving on 4 December.

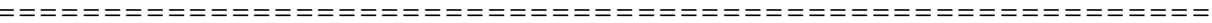
Haddock departed Pearl Harbor on 28 December on her third war patrol, this time to the oceans south of Japan. She was attacked by two destroyers raining depth charges, and when she finally surfaced to clear the area, *Haddock* found herself surrounded by Japanese patrol craft. The submarine sped out of the trap just in time to avoid destruction.

A few days later, 17 January 1943, she sank an unidentified/uncredited freighter of 4,000 tons, and on 19 January *Haddock* detected six cargo vessels steaming in double column. Gaining attack position on the last ship, she scored two hits and sent her to the bottom. Aerial attack and depth charges kept her from bagging the other members of the convoy and bad weather forced *Haddock* to return to Midway on 17 February.

Haddock cleared Midway on 11 March for her fourth war patrol, and saw her first action on 3 April off Palau, when she encountered the converted fleet oiler *Arima Maru* (7,389 tons) fully loaded with 7,880 tons of heavy oil, protected by a corvette (postwar analysis identified the escort as the Destroyer *Yuzuki*.) The submarine launched one torpedo at the corvette, but the torpedo apparently ran under without exploding. *Haddock* then turned her attention to the tanker and succeeded in sinking her with a spread of three torpedoes. Following the torpedo tracks, the corvette dropped 24 depth charges, many directly over *Haddock*, causing her to lose buoyancy and she descended to 415 ft. The attack also damaged her conning tower and radar system. The following day she was

ordered to terminate her patrol early due to the severity of the damage, and she returned to Pearl Harbor on 19 April 1943.

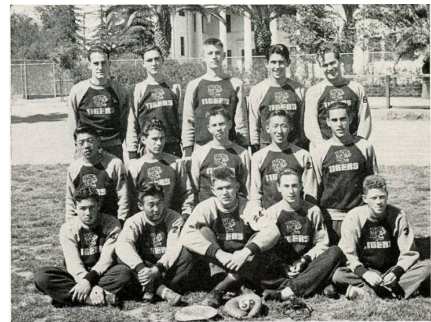
Joseph changed rate to EM3 on February 1, 1943 and then was transferred to the USS Minneapolis (CA-36) for transport to Bremerton, Washington where he was transferred to ComSubAtlFlt. The Atlantic Fleet assigned him to SubBase, New London and he then became a plank owner for the second time when he reported to the USS Corvina at commissioning.



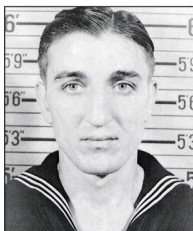
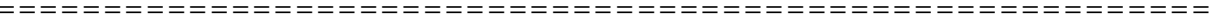
Alfred William Hasty
Seaman First Class

Alfred was born in Los Angeles, California on April 6, 1923. His father was Edward Brannen Hasty and his mother was Ramona Lucretia Lopez.

Alfred grew up in San Fernando, California and attended San Fernando High School, where, in 1941 he lettered in Baseball in his Junior year.



After graduating in May, he joined the Navy on July 6, 1942. Being as he joined in Los Angeles, he would have gone through boot camp and training at San Diego. He was sent to San Francisco Receiving Station in order to report for transport on the USS Yorktown (CV-10), where she was loading planes and supplies before going back to Hawaii. On the September 19 he was received at COMSUBFORPAC in Pearl Harbor. He was then transferred to USS Corvina on October 15 when she reported for duty there, before her first war patrol.



Michael Havrilecz
Motor Machinist's Mate First Class

Michael was born on August 23, 1917 in Ronco, Pennsylvania. There is no listing of his parents names but his only listed next of kin was his sister Anna.

He joined the Navy on November 1, 1939 and reported to his first ship, the USS Hatfield (DD-231), as a Fireman Third Class.



