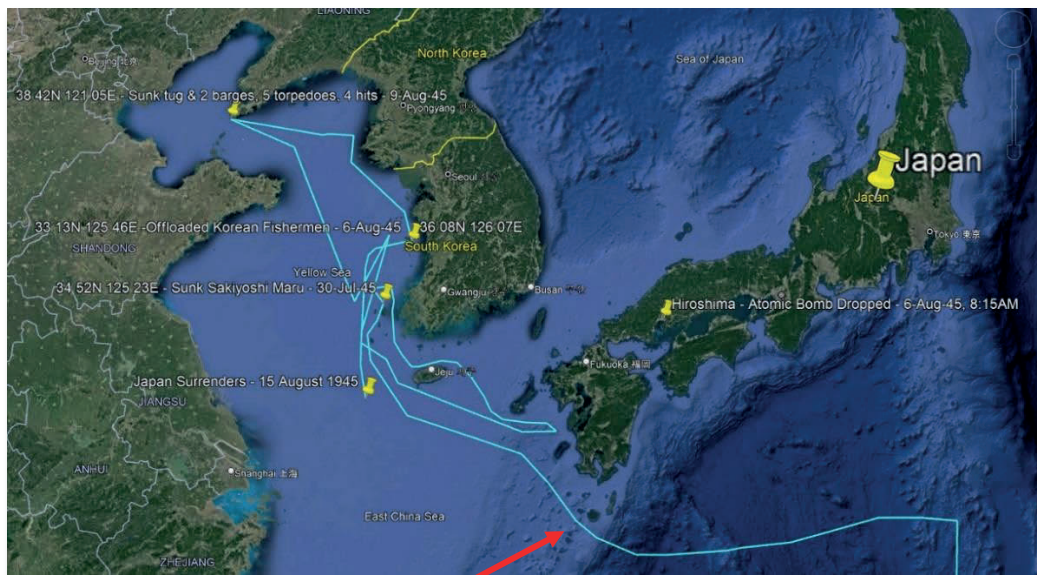
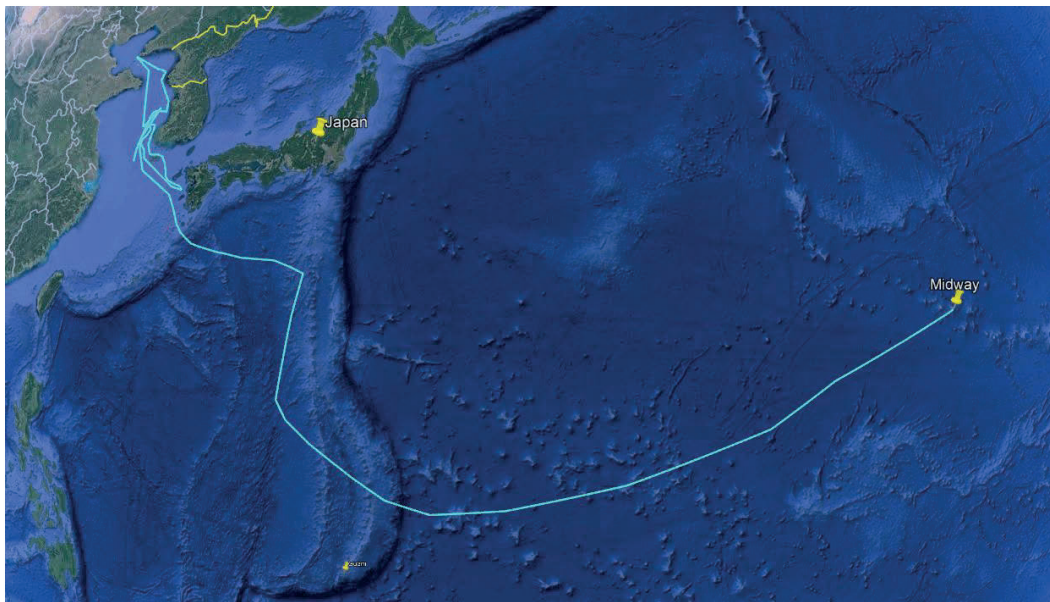


THE THIRD PATROL

Twenty-four days after her arrival, Tench departed Midway on 12 July for her third war patrol, this to be once more in the East China Sea, then Yellow Sea.



Just before cutting through the Ryuku chain into the China Sea They ran into Admiral Halsey's Third Fleet, combined with units of the Royal Navy. They Were sortieing for a second strike on the Honshu coast, having just returned from shore bombardment of the Tench's own Tsugaru approaches. Tench was in company with the submarines Lionfish and Billfish at this time.

