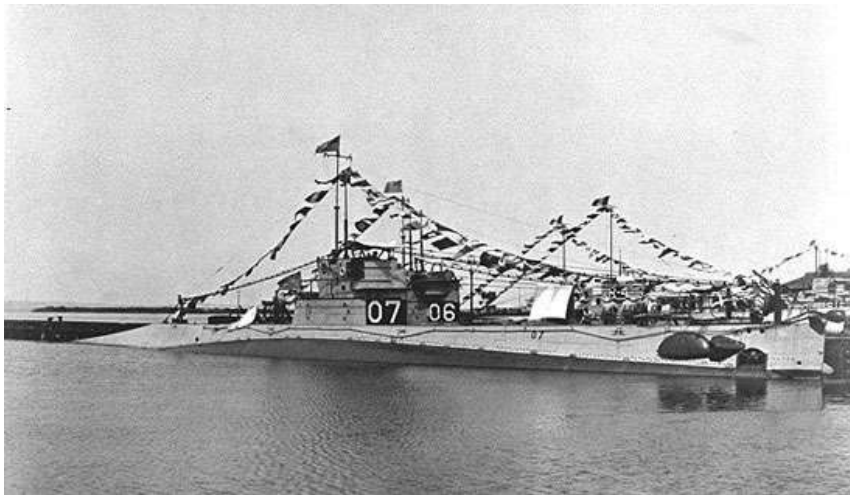


## **Gordon Oscar Madison**

### **Motor Machinist Mate Second Class**

Gordon Oscar Madison was born on August 22, 1924 in Stoneham, Massachusetts. His father, Oskar Reime Madson was a woodworker who, along with his wife, Gunnil Marie (Gundersen), immigrated from Norway. The family moved to Brooklyn, New York, shortly before Gordon enlisted on October 31, 1941, at the age of 17.

After Boot Camp and Sub School, Gordon reported aboard SS-07, as a Fireman Third Class, for training on April 22, 1942. While aboard O7 Gordon was advanced to Fireman Second Class on August 1 and Fireman First Class on September 1, and then to Motor Machinist Mate Second Class on November 1.



Gordon was transferred to Submarine Base, New London, on April 27, 1943, for new construction and reported aboard Corvina at Commissioning.

## **Marvin Leroy Maier**

### **Fireman First Class**

Marvin Leroy Maier was born on March 18, 1921, in Edgerton, Ohio. He spent his young life in Jefferson, Ohio until he graduated from High School. He then worked as a farm helper in Rural Defiance, Ohio. During the time he was working, he married Lovella Marie and set up a household in Bryan, Ohio.

Marvin was 21 years old when he enlisted in the Navy on September 7, 1942. After training, he was assigned to Commander Submarine Squadron 7 and was assigned to several submarines, returning from patrol, as a part of the relief crew. He was assigned to USS Corvina at her commissioning.

## **Thomas James Maloney**

### **Torpedomans Mate Third Class**



Thomas was born October 25, 1911, to John and Anne Maloney, in New Haven, Connecticut. The family lived in the New Britain area of New Haven and Thomas attended the Ivy Street School and then the New Haven High School. He was involved in debate, chess, baseball and basketball.

After graduation he worked as a clerk in a music store. In 1940 he was working as a men's clothing store salesman.

Thomas enlisted in the Navy Reserve on August 25, 1942, at the age of 30. After boot camp and A school, he was assigned to his first command, USS Corvina, as a TM3, at commissioning.



## **James Robert Manning** **Seaman First Class**

Robert was born on November 1, 1919 in Schenectady, New York, to Joseph and Mary Manning. He was the middle of three sons, the oldest of which joined the Army and the youngest being too young to join.

Robert was not a big man, reportedly, only about 120 lbs. In the Nott Terrace High School yearbook his senior year, under his picture, the comment was "What now, little man?" He was a tumbler in school.

James worked in the clerical field until he enlisted in the Navy Reserve on January 8, 1942. He was inducted and trained at the US Naval Reserve Aviation Base, Philadelphia, and while there was advanced to Seaman First Class. He reported aboard his first sea command, USS Corvina, at commissioning on August 6.



