

## Paul (Sonny) Schladensky, Jr. Electrician's Mate Third Class



Paul Schladensky was born on January 12, 1921, in Philadelphia, Pennsylvania, to Alleghany County Police Patrolman, Paul Schladensky and his wife Mary. The family lived on Alleghany Avenue in Philadelphia throughout Paul's young years. Paul wanted from a very young age to be a policeman, like his father.

Paul was a popular student at Northeast High School where the caption on his picture in the yearbook said:

*"Slid" has been a member of the Outside Squad and also of the Northeast Bible Club. He could always be seen at the School's athletic events. We expect to hear from him some day as a Chief of Police. Maybe he can "fix" our tickets for us.*

Paul enlisted on December 15, 1942, in Philadelphia. He turned 20 years old in boot camp. After training he reported to USS R-11, as a seaman, for training on April 24, 1942. He was then transferred to the USS R-4 as a seaman second class on May 13<sup>th</sup>. Both of these boats were training commands stationed at Key West, Florida. The USS R-4 (SS-81) did patrols in the Florida Straits and the Yucatan Channel. She was used as a training platform for the US Navy Sonar School at Key West. While on board, Paul made Seaman Second Class in May of '42 and then Seaman First Class in November. He changed rate to Fireman Second Class on May 8, 1943 and Electrician's Mate Third Class on June 1, 1943.



In early 1943, Paul married Mildred Jane Clark of Philadelphia. As he was assigned to Key West, they decided to set up a their household in Miami, Florida.

Paul was transferred to the Navy Yard, Portsmouth for new construction, and reported aboard USS Corvina at commissioning.

**Leon Lloyd Schless**  
**Electrician's Mate First Class**



Leon Lloyd Schless was born on April 9, 1922, in Rhineland, Missouri, to Benjamin J. and Agnes A Schless. The family moved to Long Beach, California where Leon attended and graduated from Long Beach Polytechnic High School. Leon was on the baseball team.

On May 14, 1940, one month after his 18<sup>th</sup> birthday, Leon enlisted in the US Navy. After completing basic training Leon received orders and reported to the USS Saratoga (CV-3) as a Fireman Second Class. During that period the Saratoga was operating out of Pearl Harbor. While on the Saratoga, Leon was advanced to Electrician's Mate Third Class on May 1, 1941. The USS Saratoga must have been at sea when Leon volunteered for Submarine Duty, demonstrated by the fact that on May 19<sup>th</sup> he was transferred to the USS McCall (DD-400), part of the battle group, for transport back to Pearl Harbor, where he reported to the USS Holland (AS-3) for assignment by Commander Submarine Squadron Six on May 26<sup>th</sup>. It appears that Leon was used as a part of the relief crew and was on the USS Seal (SS-183) and Then the USS Narwhal (SS-167). On December 22<sup>nd</sup>, he was transferred to Receiving Station Pearl Harbor for transportation to Navy Yard, Mare Island.

Leon reported aboard USS Trigger (SS-237) at commissioning, January 31, 1942. The submarine sailed for Hawaii on 22 May and reached Pearl Harbor the following week. She sortied for Midway Island with Task Group 7.2 (TG 7.2) on 29 May in anticipation of a Japanese attack on that island. Her station during the ensuing Battle of Midway was northeast of Midway, and she remained there without contacting any enemy shipping until she was ordered back to Pearl Harbor on 9 June.

On 26 June, *Trigger* got underway for her first war patrol transiting to the Aleutian Islands to patrol an area west of Cape Wrangell, Attu Island. She encountered six destroyers, three freighters and a patrol boat, attacking none, before calling at Dutch Harbor on 8 August *en route* back to Hawaii. On July 1, 1942, Leon was advanced to Electrician's Mate Second Class.



Trigger got a new skipper, Roy S.

Benson (Class of 1929), before her second war patrol, conducted from 23 September to 8 November in "Empire Waters" (the seas immediately surrounding Japan). In the early morning hours of 5 October, the submarine sighted smoke on the horizon and headed for it. A vessel soon appeared, coming toward the submarine. As the target approached, the submarine identified it as a small ship. Trigger then surfaced and manned her machine guns. As the target neared, however, the submarine learned that the Japanese ship was larger than initially thought. Enemy shells soon began exploding close to Trigger, and the 4,000 ton ship turned and accelerated in an attempt to ram the submarine. Trigger barely avoided a collision as she submerged for an attack; she launched two torpedoes and heard one hit. She then surfaced and gave chase, only to have the target again open fire. The submarine missed with three more torpedoes and then discontinued the pursuit.

Before dawn on the morning of 17 October, Trigger made a surface attack on a freighter off the Bungo Suido. She fired two spreads of torpedoes which sank Holland Maru with her guns still firing. That night, a destroyer came out of Bungo Suido and dropped a string of depth charges near the submarine. Trigger launched three torpedoes "down the throat" at the onrushing destroyer and, one minute later, observed an explosion so powerful it threw enough flame and water into the air to obscure the target. When the air cleared, the enemy ship was still intact, suggesting Trigger's first torpedo may have exploded prematurely, detonating the next two by its turbulence. The submarine fired one more torpedo as the enemy disappeared, but failed to score a hit.

Near midnight of 20 October, Trigger fired a spread of four torpedoes from very close range, 900 yards (820 m), in a surface attack on a 10,000-ton tanker. Two torpedoes hit the enemy ship, as it turned, in an attempt to ram. The submarine went to 100 feet (30 m) to evade a counterattack, and heard a heavy explosion as either gasoline, magazines, or boilers blew up. Trigger then came up to periscope level but found nothing in sight. (This sinking was not confirmed by JANAC postwar.) Four days later, Trigger attacked a large enemy tanker in ballast. A spread of three torpedoes produced three observed hits, one near the target's stern. The screws of the enemy ship stopped, and she began emitting heavy white smoke aft, but she soon got underway again. Trigger fired her last torpedo at the ship as it was moving off and missed. That night, she surfaced and began her homeward voyage.

On the third war patrol, from 3 December 1942 to 22 January 1943, the submarine conducted a combined minelaying and offensive patrol, again in waters surrounding the Japanese home islands. On 20 December, she began planting a minefield off Inubo Saki, Honshū. Trigger planted the northern half of the field and was working on the southern part when a cargo ship passed her, heading into the newly-laid mines. Five minutes later, a violent explosion rocked the freighter which sank while an escort circled her. The submarine later heard another explosion from the direction of the minefield and, when she surfaced the next day, found the field was covered by smoke.

