

NAVY DEPARTMENT  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
DIVISION OF NAVAL HISTORY (OP 0939)  
SHIPS' HISTORIES SECTION

HISTORY OF USS S-36 (SS 141)

USS S-36 was built by the Bethlehem Steel Company of San Francisco, California, sub-contractor for the Electric Boat Company. Her keel was laid on 10 December 1918 and she was launched 31 May 1919, under the sponsorship of Miss Helen N. Russell, daughter of Lieutenant George L. Russell, Assistant to the Inspector of Engineering Material. The fleet submarine was placed in commission on 4 April 1923, Lieutenant Leon O. Alford, USN, in command.

S-36 fitted out in the Mare Island Navy Yard and completed her shakedown training in local operating areas of San Pedro, California. She cleared that port on 9 June 1923 for maneuvers in waters of Alaska, then resumed tactics along the California Coast from San Pedro on 25 August. She was underway on 2 January 1924 for winter maneuvers and fleet problems in the Caribbean Sea which found her cruising from ports in Puerto Rico, the Virgin Islands, and Port-of-Spain, Trinidad, British West Indies. Returning to San Diego on 24 April, she soon entered the Mare Island Navy Yard for overhaul until 15 September 1924. Two days later she steamed with Submarine Division Seventeen out of San Francisco Bay, bound by way of Pearl Harbor and Apra Harbor, Guam, to the Cavite Navy Base in the Philippine Islands. She reached the last named base on 4 November 1924 and joined the United States Asiatic Fleet.

S-36 spent the next seventeen years on Asiatic Station, alternating winter operations in Philippine waters, with summer and fall cruising on the China Coast from Shanghai or Tsingtao. Practice war patrols and scouting tactics were carried out off the west coast of Luzon and in areas extending to the coast of Borneo and Celebes. Her last practice patrol terminated off Tawi Tawi, southernmost island of the Sulu Archipelago, on 4 October 1941.

Some thirty minutes before the high noon of 2 December 1941, a dispatch was received on board S-36 directing her commanding officer to report on board the flagship. Her overhaul had started the day before and all machinery was put back in commission while Lieutenant James R. McKnight, Jr., USN, reported to Admiral Thomas C. Hart, Commander in Chief of the United States Asiatic Fleet. The crew worked near the limit of their endurance as they took on board water, stores and other special provisions. All machinery was in commission by 2000 and torpedomen toiled for thirteen hours without rest in making preliminary adjustments and loading torpedoes. One hour past midnight the submarine slipped away from alongside tender CANOPUS to carry out a secret mission outlined in verbal orders of Admiral Hart. The deterioration in relations between the United States and Japan

led Admiral Hart to believe Japan might attempt invasion of the Philippines without declaration of war. He prepared his small fleet accordingly. S-36 was on her way to Cape Bolinao Harbor where she would take secret cover, prepared to deal with any hostile force which might enter Lingayen Gulf for a surprise landing on Philippine shores.

S-36 gained entrance to Bolinao Harbor shortly after sunset of 3 December 1941. Lieutenant McKnight had been told that the entrance could not be made at night, but in the light of a full moon, experienced no difficulty. The coast pilot and chart was followed and frequent soundings were taken until she anchored about 800 yards from Bolinao Harbor light. The submarine was trimmed down with main ballast tanks flooded, batteries and air banks were charged, and torpedoes were checked.

S-36 was rigged for surface with hatches open for habitability of her crew and the watch was set. Standing watch with the officer-of-the-deck were a quartermaster and a radioman. Two lookouts, equipped with light and dark 7 x 50 power glasses were on the bridge with the quartermaster, armed with a machine gun, one rifle and one pistol. One man was on continuous station in the torpedo room, an electrician's mate remained at the motor control, a messenger always stood-by in the control room, and one man was on cold iron watch in the engineering spaces. Thus began a ceaseless virgil until the morning of the infamous raid on Pearl Harbor when S-36 received a plain language dispatch that Japan had started hostilities. She gained no sight of the enemy forces and heard Radio Cavite report that Japanese bombers were over Manila Bay near the noon hour of 10 December 1941. That radio went silent as the naval base underwent a blistering attack but was again heard near midnight. S-36 terminated her first war patrol on 20 December 1941 when she entered Mariveles Harbor.