March 6, 1942.

## **Matthew Mautner** **Pharmacists Mate First Class**

Mathais Mautner was born on February 19, 1911, in Austria, to Samuel and Ida Mautner. By 1920 his family had immigrated to the US and lived in New York. By the 1920 census he was listed as a naturalized citizen at the age of 8. Some time before high school, he changed his name to Matthew. He completed his through his 4<sup>th</sup> year of college and in 1940 was working as a salesman for Wolfsheim and Sachs.

After registering for the draft, October 10, 1940, Matthew enlisted in the Navy Reserve

Matthew spent a year training and must have done well because he was a Pharmacists Mate First Class before reporting to USS Corvina at commissioning.

## Forrest Orange McHolland

### Motor Machinists Mate Second Class



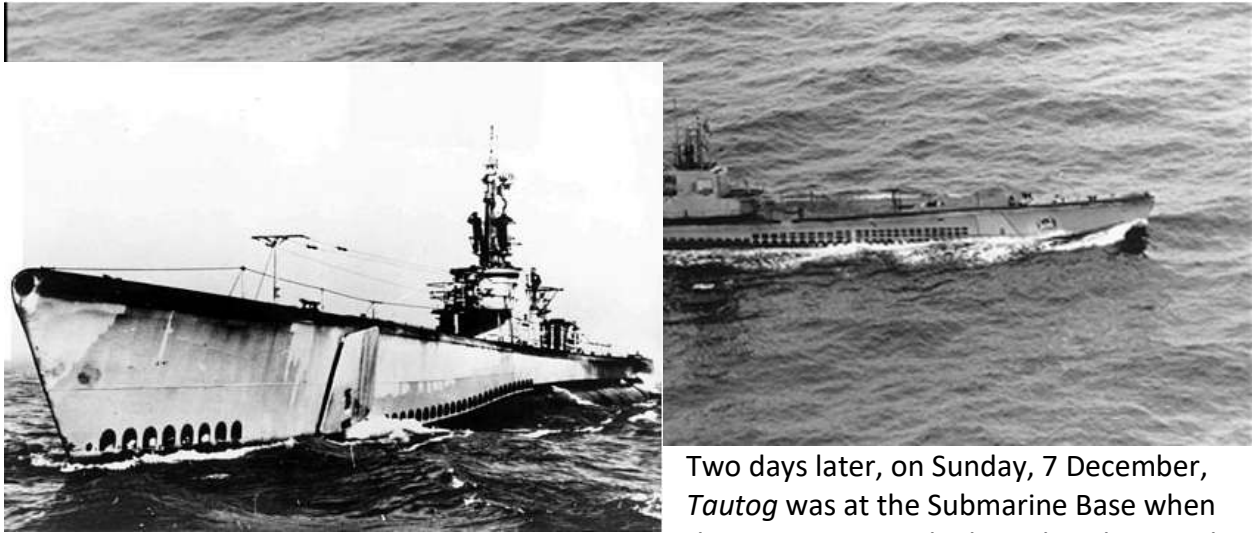
Forrest was born October 7, 1919 in Ava, Missouri, to Steve and Nellie McHolland. Forrest lived with his family until his graduation from Ava High School in 1937.

On October 11, 1937, four days after his 18<sup>th</sup> birthday, Forrest travelled to St. Louis and enlisted in the Navy.

After Bootcamp his first assignment was to the USS Holland AS-3 in San Diego. Although it was a Submarine Repair Ship, it was also the flag ship for Submarine Squadron 6 and Submarine Division 12. Not sure if it was influencing, however, he was transferred on July 15, 1939, aboard the USS Vega for transport to San Francisco and on to Sub Base New London.

After training at New London, Forrest was transported via USS Nitro to Coco Solo, C.Z. and was received aboard S-47 for duty on April 15, 1940. While on board S-47 he was advanced to Fireman Second Class.

