

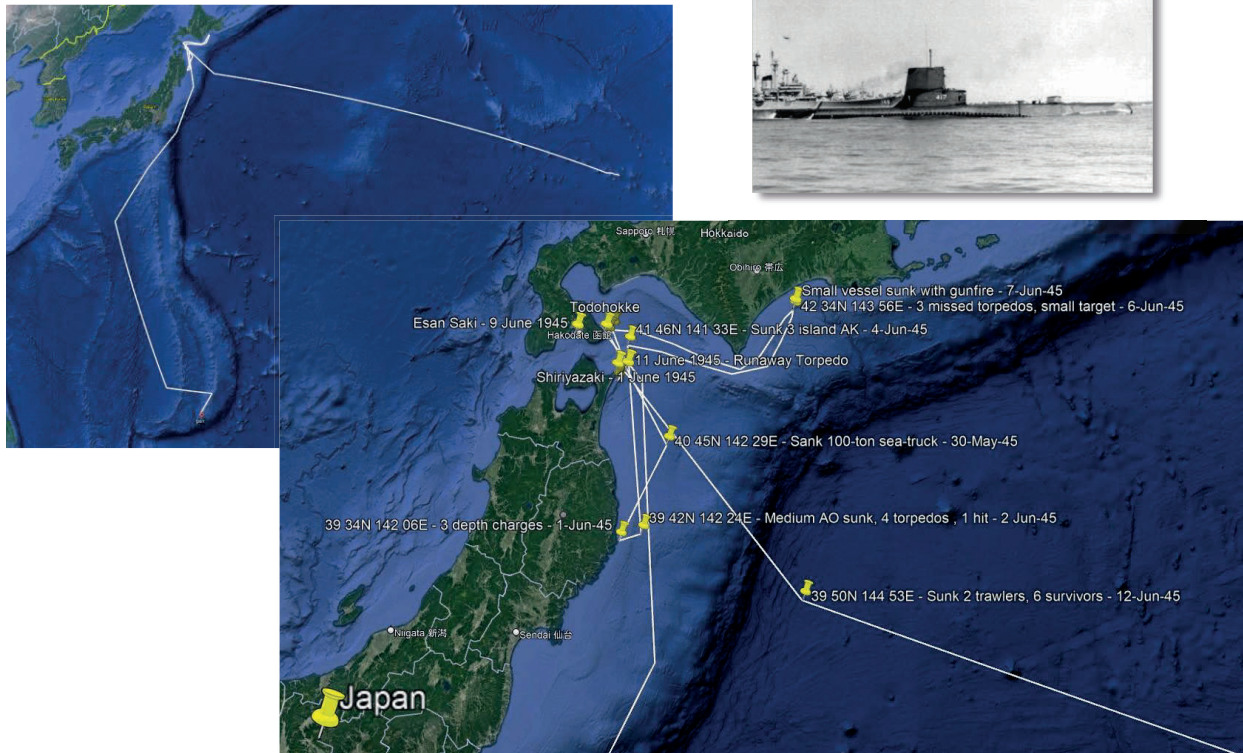
THE SECOND PATROL

During this period of R&R at Camp Dealy, Commander Barnard relieved Commander Sieglaff as skipper of the Tench. However, owing to a recurrence of eye trouble acquired during a past Tautog patrol in glaring Southwest Pacific waters, Cmdr. Barnard did not take the Tench out on her second patrol. Commander T. S. Baskett, USN, assumed command. Captain Baskett continued Tench’s debt to the old Tautog, now a school boat retired from patrol, having commanded the Tautog on three eminently successful patrols. Ensign (now Lt(jg)) M. E. Cross joined the complement as Assistant Communications Officer.



Commander Sieglaff

After several weeks of well-deserved downtime for the crew, Tench departed Guam on 10 May 1945 to rendezvous with her assigned wolf pack at Saipan. They departed Saipan the following day on 11 May. Their second patrol was made in the vicinity of Tsugaru Strait, the northern funnel into the Japan Sea. We were members of a wolf pack led by the U.S.S. Torsk, though our operations were entirely independent due to the conduct of Jap shipping. This area, including northeast Honshu and southeast Hokkaido, was known to be “hot”; the Japs had persisted in attempts to thrust shipping northward to the Kuriles and southward to and from Tokyo; this shipping was strongly escorted. Several of their submarines had been lost in this area.