S-36 was underway from Mariveles Harbor on 30 December 1941. She made a submerged sweep north and east of Batangas Bay, then turned to lanes west and south of Verde Island. On 1 January 1942 she let go a single torpedo which blasted a small cargo-passenger steamer which was moored to the stone quay at Calapan, Mindoro, Philippine Island. Another sweep around Batangas Bay netted no contacts and on 8 January she observed her victim at Calapan, lying on bottom, down by the bows with the upper deck awash back as far as amidships. She patrolled through the South Pass of the Verde Island passage without finding an enemy, then moved down the west coast of Panay. By midnight of 12 January S-36 was in the middle of the Sulu Sea on the lanes running between Cagayan Island and the Pearl Bank. This hunting ground was well within air range of Jolo where the Japanese had been reported in force. She commenced patrol of the Sibutu Passage at dawn of 13 January but was ordered to Balikpapan, Borneo, when her port motor went out of commission.

While preparing to dive the morning of 15 January 1942, S-36 had to stop her starboard shaft due to the failure of oil supply to her starboard main motor bearing. Lieutenant McKnight went below to investigate but raced to the bridge within minutes as a ship was reported on the starboard

bow. An enemy destroyer hove in sight as the submarine made a quick dive with no lubrication to the starboard main motor and the port main motor out of commission. She leveled off at 60 feet and lubrication was established as her men went to battle stations. The submarine turned to port to attack the enemy and was greeted by a pattern of seven depth charges on both quarters within one minute and a half. S-36 lost power control of her bow planes, starboard lighting circuits fuses blew, the gyro compass follow-up failed, and all lights in her motor room were broken. She went down one hundred and fifty feet, losing all sense of direction because her magnetic compass binnacle lights could not be lighted. Lieutenant McKnight attempted to steady his submarine by guessing the necessary amount of rudder to carry. When the gyro compass came into operation, he found she was again headed north by northeast.

S-36 was in a desperate struggle for her life. Running at one-third normal speed to keep the main motor bearing from burning out, she slowly swung around to put the hunting destroyer astern. Now she lost depth control and started sinking with her trim pump stalled. She continued on down until the high pressure pump on auxiliary, coupled with blowing the number two main ballast tank, started her on the rise. She fluctuated between one hundred and two hundred feet as the metal bearing in her starboard main motor began to give out. Life jackets and lungs were issued to all hands, and they prepared to man the deck guns and fight it out on the surface. A grim two hours passed before depth control was established. Meantime the temperature of the starboard main motor bearing was brought under control by backing off on the cap belts and a jury rig was improvised to supply cooking water to the main motor cooling system.

S-36 soon left the enemy destroyer astern and made landfall on the Celebes Coast. She began to reassemble her port main motor, using bake-light spacers and supports for the commutating field coil instead of the fiber ones of the original design. This repair was originated and largely executed by Electrician's Mate First Class Dale Philip Schaumburg, USN, who for some months had been performing the duties of a Chief Electrician's Mate. Other men who earned special praise for exceptional qualities of leadership, courage, and technical knowledge which kept their submarine afloat, were Chief Torpedoman John Eugene Hernandez; Chief Machinist Mate Walter Charles Kersting; Motor Machinist First Class Stephen Peter Gorski; Motor Machinist Mate First Class Hardy Barette Owens; and Motor Machinist Mate First Class Lyman Charles Bloom. These men gave services of inestimable value to Lieutenant McKnight during the enemy destroyer attack of 15 January 1942 and throughout the brief wartime career of the S-36.

A few minutes after midnight of 16 January 1942, S-36 was ordered to the submarine base at Soerabaja, Java, Netherlands East Indies. When she surfaced the night of 18 January, it was the first day since January 8th with no major parts of her engineering plant out of commission. She entered the Makassar Strait where currents are strong and hard to predict. The dawn of 20 January found her at standard speed, unaware of the imminent danger of Taka Bakang Reef, awash at low water and invisible to human eyes.