Forrest was transferred off the S-47 on October 7, 1940, for transportation back to Sub Base New London and reported aboard USS Tautog (SS-199) on February 1, 1941, just before she was ordered to the Virgin Islands. Forrest was advanced to In late April USS Tautog was ordered, along with two other submarines, to Pearl Harbor. She operated out of until October 21, when she and the USS Thresher (SS-200) departed on a simulated war patrol in the area around Midway. They arrived back at Pearl Harbor on December 5, 1941.



Two days later, on Sunday, 7 December, *Tautog* was at the Submarine Base when the Japanese attacked Pearl Harbor. Within

minutes of the first Japanese bomb explosions on Ford Island, *Tautog's* gun crews went into action and, with the help of *Narwhal* ([SS-167](#)) and a destroyer, shot down a Japanese torpedo bomber as it came over Merry Point.

On October 1, 1941, Forrest was advanced to Machinist Mate Second Class. Then on the 21<sup>st</sup> he was transferred to ComSubDiv 61. There he was assigned to new construction and reported aboard USS Haddock (SS-231) at commissioning, March 14, 1942. He changed rate from MM2 to MoMM2 and then on November 1, 1942, he was advanced to Motor Machinist Mate First Class.

After shakedown 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.

On February 27, 1943, he went to Captain's Mast and was demoted back to MoMM2. On March 3<sup>rd</sup>, Forrest was transferred to ComSubDiv 44 for duty.

Forrest was assigned to USS *Pollack* and made a her seventh war patrol. Underway for her seventh war patrol, *Pollack* departed Midway on 10 May to reconnoiter Ailuk Atoll and Wotje Atoll, then patrolled to the south and west towards Schischmarev Strait. On 18 May she torpedoed and sank the 3,110-ton ex-gunboat *Terushima Maru*. Off Jaluit Atoll the next afternoon, she torpedoed and sank the 5,350-ton converted light cruiser *Bangkok Maru*, which was carrying 1,200 Japanese troops intending to reinforce the garrison at Tarawa. *Pollack* received a depth charge attack and was lightly damaged.<sup>[14]</sup> The timing of this attack was important in reducing the number of Japanese troops garrisoned on Tarawa, which was attacked by American forces several months later in the Battle of Tarawa. *Pollack* returned to Pearl Harbor on 25 June.

Forrest was transferred to USS *Plunger*, ComSubDiv 43, on July 10, 1943 and then on October 16<sup>th</sup> to USS *Corvina* when she stopped in Pearl Harbor.





## **Marvin Harold Meizlik** **Gunners Mate Third Class**

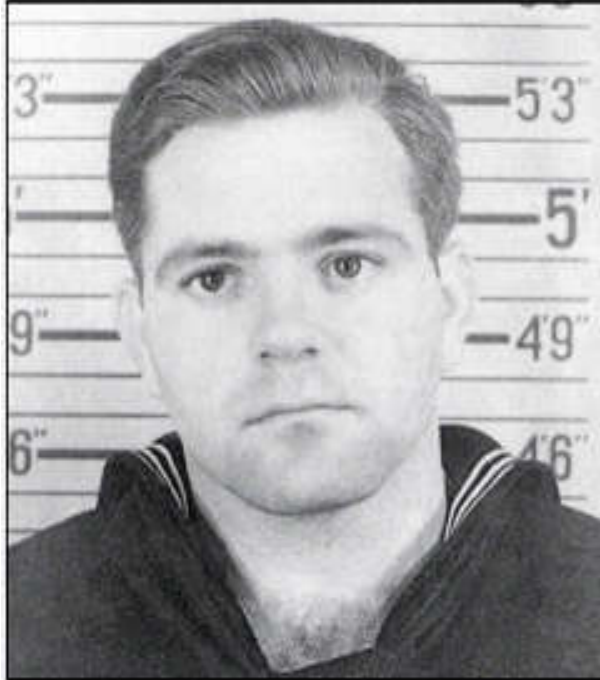
Marvin was born July 15, 1921 in Brooklyn, New York, to Irvine and Bessie Meizlik. Irvine was an Austro/Hungarian immigrant. Marvin spent his young life in Brooklyn and April 7, 1942, he joined the Navy.