On 25 May they sighted a periscope coming at them out of the clinging surface haze, submerged in nothing flat, picked up the enemy sub on our sound gear and successfully evaded him.

The ensuing days in the area were periodically marked by gun actions against motor luggers, picket boats, and steam trawlers with a total of 500 tons sunk. But the real actions followed submerged patrols off traffic-laden promontories in the manner of good old-fashioned submarine warfare.

Esan Saki represents Hokkaido's bulwark on Tsugaru Strait. Tench would run in from the sea, submerge at dawn and work their way into Todohakke Wan, a small bay serving a village just above the strait. It was an anxious transit among the Jap patrol boats, hindered by perpetual fog and, usually, heavy seas which complicated running submerged.

In the Commander's own words, the declassified ships log on 30 May shows the intensity of the daily cat-and-mouse game between the submarine and its prey.

0428: *Submerged about 10 miles north of Esan Saki and closed point.*

0802: *Sighted t AK's heading down coast escorted by a CCHIDORI. Visibility poor.*

[Ed. Note – An "AK" vessel referred to a type of Japanese cargo ship during World War II. The AK designation was given to cargo ships in the Japanese Navy, with each letter indicating the type of cargo they carried. In the case of AK ships, the letter "K" referred to "Kanji", which means "dry cargo" in Japanese. AK vessels were primarily used to transport equipment, supplies, and other goods to support Japanese military operations during the war.

"Chidori" refers to an Imperial Japanese Navy Chidori-class torpedo boat.]



0848: *Fired 3 forward torpedoes from bow tube at leading AK, near 0 gyros and 90-degree port track, torpedo run 700 yards. Before we could set up on the second AK, the periscope was ducked. About 2 minutes later, when depth was regained, could see both AK's about half way through a counter-march, the leading one with a small starboard angle on bow, distant about 300 yards.*

0854: *First of 4 depth charges, loud and close enough to shake loose some cork. AK's now heading directly away in direction they came from. The CHIDORI, an SC and an armed trawler stayed with us at ranges of 400 – 2, 000 yards for the next 2 hours.*

[Ed. Note – An "SC" designation referred to a type of convoy escort ship. The SC acronym stood for "Submarine Chaser," and these vessels were primarily used to protect convoys from attacks by enemy submarines. SC ships were relatively small and fast, typically armed with depth charges and anti-submarine weapons to defend against enemy submarines. They were often used in conjunction with other convoy escort vessels, such as torpedo boats, to protect merchant ships from enemy attacks.]



1115: *Visibility decreased. Lost sight of all patrol craft.*

1148: *Surfaced. Cleared to eastward in dense fog. Rounded SHIRIYA SAKI.*

1200: *Lat. 40° 45' N. Long. 142° 291' E.*

1742: *Radar contact at 8,300 yards./ Tracked target at 5 knots on southerly course.*

1815: *Battle stations. Surface. Because of uncertainty as to type of target, made a fast pass at 200 yard range, firing with 40m.m., 20m.m., and 50 cal. deck guns. Target, when sighted at 500 yards, was a sea-truck of about 100 tons, During this first pass he turned toward us and passed about 75 yards astern. Hits registered during this run apparently stopped him. Circled and continued firing, occasionally losing him in fog. In spite of over 75 40m.m. and numerous 20m.m. hits, he would neither sink nor burn.*

1907: *Opened fire with 5" gun. Fired 5 rounds for 4 hits.*

1912: *Target sank.*

2220: *Radar contact at 10,500 yards. Tracked on base course 125degrees, speed 13 kts., zigging widely. At 9,000 yards could see black smoke from target, and also got definite SJ interference [Ed. Note – jamming] and APR contact on 10 CM radar [Ed. Note – Airborne Pulse Radar using the 10-centimeter-wavelength signal]. Then range got below 8,000 yards this radar steadied on us, but would begin searching if we opened beyond this range and put our stern to it. So, surface approach is out. Visibility poor for submerged approach, but at*

2335: *Submerged on target's track. Target pinging steadily on 15 Kc. Tracked him at radar depth. A large turn away left us 3,500 yards from track.*

2359: *Surfaced.*

0045 – 31 May: *– Commenced end-around. Sent message to GUARDFISH [Ed. Note – Another Allied submarine in the area] that we were entering her area. Target changed base course to 030 degrees. He is evidently making an A/S sweep.*

[Ed. Note – An A/S sweep involved the coordinated use of naval vessels and aircraft to search an area of ocean for enemy submarines. The goal of an A/S sweep was to locate and neutralize enemy submarines before they could attack shipping or naval vessels.