At 0404 she caught and grounded on its northwest edge and both motors backed full to no effect. She was driven further onto the reef by the treacherous currents and became locked in its coral grasp. The sea would pound her in a surging movement to rock her fore and aft, then come up hard for a jolt so severe it snapped one's head as though from a blow. An amphibious patrol plane appeared on the scene near daylight of 21 January after Lieutenant McKnight radioed that his submarine was sinking. Soon the small Dutch launch ATELA from Makassar City was on the scene. She was unable to pull S-36 free. Some of the crew transferred to her, using her sampan and towing S-36's wherry. Two hours later the Dutch KMP line steamer SIBEROTE arrived and Lieutenant McKnight with 19 men and one other officer were taken off in her lifeboat which was commanded by SIBEROTE's First Mate L. W. Wakka. Some difficulty was experienced in getting the lifeboat alongside and clear of the submarine, but this was finally accomplished about 1330. Prior to leaving the S-36, all sea valves were opened and she filled in a short time.

Lieutenant McKnight and his men landed in Makassar, Celebes, during the twilight hours of 21 January 1942. After an overnight stay in hotels they again embarked in SIBEROTE who put them ashore at Soerabaya, Java. They reached that base on 25 January 1942 and reported for duty to Commander, Submarine Force, U. S. Asiatic Fleet.

S-36 earned one battle star and the Philippine Republic Presidential Unit Citation Badge for her operations in Philippine waters during the period 8 to 20 December 1941.

#### LIST OF COMMANDING OFFICERS

|  |                           |
|--|---------------------------|
| Lieutenant Leon O. Alford, USN:          | 4 Apr 1923 - 1 Jul 1924   |
| Lieutenant Walter A. Hicks, USN:         | 1 Jul 1924 - 7 Jul 1927   |
| Lieutenant Willard M. Downes, USN:       | 7 Jul 1927 - 10 Jun 1929  |
| Lieutenant Darrough S. Gurney, USN:      | 10 Jun 1929 - 27 Feb 1931 |
| Lieutenant Samuel W. Du Bois, USN:       | 27 Feb 1931 - 12 Nov 1931 |
| Lieutenant George L. Menocal, USN:       | 12 Nov 1931 - 16 Mar 1934 |
| Lieutenant Marvin M. Stephens, USN:      | 16 Mar 1934 - 23 Oct 1934 |
| Lieutenant (jg) Thomas M. Brown, USN:    | 23 Oct 1934 - 28 Oct 1935 |
| Lieutenant Waldeman N. Christensen, USN: | 28 Oct 1935 - 4 May 1937  |
| Lieutenant Creed C. Burlingame, USN:     | 4 May 1937 - 21 Feb 1939  |
| Lieutenant Robert P. McGregor, USN:      | 21 Feb 1939 - 31 Aug 1940 |
| Lieutenant James R. McKnight, Jr., USN:  | 31 Aug 1940 - 21 Jan 1942 |

ORIGINAL STATISTICS

|                         |                        |
|-------------------------|------------------------|
| LENGTH OVERALL:         | 219 feet, 3 inches     |
| EXTREME BEAM:           | 20 feet, 8 inches      |
| NORMAL DISPLACEMENT:    |                        |
| Tons:                   | 854                    |
| Mean Draft:             | 15 feet, 11 inches     |
| SUBMERGED DISPLACEMENT: |                        |
| Tons:                   | 1062                   |
| DESIGNED SPEED:         |                        |
| Surfaced:               | 14.5 knots             |
| Submerged:              | 11 knots               |
| DESIGNED DEPTH:         | 200 feet               |
| DESIGNED COMPLEMENT:    |                        |
| Officer:                | 4                      |
| Enlisted:               | 34                     |
| ARMAMENT:               |                        |
| Torpedo Tubes:          | (4) 21-inch            |
| Secondary:              | (1) 4-inch .50 caliber |
| Torpedoes:              | 12                     |

On her second patrol starting on 30 December 1941, S-36 had completed one daring, successful attack on a small transport moored in Calapan Harbor, Mindoro, P.I. She was proceeding to Surabaya, Java, N.E.I., in accordance with instructions received from ComSub Asiatic, when at 0404 on 20 January 1942, S-36 grounded on Taka Bakang Reef in Makassar Strait west of Southern Celebes. Currents in this area are strong and hard to predict. S-36 had traveled at least 100 miles since she had been able to fix her position. When the blow came, she was standing south at standard speed in the tropic night. Taka Bakang, awash at low water, could not be seen. A sudden violent jolt - a grinding snarl - propellers churning futile froth - S-36 was stranded. Her forward battery flooded and appeared to be generating chlorine gas, and the situation seemed grave enough to Lieutenant J. R. McKnight, Jr., Commanding Officer, to necessitate sending out a plain language message that she was aground and sinking. SARGO, nearing Surabaya received the message and tried to relay it, but after five hours of unsuccessful trying, she turned back to help S-36.