During the period that Michael joined them the USS Hatfield was doing what was known as Neutrality Patrols, cruising up and down the east coast to make sure that enemy ships were not using ports or services of our neighbors. Then, on August 2, 1940, they departed for the west coast. She acted as part of the defence force for the 13th Naval District until December 11, 1941 when she started to do patrol and convoy duty in Alaskan waters. While on board Michael went from Seaman Third Class to Seaman First Class. Because they were in the north Pacific, he was transferred through Bremerton, Washington, for transit and assignment to Sub Base, New London for Submarine School

After completing Submarine School, he reported to the O-3 (SS-64) on January 8, 1942. The O-3 was recommissioned to be a training submarine in Portsmouth. While he was aboard, he changed rate from F1c directly to MM2 on March 1, 1942 and then to MoMM2 on July 1. He made MoMM1 before he transferred to Sub Base New London on June 1, 1943. He was then transferred to USS Corvina on August 6, 1943 at commissioning.

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Leon Paul Hazel
Seaman First Class

Leon was born on January 22, 1903, in Harrodsburg, Indiana, to Jakob and Beatrass Hazel. The family was living in Ellettsville, Indiana at the time. They later moved for work to Indianapolis and Bloomington.

When Leon was 21 he married Iva Sue. Leon had been working in dry good sales since he was 16 and in 1930 he was working as a Sports Editor for the Franklin Daily Journal. In 1930, after six years of marriage they had a daughter, Beverly Sue Hazel.

By 1940 Leon and Sue had moved to Albuquerque, New Mexico where he worked in sales. Leon was also held a college degree. Every indication is that he and his family had a good life.

In 1942, when the draft was established, he registered. He enlisted in the Navy Reserve, June 25, 1943. After Boot Camp and training he was sent to San Francisco Receiving Station for transport along with Alfred Hasty aboard the USS Yorktown (CV-10) for assignment to ComSubForPac. He was then received onboard Corvina on September 19.

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**William Peet Hemphill, Jr.
Radioman, First Class**

William was born on September 23, 1913, in Chattanooga, Tennessee, to William Peet Hemphill, Sr. and his wife Alice. The family lived in a small house on Union Avenue. William’s father was in Real Estate and must have been successful, because, by the 1930 Census, they were living in a large house in an upscale neighborhood on Oak Street.

By 1940, William at age 26 has completed three years of college but is now married to Marie, with a job as a salesman. The young couple live on E. Fourth Street, still in Chattanooga.

William registered for the draft in 1941 and then enlisted in the USNR as a V-6 (Victory plus 6 months) on March 11, 1942.

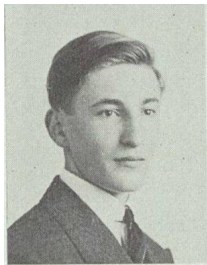
On December 18, 1942, William reported aboard the USS R-20 (SS-97) which was a training submarine stationed in Key West, Florida. While assigned to the R-20 he did TAD tours on board R-9 (SS-89) and R-5 (SS-82) both of who were doing coastal patrols from Coco Solo to the Bahamas.



While on board the R-20 William was advanced from RM3 to RM2 on May 1, 1943. He was then transferred to Submarine Base New London for assignment to new construction.

William was assigned to USS Corvina upon commissioning, August 6, 1943. He was aboard for the transit to Pearl Harbor and shortly before they embarked on their first war patrol, was advanced to RM1 on November 1, 1943.

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**Frank Decker Hotz
Signalman, Second Class**

Frank was born on December 6, 1921 in Reading, Pennsylvania, the only child of Charles and Maude Hotz. Frank lived, with his parents, on Hoskins Place in Reading for his entire young life.

Frank attended Reading High School where he was active in the Music department, being a member of the school chorus and the Senior Orchestra, where he played the violin. In the picture below he is second from the right in the second row. Frank graduated in 1939 and his yearbook picture and description tell what he was like.



FRANK D. HOTZ
322 Hoskins Place
COMMERCIAL BUSINESS
N.H.S., Orchestra, H.R.

His high-pressure talk will make
him a good traveling salesman
* just another musician that
dreams about girls *

By 1940, Frank was working 44 hours a week as a Title Searcher. When war broke out and the draft became mandatory, he registered in 1942, but then in August enlisted in the Navy Reserve.

After training he reported to the R-2 for submarine training on May 19, 1943 as a Signalman Third Class. He was transferred to the pre-commissioning crew of the USS Corvina on June 16 and then to the Corvina itself on commissioning. On October 15, Frank was advanced to Signalman, Second Class.

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