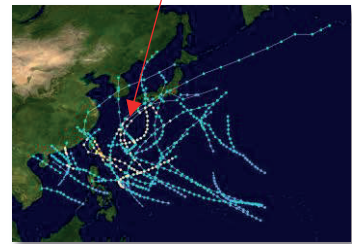
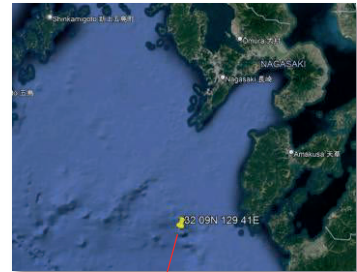
There are fewer things a surface task force likes less than sighting a trio of submarines; they sent out one destroyer to escort each of us on a long detour around the fleet. Most of 26 July was spent clearing the formidable Third Fleet. That day They first saw that the war was on its last legs. They did not realize, however, that it would end during this patrol.

And so, Tench ran Colnett Strait again, and on 29 July commenced searching the area. The next day they contacted a trim motor lugger and fired at her from 900 yards. They closed in observing there were oil drums on the deck and shot at them with 20mm caliber guns. They would be hit with only a small flame and momentary smoke. They threw twenty-five incendiary devices on the deck but could not sustain a fire. To conserve heavy ammunition, perforated her water-line with 40 mm. projectiles and it finally sunk. This action occurred near Ko To, an island group off southwest Korea.

The entire crew of the Sakiyoshi Maru had gone overboard on their opening fusillade. One by one they were picked up, until nine Koreans occupied their forward torpedo room. They asked them why they had sported the Japanese “meat ball” [Ed. Note – The Japanese Rising Sun Flag] on their vessel; they shrugged their shoulders.

These men were not the somber lot they had remembered their Japs to have been. Two pitched right in at mess-cooking, two took over the “field day” activities in each torpedo room, one understudied EM John Donohue and the other Electrician’s Mates and was of tangible assistance, their skipper was eternally asleep and never in the way, and the youngest was terribly seasick the whole time.

From 2 to 4 August, most inclusive, Tench rode out a full-fledged China Sea typhoon fifty miles southwest of Nagasaki – till it was difficult to find sufficient men to stand the watches. 1945 was the first year meteorological data was recorded for eastern Pacific typhoons. The data was eye opening.

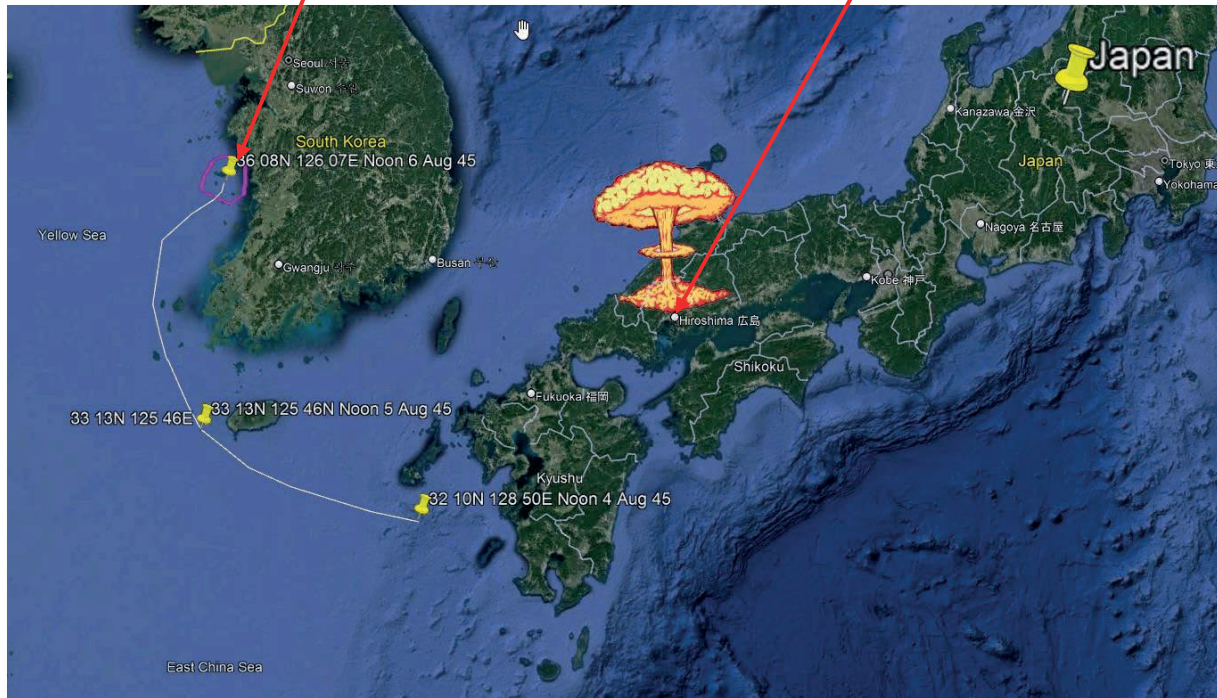


In a typhoon, a submarine is very close to nature, one moment nigh unto heaven, the