On 22 December, Trigger sighted a ship approaching from Uraga and made a surface attack. A spread of three torpedoes produced one hit forward of the bridge, and the target started to settle by the bow. The submarine fired one more torpedo into the ship and, when last seen, Teifuku Maru was awash forward with her screws nearly out of the water. On 31 December 1942, she attacked a cargo ship loaded with planes. Trigger fired three torpedoes from extremely close range 700 yards (640 m), and watched two hit. The target began to list to starboard and was down by the bow. Sound reported a heavy secondary explosion. The submarine came up to periscope level and saw the freighter with her stern high out of the water and a destroyer approaching. Trigger went deep and when she next came up for a look, there was nothing to be seen. (The sinking was not confirmed by JANAC postwar.)

On 10 January 1943, a Japanese destroyer approached Trigger, and the submarine fired three torpedoes from 1,600 yards (1,500 m). One hit under the well deck and folded the destroyer's forecastle up at a 45° angle, and another hit the target's stern. Soon, the Minekaze-class destroyer Okikaze sank on an even keel.

Leon was transferred to SubBase Midway Island on February 6, 1943. He was subsequently transferred to Commander Submarine Atlantic Fleet via transport on the USS Henderson to San Francisco and ground transport (most likely train) to New London. During this travel and leave period, Leon married Mary Winnikoff in Chicago, Illinois. Mary eventually set up housekeeping in San Francisco.

Leon reported aboard USS Corvina at commissioning.

## **Gale Morris Schuldt**

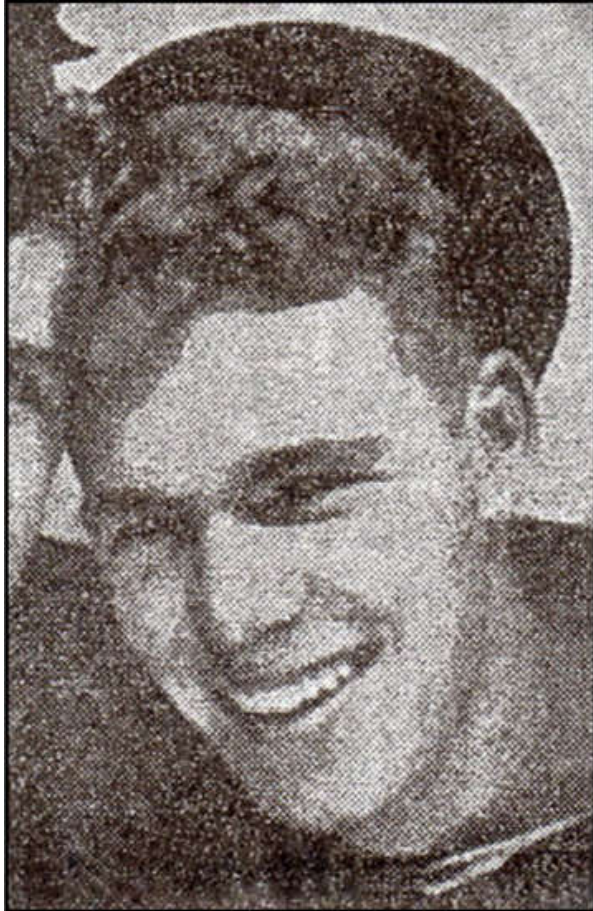
### **Seaman First Class**



Gale Morris Schuldt was born November 11, 1915, in Norwalk, Iowa, to Chris and Edith Schuldt. Norwalk was the nearest hospital to the family farm which was located in Long Creek Township. Long Creek Township is not listed on some of his documentation due to the fact that it is just a group of farms. The nearest incorporated town was Van Wert. Gale worked with his father on the farm all of his young life.

Gale enlisted in the Navy Reserve (V6) in Des Moines, Iowa on July 20, 1943. After initial training he reported to the USS R-2, in New London, for instruction on May 19<sup>th</sup>. In June he was transferred to Sub Base New London for new construction and reported to the USS Corvina at commissioning.





## **Walter Krancher Schulz** **Torpedoman's Mate First Class**

Walter Krancher Schulz was born January 4, 1920, in Holyoke, Massachusetts, to Walter Gustave and Bessie Francis Schulz.

Walter enlisted in the Navy through Springfield, Massachusetts, on February 9, 1938. After initial "Boot" training, he reported aboard the USS Nashville (CL-43) at her commissioning in Camden, New Jersey. Nashville departed Philadelphia on 19 July 1938 for shakedown in the Caribbean. In early August, she sailed for Northern Europe on a good will visit, arriving at Cherbourg, France on 24 August. Getting underway on 21 September from Portland, England, with \$25,000,000 in British gold bullion aboard, Nashville arrived at Brooklyn Navy Yard on 30 September, off-loaded the gold, and returned to Philadelphia on 5

October.

In the spring of 1939, Nashville carried American representatives to the Pan American Defense Conference in Rio de Janeiro, Brazil, returning them to Annapolis, Maryland on 20 June 1939.



On 23 June, she steamed westwards from Norfolk, Virginia for the Pacific via the Panama Canal, arriving at San Pedro, California, on 16 July for two years of operations.

Walter departed the USS Nashville aboard the USS Yorktown for further transport to Submarine Base New London for Submarine School on October 11, 1940. After Sub School, Walter was sent to Pearl Harbor to the USS Cachalot (SS-170), which was in the shipyard for overhaul.

On September 11, 1941 Walter was transferred to transport, via USS Boise (CL-47) to Long Beach, California and then ground transport to Navy Yard Portsmouth, New Hampshire. He reported aboard the USS Flying Fish (SS-229) at her commissioning, December 10, 1941. Walter made five war patrols on the Flying Fish. After arriving at Pearl Harbor on May 2, 1942, she was ordered, 15 days later, out on patrol west of Midway, which was threatened by an expected Japanese attack. During the Battle of Midway 4 – 6 June, she and her sisters fanned out to scout and screen the island, at which she refitted from 9 – 11 June. Continuing her first full war patrol, she searched major shipping lanes in Empire waters (the seas around Japan) and scored a hit on a Japanese destroyer off Taiwan during the night of 3 July. She returned to Midway to refit on 25 July. Walter changed rate to Torpedoman's Mate Third Class the day after they sailed, May 18<sup>th</sup>.