The sweep would typically involve a formation of ships sailing in a specific pattern, with sonar equipment and other ASW (Anti-Submarine Warfare) sensors deployed to detect any underwater contacts. Aircraft would also be used to search for enemy submarines from the air.]

0110: *Submerged on target's track. Unable to see him with ST scope until range was under 1,000 yards, and even then could not make out what he was. His screws were light and fast and his zigs extreme and frequent. From a range of 1, 200 yards on in, we set up for (1) bow tubes, port track, (2) stern tubes, starboard track, (3) bow tubes, port track again. At range of 600 yards, he headed toward us.*

0130: *Range 400 yards, angle on bow O. Went deep. Target passed overhead.*

0148: *Planed up.*

0200: *Radar depth. No contact, except pinging.*

0213: *Surfaced. All clear. Decided this fellow was too slippery to handle under existing visibility conditions. Headed back to assigned area.*

0240: *SJ and APR contact on plane. He was in vicinity for about a half hour, at ranges of from 6,000 to 18, 000 yards.*

0530: *Submerged to routine torpedoes and take it easy. Conducted periscope patrol at 55 feet.*

1200: *Lat. 40° 45' N. Long. 142° 29' E.*

2025: *Surfaced. Proceeded toward TODO SAKI.*

The night of 1 June they commenced stalking a wary tanker hugging the coast. At 0200 the next morning they caught the cargo ship Mikamasan Maru just a half mile off the beach and sank him with two torpedoes fired on the surface.

Another surface attack on 4 June, near Shiriya, sank a heavily-laden three-island troop carrier, the Ryujin Maru, with one torpedo hit amidships.

The patrol continued and persistence paid off. On 9 June they sank another troop ship off Esan (the Kamishika Maru) and successfully evaded a host of A/S vessels and planes which were so angered, they dropped depth charges and bombs all day. They also had good luck off Shiriya Saki which is Honshu's eastern boundary to the Tsugaru approaches.



A submerged attack on 10 June sank a small tanker (the Shoei Maru) but brought another day of anti-submarine activity down upon them. That day, Japanese forces had legions of planes and vessels, from armed trawlers to DE's [Ed. Note – Destroyer Escort] and frigates, after them. Their evasive tactics worked and Japanese submarines did not get very close.

And with so much action, by 11 June they were low on torpedoes but high in fighting spirit. Trench tackled a destroyer that night in a night surface attack. They did not hit Trench. Trench did not hit them. And, both cleared the area with alacrity after the exchange of blows. It is not so comfortable when you have exhausted the element of surprise and cannot even see your enemy. But Trench fired a salvo of fish at him, noted one running erratic in a wide circle to the left, then put their rudder hard over to light out. All of a sudden, their turn brought them into a collision course with the erratic torpedo, still careening through the phosphorescent sea. No amount of speed and rudder seemed to shake the destruction-bound torpedo. It doggedly closed in on them and they had their chips ready for the cashing-in.

But then they knew whose side God was on. The crazed torpedo passed deep under their fantail and they sped out into the ocean, leaving the destroyer to his own frantic escape.