next close to hell. It is a time to consider religion. They rode out most of it submerged on 4 August to at least get some relief from the horrendous surface conditions. If you think it would have been better being on a larger warship in such conditions, think again. In other typhoons in 1945, three cruisers capsized and sunk. These three miraculously survived.

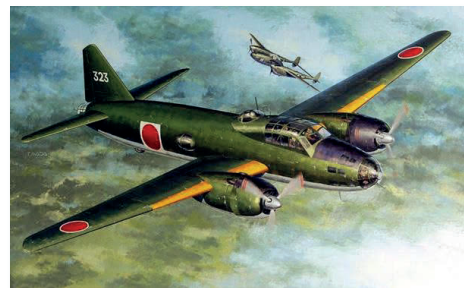


Consequently, the time was passing without contact with the enemy. Trench had seen nothing worthy of attack since 30 July. The morning of 6 August they put their Koreans into two small fishing boats intercepted near Oiyonu To at 36 08N Latitude, 126 07E Longitude. Little did they know that 370 miles to their east at 0815, the B-17 Enola Gay had dropped an atomic bomb on Hiroshima.



That afternoon They conducted a shore bombardment of the harbor at Osei To, a rocky island off western Korea. Three passes Were executed across the mouth of the harbor, firing all guns into a trawler, a sea truck, nine schooners and a cluster of warehouses and waterfront buildings. Four schooners Were disintegrated, the other vessels and structures severely damaged.

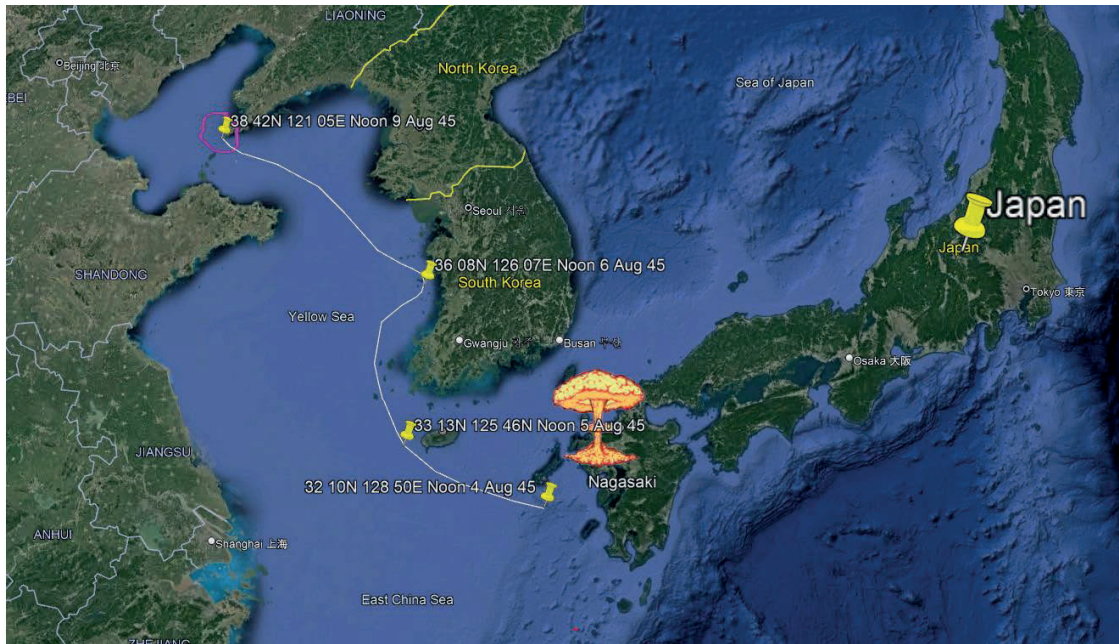
They moved north to the Gulf of Pohai area between the Kwantung Promontory of Manchuria and the Shantung Promontory of China. The morning of 9 August They submerged in a pea-soup fog off Port Arthur and that afternoon sank with torpedoes a sea-going tug and two large barges in tow. They Were obliged to surface in order to make the attack in the fog. Shortly after the attack, while retiring, they observed two bombs explode some 500 yds. On the port beam; overhead were two Jap “Betty’s”. The planes were the twin-engine Japanese Mitsubishi G4M Navy Type 1 Attack Bomber. It was codenamed Betty by the Allies. They were built in greater numbers than any other Japanese bomber and became the most famous Japanese bomber of World War II.