On 15 August 1942, she sailed on her second war patrol, bound for a station north of Truk. On 28 August, only three days after arriving on station, Flying Fish sighted the masts of a Japanese battleship (now known to be Yamato),<sup>[7]</sup> guarded by two destroyers and air cover. She launched four torpedoes at this prime target, and two hits were detected by sonar. Immediately the



counterattack began, and as Flying Fish prepared to launch torpedoes at one of the destroyers, rapidly closing to starboard, her commanding officer was blinded by a geyser of water thrown up by a

bomb. Flying Fish went deep for cover. A barrage of 36 depth charges followed. When Flying Fish daringly came up to periscope depth 2 hours later, she found the two destroyers still searching, aided by two harbor submarine chasers and five aircraft. A great cloud of black smoke hung over the scene, persisting through the remaining hours of daylight. As Flying Fish upped periscope again a little later, a float plane dropped bombs directly astern, and the alert destroyers closed in. A salvo of torpedoes at one of the destroyers missed, and Flying Fish went deep again to endure another depth charging. Surfacing after dark, she once more attracted the enemy through excessive smoke from one of her engines, and again she was forced down by depth charges. Early in the morning of 29 August, she at last cleared the area to surface and charge her batteries. Possibly the torpedo explosions were premature; Japanese records show no warships lost on 28 August 1942.

Unshaken by this long day of attack, Flying Fish closed on Truk once more 2 September 1942, and attacked a 400-ton patrol vessel, only to see the torpedoes fail to explode upon hitting the



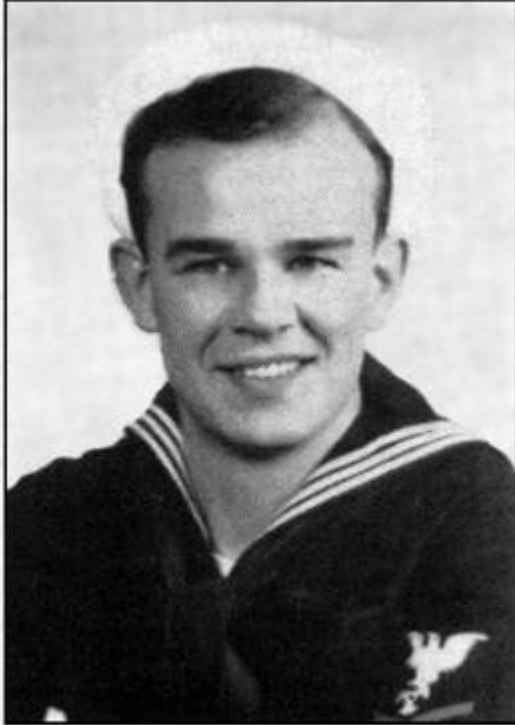
target. The patrol ship ran down the torpedo tracks and began a depth charge attack, the second salvo of which damaged Flying Fish considerably. A second patrol ship came out to join the search; Flying Fish successfully evaded both opponents and cleared the area. Determinedly, she returned to the scene late the next night, and finding a single patrol vessel, sank her with two torpedoes just after midnight early on 4 September. Two hours later a second patrol craft came out, and as Flying Fish launched a stern shot, the Japanese ship opened fire, then swerved to avoid the torpedo. Flying Fish dived for safety, enduring seven depth charge runs by the patrol vessel. Two destroyers joined the patrol craft, and all three kept the submarine under attack for five hours. At last able to get clear, Flying Fish sailed for Pearl Harbor, where she arrived 15 September.

Flying Fish cleared Pearl Harbor 27 October, headed for her patrol area south of the Marshall Islands. Three times on this third patrol she launched bold attacks on Japanese task forces, only to suffer the frustration of poor torpedo performance, or to score hits causing damage which postwar evaluation could not confirm. She arrived at Brisbane for refit on 16 December 1942. On 6 January 1943, Flying Fish started her fourth war patrol, a reconnaissance of the Marianas. Along with gaining much valuable intelligence, she damaged the Japanese troop transport Tokai Maru (8359 tons) in Apra harbor, Guam, on 26 January, hit the Japanese troop transport Nagizan Maru (4391 tons) in Tinian's Sunharon Roadstead 6 February, and sank the freighter Hyuga Maru (994 tons) in the presence of patrolling aircraft and surface escorts 16 February. She returned to Pearl Harbor 28 February. Walter was advanced to TM2, the day before they pulled back in to Pearl.

On March 9, 1943, three crewmen of the Flying Fish - Lyman Darol Williams,<sup>[8]</sup> Leonard Mathis Sturms,<sup>[9]</sup> and Harley Albert Kearney<sup>[10]</sup> died of drinking wood alcohol at the Royal Hawaiian Hotel during R&R in Honolulu, Hawaii. These three seamen would be the only casualties that the crew of the Flying Fish would suffer during the war.

Flying Fish stood out of Pearl Harbor 24 March for her fifth war patrol, this one to the coast of Honshū, where the submarine was battered by foul weather. On 12 April, she closed the northern coast to make a daring attack on the cargo vessel Sapporo Maru No.12 (2865 tons) which she sank, again in the presence of scout planes and armed trawlers. Moving north to Hokkaidō, Flying Fish damaged a large freighter on 13 April, and two days later torpedoed the inter-island transport ship Seiryu Maru (1904 tons) which beached itself in a mass of flames. Continuing her bold inshore attacks, on 19 April Flying Fish sank the Japanese army cargo ship Amaho Maru (2774 tons), and in the Tsugaru Strait on 24 April, sent cargo ship Kasuga Maru (1374 tons) the bottom. On 1 May a small inter-island freighter was sunk, but an alert enemy antisubmarine group shook Flying Fish considerably before she could clear the area. She returned to Midway from this highly successful patrol 11 May.

On May 14<sup>th</sup>, Walter was transferred with travel time and leave, to New London for new construction. He reported to the USS Corvina at commissioning.



## **Francis William Simunaci** **Motor Machinist's Mate First Class**

Francis William Simunaci was born on February 21, 1920, in Atlantic, Iowa to Anton and Anna Simunaci. Anton, Francis' father, was a Czechoslovakian immigrant who worked as an interior designer. The family moved in 1930 to Creston, Iowa. Frank was one of eight siblings.

Frank enlisted in the Navy in Omaha, Nebraska, on January 1, 1941. After his initial training and Submarine School, he reported to USS R-2 in New London for training. He was transferred back to SubBase New London on May 11<sup>th</sup>, having advanced to Fireman First Class.

Frank reported aboard the USS Barb (SS-220), at commissioning, July 8, 1942. After commissioning and shake down, the Barb transited to the European

theater of war, operating out of Roseheath, Scotland. In October she other submarines from Squadron Fifty and steamed to the northwest coast of Africa on her first patrol, Barb conducted reconnaissance and furnished weather information to the fleet, prior to, and during the invasion of North Africa. On November 7<sup>th</sup>, she landed seven Army scouts on the beaches of Safi, preparatory to the invasion on November 8. After this operation, she steamed to



Roseheath, Scotland and conducted her next four war patrols out of that base in the Bay of Biscay and areas off Norway, North Iceland and later in the mid-Atlantic.