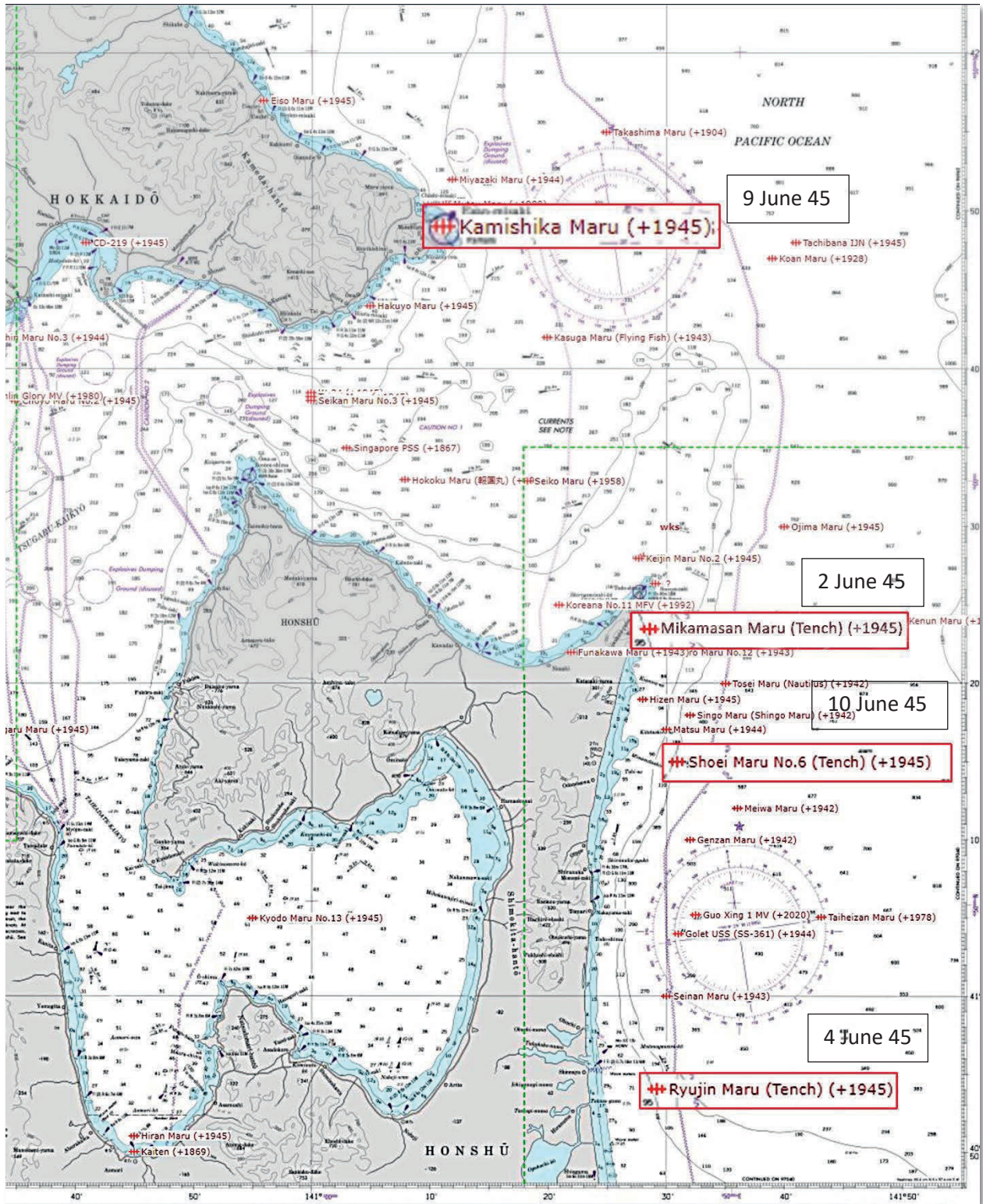
Now, indeed, they had insufficient torpedoes for an attack. There were only five more patrol days remaining in the area and a transit to Midway Island for another refit, refueling and reprovisioning stop. On 12 June they sank a motor-trawler with the deck-gun. As her stern eased below the surface and sharks swam clear up to the wheelhouse, seven survivors materialized from under the bow gunwale and appeared most eager to postpone reunion with their ancestors.

They got six aboard; the seventh was badly wounded and could not make it. Three were quartered in the forward torpedo room, three aft. We were the enemy, they all thought. For several days they were stoic, awaiting execution. But the food was good, their tasks simple, and death did not come. On the third day they smiled and scrubbed themselves as well as the decks. On the fifth day Aberdiki, their solon, initiated a series of classes on knot-tying which was conscientiously attended by their seamen.