The Tench sailed northwest to the Chinese Kwantung Promotary and submerged for a patrol at 0720. Through thick fog they spotted ships masts and smoke stacks. When they got within 1200 yards, the fog worsened and they lost their targets. They surfaced and could see the targets clearly at 1000 yards. It was a tug towing two barges.

Tench fired two torpedoes from the bow tubes. One hit and the tug disappeared with much of the exploded debris falling in the water around them. Another bow torpedo hit the first barge and it to disappeared. They circled for a shot at the remaining barge, fired and missed. Circling again, two more torpedoes left the bow tubes and the third barge joined its compatriots at the bottom of the sea.

Because of the secrecy surrounding the atomic weapons, they most likely had no idea the city of Hiroshima had been leveled with a single bomb just a few days before. In late morning at 1102 just before they engaged the tug and its tows, 650 miles to their southeast the Japanese City of Nagasaki also disappeared, not from a torpedo but under the explosive power of the second atomic bomb.



At 2000 that evening, Tench left for the Shantung Promotory (Shandong) to continue searching for targets. For the next three days they found nothing but a few small fishing boat – nothing worth shooting at. And then, off Shantung, the night of 14 August they picked up a jubilant broadcast from Chungking; it was rumored, they said, that Japan had offered to surrender. The Chinese were already celebrating but having heard rumors before, they had no faith and less credulity in that broadcast.

But early the morning of 15 August they learned of President Truman’s Official announcement. They were instantly ready to start home. The submarines were kept in the area, however, for some time. An announcement of a cease fire, capitulation and peace needed to be demonstrated with an actual end to hostilities. For the next two weeks, saw nothing; the Japs had apparently kept their word.



On 28 August, with 1600 tons more of Jap shipping and the bombardment of Osei To under their belts, they headed out of the area. September 2, they took fuel at Guam and learned their final destination was New London, Conn. There was a short stop at Pearl Harbor, H.T., one more at Balboa, C.Z, a slow trip through the Panama Canal but, for the most part, they had put three engines on the line on 28 August and left them there till they moored at New London. It had taken sixty days to go from New London to their first patrol when they departed in December of 1944. The trip home was completed in thirty-nine days!



The date of their return to the States, the day they tied up at New London, was 6 October, 1945 – one year from the day the USS Tench had gone into commission. They had traveled close to 80,000 miles, sunk 22,150 tons of enemy shipping in their three patrols and brought their ship and entire crew home safely.

A total of 52 submarines were lost in the Pacific during the war. 3,484 submariners made the ultimate sacrifice including sixty killed in accidents in submarines that were not lost. Bringing the Tench home unscathed is a testament to the Commanders and the crew.

On 3 December 1945 Electrician's Mate Second Class John Thomas Donohue was relieved of duty on the USS Tench and assigned to the Sub Base at New London.

On New Year's Day, discharge orders arrived.

REPORT OF CHANGES

of U. S. S. TENCH (SS 410)

for the month ending 1st day of January, 1946, date of sailing.

1	2	3	4	5
NAME	REENTER SERVICE	Before or Date of	Current Element	Place of Release
1. HAYLOW, Calvin Earl	797 22 23	F1c(SB)		
2. MURPHY, William Kenneth	869 22 25	F1c(MSB)(SB)		
3. MURPHY, Allen Carlisle	261 29 22	SM(SB)		
4. CARTER, Chester Harvey	641 24 24	F1c(SB)		
5. DONOHUE, Ronald Alan	748 27 27	EM2cl(SB)		
6. DONOHUE, Ronald Alan	748 27 27	EM2cl(SB)		
7. DELONG, George Herbert	808 28 05	MM2cl(T)(SB)		
8. DEWITTE, Joseph	804 27 13	St1c(T)(SB)		
9. DEWITTE, Joseph	804 27 13	St1c(SB)		
10. DEWITTE, Joseph	804 27 13	St1c(SB)		
11. DEWITTE, Joseph	804 27 13	St1c(SB)		
12. DEWITTE, Joseph	804 27 13	St1c(T)(SB)		
13. DONOHUE, John Thomas	814 33 30	EM2cl(T)(SB)(sp)		
14. FORTER, George Robert	873 28 24	SM(SB)(T)(SB)		
15. FRIEDMAN, Herman Samuel	224 21 22	EM2cl(T)(SB)		

Next stop, Lido Beach, New York, Receiving & Separation Station -