While Frank was sitting off the coast of North Africa, his brother, Anton Jr., was fighting with the US Marines on Guadalcanal. Anton was killed in action on November 22, 1942.

On March 1, 1942, Frank was advanced to Motor Machinist's Mate First Class and then on the 29<sup>th</sup>, was transferred to Commander Submarine Squadron Fifty and then was

transported back to New London, Connecticut and was received aboard USS Corvina at commissioning.



## William Reuben Slagle

### Seaman First Class

William Reuben Slagle was born May 13, 1914, in Yuma, Colorado, to John and Effie Slagle.



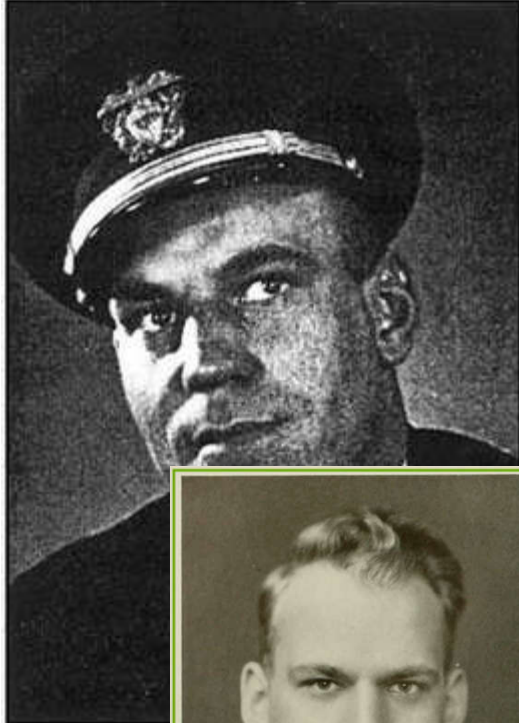
John was a farmer, and the family farm was located in Happyville, a township started in 1920, designated only by a single storefront in Yuma County, Colorado. Yuma was the largest town with a hospital, which was why William was born there.

In 1930, they had moved to a farm in Liberty, Missouri. William met and married Bernice Ewon Brown, who had been born and raised in Liberty. They made a home in Exeter, Missouri.

Bill enlisted in the Navy Reserve (V6) on October 22, 1942. After training he was received aboard USS R-2 for training May 19, 1943. Training completed he reported to USS Corvina at commissioning.

## David Kinney Sloan, Jr. Lieutenant Commander (Executive Officer)

David Kinney Sloan, Jr. was born April 3, 1914, in Canton, Pennsylvania, to David Kinney and



Helen Irene Sloan. David Kinney Sloan, Sr. was the Bradford County Agriculture Agent and they lived in Canton for his young life.

David graduated from Williamsport High School in 1932, where he had been active in Field, Forest and Stream, Student Council, Varsity Football, Basketball, Cherry and White Editor (yearbook), Junior Executive Committee and Chemistry.

David seems to have taken two years off from schoolwork and then entered the Naval Academy September 4, 1934, missing his plebe summer. Being as he was older than his classmates, he was given the nickname of Pop. His

### DAVID KINNEY SLOAN, JR.

WILLIAMSPORT, PENNSYLVANIA

"POP"

"JUNIOR"

THE sage of thirty-eight; the grand old man whose devotion and effort made our football team a better one; whose friendliness and rugged, down-to-earth philosophy have made him a shipmate to everyone. Always yearning for the beauties of the Susquehanna Valley, and with no love for the mechanical side of the Midshipman's college life, Dave has found it hard at times to be happy in this modified country club. He got a late start, missing Plebe summer and all its joys, but in spite of this, was elected Captain of our undefeated Plebe team. His sonorous voice has won him acclaim in Berlin's night life and in the Musical Club shows. In a military way, Pop's greatest achievement was being leader of our crack color squad.

Football 4, 3, 2; Goat Keeper 1; Batt.  
Football Coach 1; Hop Committee 1;  
Ensign.

yearbook entry states, among other things, that he was on the Football Team, the Battalion Football Coach and

the Goat Keeper.

Upon graduation from the Academy Ensign Sloan was assigned to the USS New Mexico (BB-40). At that time the USS New Mexico was operating out of Dutch Harbor, Alaska, evaluating fighting in sub-arctic conditions.

In 1939 Ensign Sloan was transferred to the USS McCall (DD-400) operating with the Destroyer Battle Force out of Pearl Harbor, Hawaii

In the early months of 1940, Ensign Sloan was transferred to Submarine School New London for instruction, said course being completed on August 1<sup>st</sup>.



On January 3, 1941, Ensign Sloan reported for duty onboard the USS Swordfish operating out of San Diego, California. In early 1941 she set sail for Pearl Harbor, the Pacific Fleets new home port. On June 2<sup>nd</sup>, Ensign Sloan became Lt(jg) Sloan. On 3 November Swordfish, in company with three other U.S. submarines, departed Pearl, and on 22 November arrived at Manila, Philippine Islands. The submarine remained at Manila until the Japanese attack on Pearl Harbor on 7 December 1941. The following day, she set sail on her first war patrol, conducted off the coast of Hainan, China. After damaging several enemy vessels on the 9th, 11th, and 14th (Kashii Maru), Swordfish sank her initial victim of the war on 16 December. Hit amidships by one of three torpedoes, the cargo ship Atsutasan Maru erupted in a cloud of smoke and flames and then disappeared beneath the waves. On 27 December Swordfish embarked the organizational staff of the Submarine Asiatic Command Staff at Manila and headed for Soerabaja, Java,



arriving on 7 January 1942.

Swordfish departed Soerabaja on 16 January for her second war patrol, conducted in the Celebes Sea and in the Philippines. On 24 January, she torpedoed and sank the cargo ship Myoken Maru (4,124 tons) off Kema, Celebes Islands. On 20 February, she submerged in the entrance of Mariveles, Luzon, only to surface after dark to take

on board the President of the Philippines, his family and select high-ranking officers.<sup>[6]</sup> She departed on the surface about 11:30pm and sailed through a minefield. She submerged during the day of 21 February, between 6:20am and 6:20pm which caused it to be quite warm, 94F and 92% humidity. She arrived off the coast of San Jose, Panay, Philippine Islands on 22 February at 10pm and they stopped at 2:30am on 23 February about a mile off the coast of San Jose de Buenavista, Antique. Fifteen minutes later they were advised that their launch was approaching. The passengers debarked the sub around 3am on 23 February. The President and his party were transferred to a motor tender. Swordfish then returned to Manila Bay and embarked the High Commissioner of the Philippines, arriving Fremantle, Western Australia, on 9 March.