After boot camp and training Marvin reported to Commander Submarine Division 43 aboard USS Plunger in Pearl Harbor on April 12, 1943.

While aboard, Plunger continued reconnaissance patrols throughout the spring and summer. She sank Taihosan Maru 12 March, and Tatsutake Maru and Kinai Maru 10 May. In June, she joined Lapon ([SS-260](#)) and Permit ([SS-178](#)) in the first U.S.

penetration into the Sea of Japan, an area abounding with Japanese shipping. Crossing the southern end of the Sea of Okhotsk, the ships returned to Midway 26 July but departed again 6 August to return to the Sea of Okhotsk. Plunger sank 3,404-ton Seitai Maru there 20 August and 4,655-ton Ryokai Maru 22 August. Returning to Pearl Harbor 5 September, the ships were the only U.S. vessels to complete two patrols to this area until the final weeks of the war.

Marvin was finally received aboard USS Corvina on November 2, 1943, during their stop in Pearl Harbor.



## **Max Frederick Micha** **Motor Machinist's Mate First Class**

Max was born July 26, 1917, in Brooklyn, New York to Charles Henry Max and Anna Micha. Three years after Max was born, the family was in Stanford, Connecticut, this may have been for work because Charles was a Beltman at a Lock Shop.

Max lived at home through his school years. He enlisted in the Navy on October 13, 1936 at the age of 19.

After initial training, Max reported to USS Medusa (AR-1) on May 1, 1937. The Medusa was the first ship specifically designed as a fleet

repair ship. Medusa was based at the time in San Pedro. Max re-enlisted on March 28, 1941, still a Fireman First Class.

After his re-enlistment, Max reported aboard the O-4 for training, on August 15, 1941 and then on December 2, 1941 to the USS Grampus (SS-207). He had been transported to Portsmouth, New Hampshire aboard the USS Mizar (AF-12), a passenger liner that had been converted to a military transport ship.

Max was on the USS *Grampus* until February 2, 1943, when he was transferred to Commander Submarine Division 81. During that period he was advanced several times culminating with Motor Machinist's Mate First Class. The Japanese attack on Pearl Harbor found *Grampus* undergoing post-shakedown overhaul at Portsmouth, New Hampshire, but soon ready for war on 22 December, she sailed for the Pacific, reaching Pearl Harbor on 1 February 1942, via the Panama Canal and Mare Island.

On her first war patrol from 8 February to 4 April 1942, *Grampus* sank an 8636-ton tanker *Kaijo Maru* on 24 March 1942, the only kill of her short career, and reconnoitered Kwajalein and Wotje atolls, later the scene of bloody but successful landings. *Grampus'* second patrol en route to Fremantle, Australia, and her third patrol from that base were marred by a heavy number of antisubmarine patrol craft off Truk Lagoon and poor visibility as heavy rains haunted her path along the Luzon and Mindoro coasts.

Taking aboard four coast watchers, *Grampus* sailed from Fremantle on 2 October 1942 for her fourth war patrol. Despite the presence of Japanese destroyers, she landed the coast watchers on Vella Lavella and Choiseul islands while conducting her patrol. This patrol, during the height of the Guadalcanal campaign, took *Grampus* into waters teeming with Japanese men-of-war. She sighted a total of four enemy cruisers and 79 destroyers in five different convoys. Although she conducted a series of aggressive attacks on the Japanese ships, receiving 104 depth charges for her work, *Grampus* was not credited with sinking any ships. On 18 October 1942 *Grampus* even scored a direct hit on the *Yura*, but the torpedo failed to explode. She returned to Australia on 23 November.

*Grampus'* fifth war patrol, from 14 December 1942 to 19 January 1943, took her across access lanes frequented by Japanese submarines and other ships. Air and water patrol in this area was extremely heavy and although she conducted several daring attacks on the 41 contacts she sighted, *Grampus* again was denied a kill.

Max reported to ComSubDiv 81 and was assigned to new construction to be received aboard USS *Corvina* at commissioning.