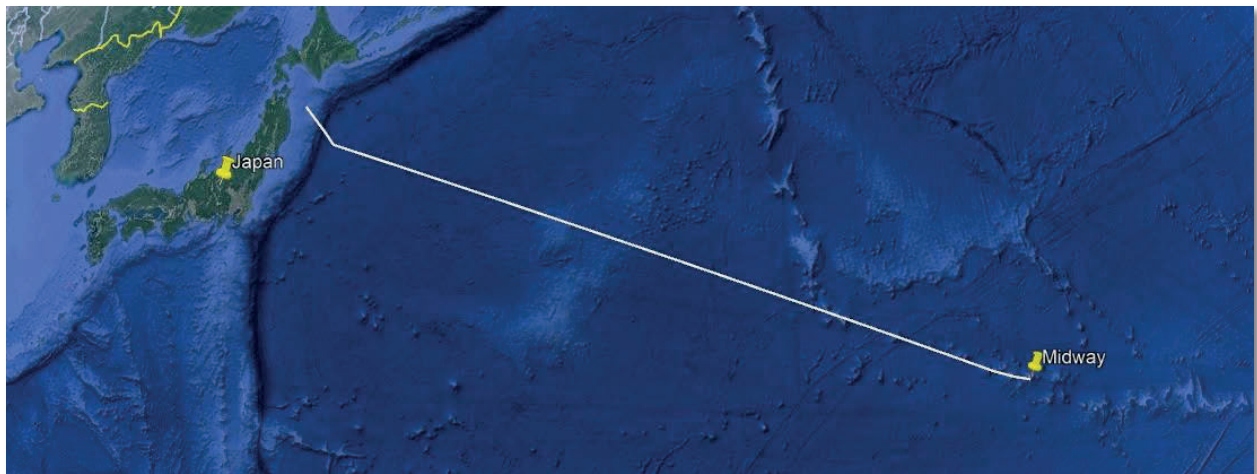
By the time we arrived at Midway on 17 June, all six bowed ceremoniously every time they passed the Wardroom, and came to ornament this gesture with a smiling, "okay! Okay!"

At Midway Island, the scene of their inter-patrol rest and refit, Tench was credited with a “successful” patrol with 16,300 tons of shipping to the bottom. It had been only thirty-seven days since they left Guam; short, but very, very sweet.



Patrol Number Two - 2-10 June 1045

MIDWAY



The location of Midway in the Pacific became important militarily. Midway was a convenient refueling stop on transpacific flights, and was also an important stop for Navy ships. Beginning in 1940, as tensions with the Japanese rose, Midway was deemed second only to Pearl Harbor in importance to the protection of the U.S. West Coast. Airstrips, gun emplacements and a seaplane base quickly materialized on the tiny atoll.

The channel was widened, and Naval Air Station Midway was completed. Midway was also an important submarine base.



When submarines stopped at Midway in 1945, the crews would generally take the opportunity to rest and resupply. The crews would rotate on and off duty, with some members going ashore to rest while others remained on the submarine to maintain and prepare it for its next mission.

Midway Island was home to a small naval base, and the crews could use its facilities for various activities. The naval base on Midway had barracks that could accommodate the visiting sailors. The barracks were basic, but they provided a comfortable and safe place for the crews to sleep and rest. The crews would typically stay in the barracks for a few days while their submarine was resupplied and prepared for its next mission.

The base also had a small movie theater, a bowling alley, a swimming pool, and a gymnasium, which were available to the crews. There were also opportunities for the crews to go fishing or hunting on the island, or simply to explore and enjoy the tropical scenery.



While at Midway, the crews would also have access to medical and dental services, as well as fresh food and water, which were often in short supply on submarines during long missions. They would use the base's mess hall to eat fresh food, which was a welcome change from the canned or dried food they ate while on the submarine. They could also visit the island's general store to purchase snacks, souvenirs, or other items.

Finally, the crews would also have a chance to communicate with loved ones back home and receive any important messages or news. No doubt, John Donohue would have called home since his first child, Maryann, was born while at sea on 6 March 1945.

In preparation for their next mission, the crews would also be briefed on the latest intelligence about Japanese naval movements in the Pacific. While at this point in their maturity it may seem superfluous,

would continue to train and execute practice drills to improve their skills and readiness for the next combat patrol.

During the month of June 1945 while at Midway, John was recognized for his service and promoted to Electrician's Mate second class.