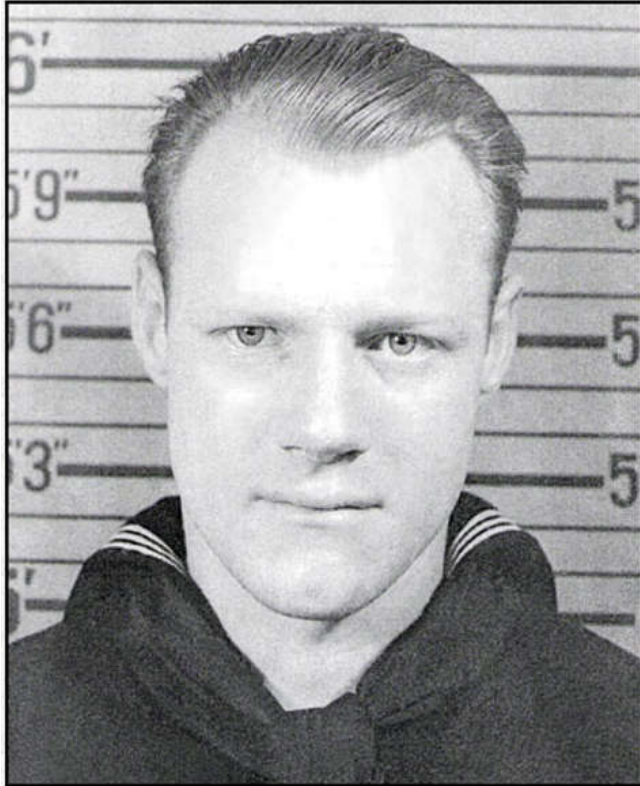
Swordfish got underway from Fremantle on 1 April for her third war patrol, with her primary mission being to deliver 40 tons of provisions to the besieged island of Corregidor. The island fell to the Japanese before the mission could be carried out and the submarine was ordered to patrol in the vicinity of Ambon Island. The only ships sighted were beyond effective range, and the submarine returned to Fremantle on 1 May.



Departing Fremantle for her fourth war patrol on 15 May, Swordfish was in the Makassar Strait on 23 May when she damaged the "Asakaze Maru"; in the South China Sea on 29 May where she sank a 1900-ton transport ship "Tatsufuku Maru" and was in the Gulf of Siam on 12 June, where she torpedoed and sank a 4585-ton cargo ship "Burma Maru". The submarine returned to Fremantle on 4 July.

Her fifth war patrol, conducted in the Sulu Sea, and her sixth war patrol, conducted in the Solomon Islands, were unproductive. There is possibility she was involved in an accidental "friendly fire" attack in Misima Island harbor on HMAS Fauro Chief which was damaged 12 November 1942.

On her seventh war patrol Swordfish sank a 4122-ton cargo ship "Myoho Maru" on 19 January 1943. Returning to Pearl Harbor on 23 February, the submarine underwent overhaul. With a temporary date of rank of June 15, 1942, Lt Sloan had been the Swordfish 1<sup>st</sup> Lt, Gunnery and Torpedo officer. The Swordfish entering overhaul was the opportune time to transfer him to new construction in New London where he joined the crew at commissioning.



## **Boyd Franklin Smith Chief Electrician's Mate**

Boyd Franklin Smith was born November 3, 1909, to Thomas Frankliin and Iona Gertrude Smith in Reynoldsville, Pennsylvania. Thomas Smith, Boyd's father, died of accidental drowning at Waterworks Park in Erie. Boyd and his mother moved into his grandparents house, also in Reynoldsville.

Boyd enlisted on March 5, 1935 at the age of 26, through Pittsburgh, Pennsylvania. There were no records available for the period between his enlistment and when her reported to USS Snapper (SS-185) January 22, 1938, shortly after her commissioning. Boyd was EM3 at the time.

On 10 May 1938, Snapper departed Portsmouth, New Hampshire, for her

shakedown cruise, visited Cuba, the Panama Canal Zone, Peru, and Chile, and returned to Portsmouth on 16 July. There, she conducted final acceptance trials and underwent post-shakedown overhaul.



On 3 October, Snapper was assigned to Submarine Squadron (SubRon) 3 based at Balboa, Canal Zone, where she participated in training and fleet exercises until 15 March 1939, when she set sail for repairs at the Portsmouth Navy Yard. Departing Portsmouth on 9 May, she stopped at New London, Connecticut, and then got underway for the West Coast, arriving at San Diego, California, on 2 June. On 1 July, the submarine set sail for Pearl Harbor and maneuvers in the Hawaiian area, followed by overhaul at the Mare Island Navy Yard in Vallejo,

California, from 1 December 1939 to 1 March 1940. Boyd was transferred to the USS Sailfish (SS-192), now an EM2, on the 14<sup>th</sup> and arriving on the 18<sup>th</sup>, shortly after her recommissioning.



The only time I could find Boyd was in San Diego was June and July of 1939. He must have made an impression because he, at some point, married Pearl Rowena, a San Diego native. She stayed in San Diego when he went back to sea.

USS Swordfish was the salvaged, rebuilt and renamed USS Squalus, which sank in 1938. After reconditioning, repair, and overhaul, she was recommissioned on

15 May 1940 with Lieutenant Commander Morton C. Mumma, Jr. (Annapolis, Class of 1930) in command.

With refit completed in mid-September, Sailfish departed Portsmouth on 16 January 1941 and headed for the Pacific.<sup>[19]</sup> Transiting the Panama Canal, she arrived at Pearl Harbor in early March, after refueling at San Diego. The submarine then sailed west to Manila where she joined the Asiatic Fleet until the attack on Pearl Harbor.

During the Pacific War, the captain of the renamed ship issued standing orders if any man on the boat said the word "Squalus", he was to be marooned at the next port of call. This led to crew members referring to their ship as "Squailfish". That went over almost as well; a court martial was threatened for anyone heard using it.

Following the attack on Pearl Harbor, Sailfish departed Manila on her first war patrol, destined for the west coast of Luzon. Early on 10 December, she sighted a landing force, supported by cruisers and destroyers, but could not gain firing position. On the night of 13 December, she made contact with two Japanese destroyers and began a submerged attack; the destroyers detected her, dropping several depth charges, while Sailfish fired two torpedoes. Despite a large explosion nearby, no damage was done, and the destroyers counterattacked with 18–20 depth charges. She returned to Manila on 17 December.

