



## **Lawrence Robert Wade, Jr. Machinist's Mate Third Class**

Lawrence Robert Wade Jr. was born in Sugar Creek, Wayne County, Ohio on April 28, 1924. His father was a railroad fireman by the name of Lawrence Dennis Wade. Lawrence Junior was named for his grandfather. His mother, Clara May (Brutschy), was a first-generation American citizen whose parents came from Switzerland. At the time of Lawrence's birth, the family was living on Kidron Road, Sugar Creek, Ohio. In 1935 they had moved to a farm in East Union, Ohio.

Lawrence attended nearby Hicksville High School but did not return for his senior year and enlisted in the Navy October 14, 1941 at 17 years old.

After his initial training and assignments Lawrence reported on November 16, 1942 from

SubBase New London to USS R-9 for transport to Naval Station, Key West, Florida.

On November 26<sup>th</sup>, Lawrence reported aboard the R-14 (SS-91) at Key West as a Fireman First Class. R-14 was doing patrols in the Gulf of Mexico and the Florida Straights and worked with the Navy Sonar School as a training platform.

On June 2, 1943, MM3 Lawrence Robert Wade was transferred to Submarine Base New London for new construction and reported aboard USS Corvina at commissioning.



## **Bernard Earl Williams**

### **Motor Machinist's Mate Second Class**

Bernard Earl Williams was born on August 29, 1920, in Syracuse, New York, to Earle Charles Williams and his wife Blanche Caroline Hoyt. Bernard lived with his family at 1206 Carbon Street, Syracuse, New York, until his enlistment. Just prior to his enlistment he was working for the Crouse-Hinds Electric Company, who made spotlights and other electrical equipment for the Navy.

Bernard enlisted in the Navy Reserve through Albany, New York and went on active duty (V6) on June 1, 1942 as a Motor Machinist's Mate Second Class. He then reported to USS R-2 (SS-79) for instruction on May 19, 1943.

On June 16, 1943, Motor Machinist's Mate Bernard Earl Williams was transferred to Submarine Base New London for duty on USS Corvina.

He reported aboard USS Corvina at commissioning.

## Erwin Edwin Wood Chief Electrician's Mate

Erwin Edwin Wood was born on July 8, 1908 in New Canaan, Connecticut, to Benjamin and Bessie Wood. Benjamin was a bookkeeper and then an accountant for Standard Oil.



There were no records showing when Erwin enlisted in the Navy, however, the first record found was his re-enlistment aboard R-4 on February 18, 1939. He was an Electrician's Mate Third Class at the time. It would mean that he probably enlisted in February 1935. During this time, USS R-4 (SS-81) was a training ship alternating between the New London Submarine School and the Yale University NROTC unit.

On July 20, 1938, Erwin Edwin Wood married Marjorie Louise Clark in ceremonies held in Hillsborough County, Florida. They set up a home in New London.

On October 2, 1939, Erwin reported aboard the USS Searaven (SS-196) four months after her commissioning. For the two years prior to the war with Japan, the Searaven operated out of Cavite Navy Yard in Manila Bay. During her first two war patrols in December 1941 and the spring of 1942, she ran supplies to the American and Filipino troops besieged on the Bataan Peninsula and Corregidor Island. In a night action in the Molucca Strait on 3 February 1942, Searaven engaged a Japanese destroyer with Mark 14 torpedoes. Two official sources conflict,



regarding the results of this engagement. If confirmed it would have been Searaven's first kill of the war.

Searaven conducted her third war patrol in the vicinity of Timor Island of the Netherlands East Indies, from 2 April to 25 April 1942. On 18 April, she rescued 32 Royal Australian Air Force men

from enemy-held Timor, an act for which two of her officers were awarded the Navy Cross. Five days later, fire broke out in her main power cubicle, immobilizing Searaven completely. Snapper assisted her into port in Australia.

Searaven's fourth war patrol was a quiet one and returning from her fifth patrol, she claimed 23,400 tons sunk and 6,853 damaged. This tally, however, went unconfirmed. She ended her fifth patrol on 24 November 1942 at Fremantle, Australia, where she underwent refit. On 18 December, she got underway from Fremantle, bound for the Banda Sea, Ceram Sea, and the Palau Islands. In the Banda Sea, she welcomed the New Year by loosing a spread of three torpedoes at the minelayer Itsukushima. Again, the sinking claimed by Searaven went unconfirmed. Two weeks later, on 14 January 1943, the submarine pumped four torpedoes into the freighter Siraha Maru and collected her first confirmed victory. On 10 February, she sailed into Pearl Harbor and, two days later, she set out for overhaul at Mare Island, California.

She completed overhaul on 7 May 1943 and returned to Pearl Harbor on 25 May. Before leaving she transferred EM1 Erwin Wood to Mare Island Ship Yard for further transport to General Electric Company, Schenactady, New York for training.

In June he reported to Submarine Base New London for new construction and was received aboard USS Corvina at commissioning as a Chief Electrician's Mate. Before they departed for Hawaii, Marjorie went to live with Erwin's parents back in New Canaan, Connecticut.