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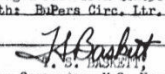
REPORT OF CHANGES

of U. S. S. TENCH (SS 417)

for the month ending 30th day of June, 1945, date of sailing
from _____ to _____

1	2	3	4	5
NAMES (Alphabetically arranged without regard to ratings, with surnames to the left and the first name written in full)	SERVICE NUMBER (The service number must under no condition be omitted)	Rating at Date of Last Report	Date of Enlistment	Place of Enlistment
1 DONOHUE, John Thomas	814 33 30	E.M.3c(SS)(Gr)		
2 GEDDIS, Frederick Hennekam	820 05 05	F.1c(TM)(SS)		
3 GOLDENBERG, Harry	825 33 14	S.1c(TM)(SS)		
4 HARWOOD, Garlin Solomon	295 40 04	CMoMM(AA)(SS)		
5 HUNTER, John Joseph	895 91 78	T.M.E.3c(SS)		
6 JENKINS, John Paul	601 75 49	S.2c(SS)		
7 KRZEMINSKI, Frank Joe	336 80 26	CRM(T)(SS)		
8 LEWIS, Fred Henry	659 81 54	F.1c(TM)(SS)		
9 LITTLE, Junius Edmund	832 37 40	R.M.3c(SS)		
10 CRYSTICK, John William	300 50 82	T.M.2c(SS)		
11 SMITH, Eugene Edgar	311 50 38	E.M.1c(SS)		
12 STEWART, Charles Monteith	607 46 75	T.M.2c(SS)		
13 WOLKEN, Arthur John	225 00 16	Q.M.3c(SS)		
14				
15				

6	7	8	9
Branch of Service	Received, transferred, deserted, discharged, change of rating, death, or any other change of status	Date of Occurrence in column 7	Vessel or station from which received, to what vessel or station transferred, where discharged and character of discharge, where inserted, and amount due or overpaid. Where died, cause of death and where and when buried. If rated and authority for same. If deserted, give cause; if on detached duty, give place of duty. If passenger, give purpose of travel and final disposition.
1 SV V6 USNR	C.R.	1 June 1945	Changed rate from E.M.3c to E.M.2c(T) SV V6. Auth: BuPers Circ. Ltr. No. 297-44.
2 SV V6 USNR	C.R.	1 June 1945	Changed rate from F.1c(TM) to E.M.3c(T) SV V6. Auth: BuPers Circ. Ltr. No. 297-44.
3 SV V6 USNR	C.R.	1 June 1945	Changed rate from S.1c(TM) to T.M.3c(T) SV V6. Auth: BuPers Circ. Ltr. No. 297-44.
4 U.S.N.	C.R.	1 June 1945	Changed status from CMoMM(AA) to CMoMM(T). Auth: BuPers Circ. Ltrs. Nos. 11-42 and 297-44.
5 SV V6 USNR	C.R.	1 June 1945	Changed rate from T.M.E.3c to T.M.E.2c(T) SV V6. Auth: BuPers Circ. Ltr. No. 297-44.
6 V6 USNR	C.R.	1 June 1945	Changed rate from S.2c to S.1c V6. Auth: BuPers Circ. Ltr. No. 297-44.
7 U.S.N.	TRANS	29 June 1945	Transferred to SubAd Mare Island, Calif. for assign to new const submarine by ComSubslant.
8 SV V6 USNR	C.R.	1 June 1945	Changed rate from F.1c(TM) to E.M.3c(T) SV V6. Auth: BuPers Circ. Ltr. No. 297-44.
9 SV V6 USNR	C.R.	1 June 1945	Changed rate from R.M.3c to R.M.2c(T) SV V6. Auth: BuPers Circ. Ltr. No. 297-44.
10 U.S.N.	TRANS	29 June 1945	Transferred to SubDiv 321, (U.S.S. SEA ROBIN Flag Allow.)
11 U.S.N.	C.R.	1 June 1945	Changed rate from E.M.1c to CRM(AA)(T). Auth: BuPers Circ. Ltr. No. 297-44.
12 V6 USNR	C.R.	1 June 1945	Changed rate from T.M.2c to T.M.1c(T) V6. Auth: BuPers Circ. Ltr. No. 297-44.
13 U.S.N.	C.R.	1 June 1945	Changed rate from Q.M.3c to Q.M.2c(T). Auth: BuPers Circ. Ltr. No. 297-44.
14			
15			


 J. B. BARRETT
 Commandery, U.S. Navy

This form to be submitted by commanding officers of all ships and stations, whenever any ship or station is ordered or placed out of commission, on the last day of each month showing all changes for the month for which submitted; also upon sailing from one port to another, by commanding officers of point of origin of transfer and point of destination of released personnel.

16-2000-2