Her second patrol (now under the command of Richard G. Voge begun on 21 December, took the submarine to waters off Formosa. On the morning of 27 January 1942, off Halmahera, near Davao, she sighted a Myōkō-class cruiser, making a daylight submerged attack with four torpedoes, and reporting the target was damaged, for which she got credit. However, the damage could not be assessed since the cruiser's two escorts forced Sailfish to dive deep and run silent. Running at 260 ft (79 m), the submarine eluded the destroyers and proceeded south toward Java. She arrived at Tjilatjap on 14 February for refueling and rearming.

Departing on 19 February for her third patrol, she headed through Lombok Strait to the Java Sea. After sighting the heavy cruiser Houston and two escorts heading for Sunda Strait following the Allied defeat in the Battle of the Java Sea, Sailfish intercepted an enemy destroyer on 2 March. Following an unsuccessful attack, she was forced to dive deep to escape the ensuing depth charge attack from the destroyer and patrol aircraft. That night, near the mouth of Lombok Strait, she spotted what appeared to be the 38,200 long tons (38,800 t) aircraft carrier Kaga, escorted by four destroyers. Sailfish fired four torpedoes, scoring two hits. Leaving the target aflame and dead in the water, Sailfish dove, the escorts delivering forty depth charges in the next 90 minutes.<sup>[24]</sup> She eluded destroyers and aircraft and arrived at Fremantle, Western Australia, on 19 March, to great fanfare, believed to be the first U.S. sub to have sunk an enemy carrier. In reality, the Kaga was scuttled in June, 1942, after damage sustained during the Battle of Midway, in that vicinity. Postwar, it was revealed Kaga had been nowhere in the area of Lombok Strait, and the target had in fact been the 6,440 long tons (6,540 t) aircraft ferry Kamogawa Maru, still a valuable target.

The Java Sea and Celebes Sea were the areas of Sailfish's fourth patrol, from 22 March–21 May. After delivering 1,856 rounds of anti-aircraft ammunition to "MacArthur's guerrillas", she made only one ship contact and was unable to attack the target before returning to Fremantle.

The submarine's fifth patrol—from 13 June through 1 August—was off the coast of Indochina in the South China Sea. On 4 July, she intercepted and tracked a large freighter, but discovered the intended target was a hospital ship and held her fire. On 9 July, she intercepted and torpedoed a Japanese freighter. One of a pair of torpedoes struck home and the ship took a 15° list. As Sailfish went deep, a series of explosions were heard, and no further screw noises were detected. When the submarine surfaced in the area 90 minutes later, no ship was in sight. Though she was credited during the war with a 7,000 long tons (7,100 t) ship, postwar examination of Japanese records confirmed no sinking in the area on that date. [In fact the Sailfish had damaged the Japanese transport ship Aobasan Maru (8811 GRT) off the coast of Indochina in position 11°31'N, 109°21'E.]

Sailfish observed only one other enemy vessel before the end of the patrol.

Shifting her base of operations to Brisbane, Sailfish (now under the command of John R. "Dinty" Moore) got underway for her sixth patrol on 13 September and headed for the western Solomon Islands. On the night of 17–18 September, she encountered eight Japanese destroyers escorting a cruiser, but she was unable to attack. On 19 September, she attacked a minelayer. The spread of three torpedoes missed, and Sailfish was forced to dive deep to escape the depth charge counterattack. Eleven well-placed charges went off near the submarine, causing much minor damage. Sailfish returned to Brisbane on 1 November.

Underway for her seventh patrol on 24 November, Sailfish proceeded to the area south of New Britain. Following an unsuccessful attack on a destroyer on 2 December, the submarine made no other contacts until 25 December, when she believed she had scored a hit on a Japanese submarine. Postwar analysis of Japanese records could not confirm a sinking in the area. During the remainder of the patrol, she made unsuccessful attacks on a cargo ship and a destroyer before ending the patrol at Pearl Harbor on 15 January 1943.

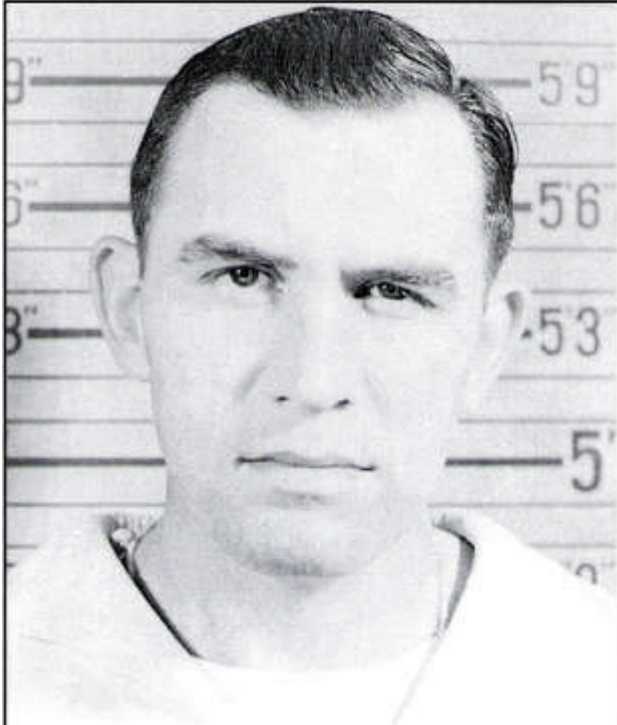
On February 9, 1943, Boyd was transferred as a Chief Electrician's Mate to the General Electric Company, Schenectady, New York for training. After completing the course of training, he reported to new construction at New London and was received aboard the USS Corvina at commissioning.