## Virgil Andrew Miller

### Electrician's Mate First Class



Virgil was born April 28, 1920, and grew up in Eldorado Springs, Missouri, to James and Cordelia Miller.

Virgil grew up in Missouri but, for some unknown reason, he enlisted in the Navy in Denver, Colorado, on December 13, 1938, at the age of 19.

On April 29, 1939, Virgil reported to his first command, USS Utah (AG-16). The Utah was a World War One battleship that had been redesignated, first a target ship and then a gunnery training ship. There were numerous anti-aircraft guns of various types to be used to train gun crews. Just as a note, On December 7, 1941, Utah was in Pearl Harbor. She took a direct torpedo strike and capsized. She still sits in the harbor and has been designated as monument and a burial site as the crew who did

not get off have not been removed.

While aboard the USS Utah, Virgil was advanced several times and on February 24, 1941 was transferred to the recommissioning crew of the O-10 in Philadelphia. The O-10 was recommissioned as a training vessel on March 10, 1941. The O-10 transferred from Portsmouth to New London in May. On June 19, they were scheduled to start a trial run, however, the O-9 had gone out the day before and not returned. The O-10 joined the O-6 in the search. The O-9 was never found.

On August 1, 1941 Virgil was advanced to Electrician's Mate Second Class and then one year later, on August 1, 1942 to Electrician's Mate First Class.

While based in New London, Virgil met Anna Marie Gallipoli. They were married on October 1, 1942, and set up a home in New Haven.

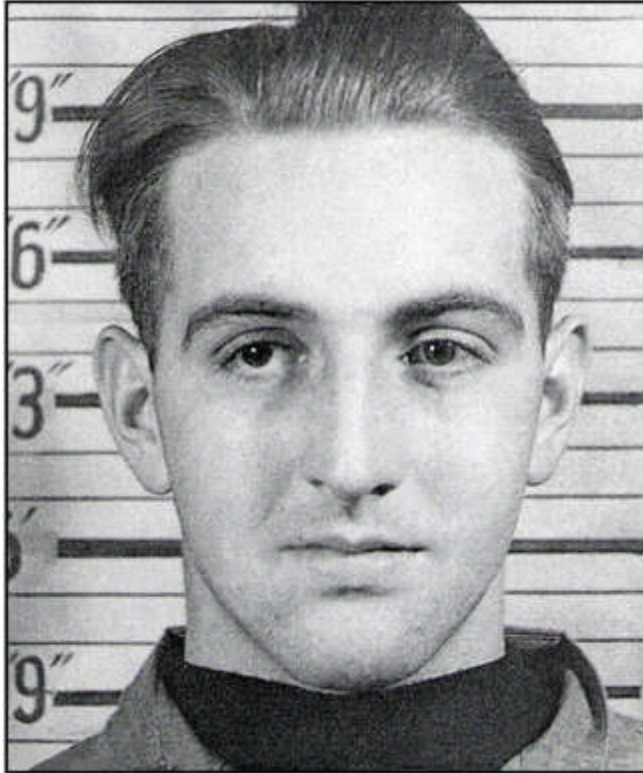
On April 1, 1943, Virgil was transferred from the O-10 to new construction in New London.

On June 24, 1943, Anna gave birth to Marilyn Joy Miller. Sadly, Marilyn passed away on July 3<sup>rd</sup>.

Virgil reported aboard USS Corvina on August 6<sup>th</sup>, at commissioning.



**Daniel Finucane Murphy, Jr.**  
**Seaman Second Class**



Daniel was born January 26, 1922, in Chicago, Illinois, to Daniel Finucane and Elsie Theresa Murphy.

Daniel lived in Chicago until he enlisted. He dropped out after his second year of high school and was working as a retail stock clerk when he enlisted in the Navy Reserve (V6), on November 9, 1940, in Chicago, Illinois. After Initial training, he was transported to Pearl Harbor, Hawaii, and assigned for duty to SubDiv-181. He was assigned on October 15, 1943 to USS Corvina when she stopped in Pearl Harbor on her way to her first patrol.