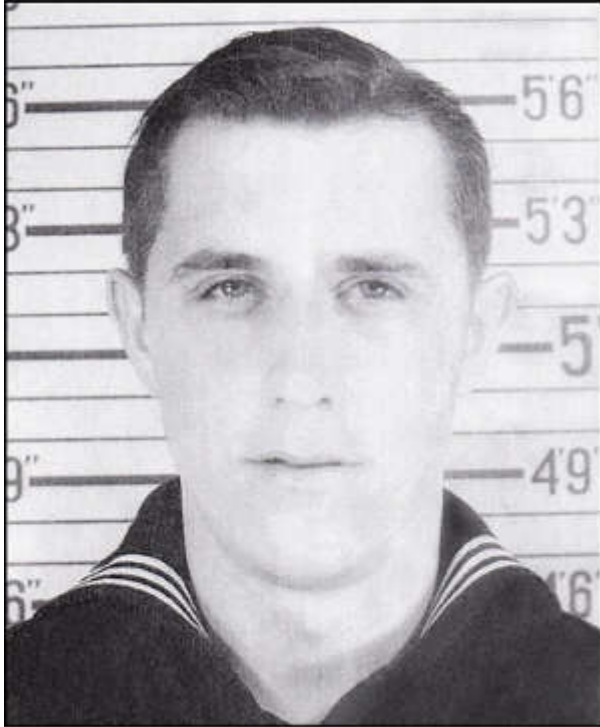
## **James Doran Smith**

### **Lieutenant, Junior Grade**

James Doran Smith was born November 11, 1915, to Elbert Doran and Nellie Smith in



Rockwood, Tennessee. James lived at home, went to school, graduated from college and in 1940, was working for the Meade Corporation at the Kingsport Pulp Mill as a chemical engineer. He joined the Navy and it appears that he went to Officers Candidate School and was commissioned. When he reported to the USS Corvina at commissioning, he was a Lieutenant, Junior Grade.



## **Roger Joseph St. Aubin** **Gunner's Mate Second Class**

Roger was born September 20, 1921, to Emil and Laura St. Aubin, in New Bedford, Massachusetts. Roger's father was a stone mason and his mother worked as a Laundress. The family lived in Mineola, New York, through 1940.

Roger enlisted in the US Navy, December 12, 1940 and three months later, on February 26, 1941, was reporting aboard the S-13 (SS-118). They were operating out of St. Thomas and around the Caribbean at the time. Roger reported as a Seaman First Class. He spent the next five months shuttling between S-12, S-14 and S-13

On July 28, 1941, Roger finally settled down when he was transferred to USS S-13 and they went to Coco Solo, C.Z. Roger was aboard, patrolling around the east coast of South America up to Florida.

On June 14, 1943, Gunner's Mate Second Class Roger St. Aubin boarded the USS Albemarle (AV-5), a Curtis-class seaplane tender, for transport to Portsmouth.

It appears that in the short time he was in new construction, he had enough time to meet and marry Constance Veronica St. Aubin and set up a household in Bridgeport, Connecticut.

Roger Joseph St. Aubin reported aboard the USS Corvina at commissioning.

## Roy Earl Sumners

### Gunner's Mate Second Class

Roy Earl Sumners was born March 8, 1919, in Newton Missouri, the closest town large enough



for a hospital to Lamar, Missouri where the family lived. Roy's father, Charles E. Sumners was a barber and had his own shop. Roy's father passed away on November 30, 1922. His mother, Bessie, took over as head of the household and worked as a saleslady at a local pharmacy. Roy attended Lamar High School, graduating with the class of 1937.

Roy enlisted in the US Navy on October 12, 1937. The available records do not show his activities from 1937 to 1941, However, it can be surmised that he had been based out of Pearl Harbor for most of that time. He had met a young woman, Elaine Harriet Christian, who although born in Tacoma, Washington, had moved with her family to Honolulu, Hawaii in 1933. The couple were married at the end of

1939 and had a home in Ewa. In 1940, Roy sent his then pregnant wife to stay with his mother in Lamar, Missouri, where on September 30<sup>th</sup> she was delivered of a daughter, Lani Maurine Sumners. Sadly, Lani only lived until 1944 and never got to meet her father.

On October 12, 1941, Roy re-enlisted for another four years while onboard the USS Cuttlefish (SS-171). As the time of his re-enlistment, he was already a Torpedoman Second Class.

On January 26, 1942, Roy was transferred from USS Cuttlefish to USS Plunger (CSD-43 Flag) for duty. This was just prior to the Cuttlefish leaving on her first war patrol. The Commander Submarine Division 43 assigned Roy to the USS Pompano from February to July, for her second war patrol. Being sent to Japanese home waters, Pompano left Pearl Harbor on 20 April 1942 (with a load of older Mark 10 torpedoes, due to production shortages at Newport Torpedo Station), refueled at Midway Island, and entered her area 7 May patrolling the sea lanes west of Okinawa and in the East China Sea. Shipping was scarce, but on 24 May, she caught a large sampan and sent it down with gunfire. On the next day, after chasing for seven hours and fighting a motor fire in the process, she torpedoed Tokyo Maru, which exploded and sank.

As Pompano shifted her patrol area to the main route between Japan and the East Indies, a large transport escorted by one destroyer caught her eye on 30 May. Running to a position ahead of the convoy, she waited until her victim was only 750 yd (690 m) away, scoring solid hits (with two more Mark 10 torpedoes) which sank Atsuta Maru two and a half hours later.

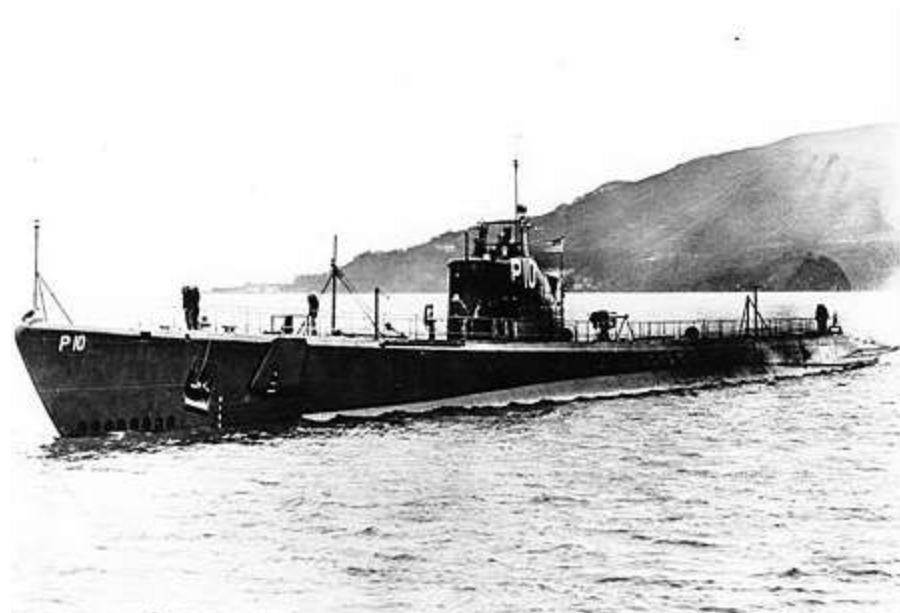
With her fuel getting low and a strong possibility of not being able to refuel at Midway Island on the way back because of the Japanese attempt to invade the island, Pompano began to work eastward. On the morning of 3 June, she found a small inter-island steamer, setting the vessel afire with gunfire.

On 5 June, while on the shipping route between Japan and the Mariana Islands, the submarine caught a trawler and sank it with gunfire. Two days later, word arrived the Japanese fleet, decisively defeated in the Battle of Midway, was fleeing toward Japan. Pompano took up a position to intercept them but made no contact. On 13 June 1942, she put into Midway for refueling, and on 18 June arrived in Pearl Harbor. She was credited with sinking five ships for a total of 16,500 tons; postwar, only two for 8,900 tons were confirmed.

On September 13, 1942, Roy was transported to the Fairbanks Morse Company in Beloit, Wisconsin for training.

After training, Roy was received aboard USS Tunny from Navy Yard Mare Island on October 9,

1942. Roy made the first two war patrols aboard Tunny.



Following shakedown training out of California ports, Tunny arrived in the Hawaiian Islands on 12 December 1942. After an additional week of training and two weeks of availability, she got underway from Submarine Base, Pearl Harbor, on 12 January 1943 for her first war

patrol. For nearly a week, rough seas hampered the progress of the submarine. Then, as she approached the Ryukyu Islands, sea traffic increased. Sightings of sampans became frequent, and Tunny often dove to avoid detection by suspicious-looking trawlers.

At 05:30 on 26 January, Tunny sighted masts and a stack over the horizon indicating a possible target. During the day, she lessened the distance between herself and her quarry; and, near dusk, she closed a 400-ton trawler. Finding the prey not worth a torpedo, the submarine surfaced and opened fire with her deck gun. Soon, darkness forced her to discontinue the attack, and she continued on her way.

On 29 January, she began patrolling off Formosa. An hour and a half before midnight on 31 January, her periscope at last disclosed a worthwhile target, a freighter approaching Takao Ko. Tunny fired two "fish" from her bow tubes, but the freighter made a radical change of course which enabled her to evade the torpedoes. When her target counterattacked and dropped two depth charges, Tunny broke off the attack and submerged.

On 1 February, Tunny set her course for the China coast, running on the surface. As darkness fell on 2 February, she was only hours from Hong Kong, expecting to make landfall on Tamkan Island by daybreak. At 2130, she made radar contact; and, through the night, drew closer to her as yet unseen quarry.

A light rain was falling and visibility was poor when, half an hour before morning twilight, Tunny began a radar approach. Rapidly shoaling water less than 20 fathoms (37 m) deep and land masses on two sides of the submarine limited her maneuverability. At 2,200 yards (2,000 m), the extreme phosphorescence of the water illuminated her wake and betrayed her presence to the enemy ship, which began signaling the unidentified intruder with a blinker light. Despite her detection, Tunny continued the approach until she was only 1,000 yards (1,000 m) from the target and then launched three torpedoes. The Japanese ship, now discernible as a loaded tanker, began to maneuver radically and opened fire on the submarine. Undeterred, Tunny submerged and continued the attack, firing a second volley from her stern tubes. One of these torpedoes hit the side of the tanker with a thud, but without explosion, and a small column of water erupted just forward of the tanker's bridge. Duds and prematures were a problem for American submarines early in 1943, and verification that this torpedo had indeed hit the tanker, but failed to detonate, was forthcoming when members of the tanker's crew dashed to the spot in question and began examining the impact area with flashlights. Despite continuous fire from the ship and the proximity of land, Tunny managed to stay within firing range of her target by traveling at full speed. After the tanker successfully evaded Tunny's third salvo, the submarine fired a last torpedo from 1,600 yards (1,500 m) as the intended victim reached the passage into Hong Kong. Following this disappointing conclusion to her attack, Tunny dove in anticipation of search planes which appeared within two hours and continued their surveillance throughout the day.

After dark on 3 February, while patrolling Lema Channel, Tunny made radar contact with a sizable target. On this very dark night, visual identification was impossible; but, at 2005, the submarine approached to 900 yards (800 m) and made a three-torpedo attack. The sound of the target's screws ceased immediately, and Tunny claimed to have sunk this unidentified ship which had been seen only on radar. When the submarine surfaced at daybreak the following



day, the submariners discovered an unexpected visitor on deck—a six-foot black and yellow striped snake.

On 4 February, Tunny set her course for Swatow, keeping to the shoreline in hopes of intercepting shipping. En route, she passed a large hospital ship well marked and brilliantly lighted. On 6 February and 7 February, Tunny patrolled off Swatow. Numerous junks plying the Formosa and Swatow banks at all hours added to the hazards imposed by shallow water, and



an inoperable fathometer made it impossible for Tunny to approach the shore closer than six miles (10 km).

Early on the morning of 8 February, she went deep to avoid a plane

revealed by radar. When she surfaced, she discovered a freighter 10,000 yards (10,000 m) off her beam. She shadowed the target during the day and, after sunset, made her approach and launched two torpedoes from a distance of 830 yards (760 m). Due to bad runs, neither of these took effect, but they did alert the freighter, which opened fire on Tunny. The submarine fired two shots from her bow tubes, but one torpedo missed, and the other circled around to the right. Tunny then drew ahead for a surface approach and fired three more torpedoes. Two of these found the mark; but one put on an amazing show, veering sharply first to the left and then to the right, before hitting the target. The Kusayama Maru, a heavily laden, 5000-ton cargo ship, sank by the stern in 20 minutes; Tunny had scored her first confirmed kill. As she proceeded on towards Takao harbor, a searchlight suddenly pierced the dark not far ahead, and Tunny dove to avoid detection.

The next day, Tunny sighted a large transport. Undetected by two nearby patrol vessels and a plane, she made her approach and scored two hits on the transport with her remaining torpedoes. However, the ship did not sink and later left the area.

On 11 February, Tunny set her course for Midway Island. Enroute, she used a combination of 20 millimeter and five-inch (127 mm) gunfire to sink a 100-ton fishing trawler. On 20 February, she made contact with the harbor escort and proceeded to moor at Midway Island, completing her first aggressive and successful patrol. She later continued on to Hawaii, arriving at Pearl Harbor on 24 February 1943.

Roy was transferred from USS Tunny and received aboard USS Silversides (Flag CSD-102), March 8, 1943. He was then transferred from CSD-102, on April 8, 1943, and was assigned to Submarine Base New London for New Construction. He joined the crew of the USS Corvina at commissioning as a Torpedoman's Mate First Class.