When headquarters at Surabaya finally received the message, SARGO was recalled and a PBY plane was sent to ascertain conditions. By the time the plane arrived, the Commanding Officer felt that, with assistance, he could salvage his ship; none of the crew were transferred to the plane at this time, and it went to Makassar City to request assistance from Dutch authorities. The next morning a launch arrived from Makassar, and two officers and 28 men were transferred to her, the remainder of the crew staying on board in the hope that S-36 might be hauled clear.

Conditions became progressively worse, and when the Dutch steamer Siberote arrived on the afternoon of 21 January 1942, the Commanding Officer decided to abandon ship. S-36 was rigged for flooding, and the submariners were transferred to the Siberote which took them to Makassar City where they arrived on 25 February 1942.

The first patrol of S-36 had been productive of no sinkings, but for the patrol on which she was lost she was credited with a 5,000 ton ship sunk.

## The Saga of the SS-141 Boat a Submarine Numbered S-36

By Ralph G. Wilson, MM1, USN Retired

The S-36 was laid down on 10 December 1918 by the Bethlehem Corp., of San Francisco, California. Launched 3 June 1919 and commissioned 4 April 1923 with Lt. Leon C. Alford the first commanding officer. Following trials, the S-36 operated along the west coast, with interruptions for exercises in Alaskan waters in June 1923 and fleet maneuvers in the Caribbean during the winter of 1924, until the following summer, then assigned to the Asiatic Fleet, the S-36 moved west to her new home-port, the submarine base at Cavite, Phillipine Islands.

For the next sixteen years, she remained in the western Pacific, conducting exercises and patrols, her overhauls were in the Philippines during the winter and operating off the China coast, out of Tsing-tao, during the summer months.

With the increase of hostilities on the mainland, summer deployments were shortened and individual patrols were extended throughout the Philippines, into the South China Sea and, in 1938, to the Netherlands East Indies. From April to June 1940, this S Boat conducted her last China deployment and for the next year and a half remained in Philippine waters. By December 1941, the fleet had been alerted to the possibility of a Japanese attack. On December 2nd 1941 the S-36s scheduled overhaul was cancelled and she was ordered north on patrol.

And now for the rest of the story as told by Frank E. Perry TMC (SS) USN retired who was a crew member from 10 May 1940 to the end 20 January 1942 when at 0404 AM of that morning the S-36 ran hard aground on Taka Bakang Reef.

After taking on water, stores and, of course, torpedoes, we were underway during the afternoon of the 3rd of December. Rumors and scuttlebutt as to our reason for getting underway as well as our destination were rampant. I had personally been informed by the Shore Patrol, while ashore in Manila, that since all liberty and leave were cancelled, I was obliged to return to my ship immediately.

Enroute to Cape Bolinao, just north of Manila, several Yangtze River patrol boats were sighted on reverse course. These craft, we knew, had been ordered out of the China area due to the rapidly worsening political and military situation in the far east. We exchanged peremptory signals by light and after bidding them welcome continued on course for our destination. That evening we entered Bolinao harbor and, after anchoring, we were informed by our C.O., LT J. R. McKnight that we had been dispatched from Manila with sealed orders and that his verbal instructions were to not open them until after our arrival. The general orders were curt and brief, at least that portion that were related to the crew was; We were to remain there in Bolinao "until further orders or new developments".

So, for the next few days we remained "on alert", and soon, as is the way with all military men, we began grousing and questioning our reasons for being there in the first place. As I recall my feelings, I think I fully expected to be going to war. I had written my mother just a short while before we left Manila and in it I had cautioned her not to be overly concerned for my safety because I felt that I was a part of an efficient fighting unit. However, I had added, with the wisdom acquired during my 21 short years, "war with Japan was inevitable and just a matter of time". Years later as she showed me the creased pages I had written, I recalled how many times I had wished that I had not been so accurately prophetic!

In one of the inexplicable situations that persons are thrust into in times of war; we were contacted by a small motor sloop during the period we were in Bolinao. They anchored near us and, as a courtesy, invited the Captain over for dinner. He declined but he and the Exec, Lt(jg) J. M. Seymour buzzed over the 300 yards in our little outboard-powered wherry and "talked" with them for a time. We envisioned their having a wild party because we were intrigued by the shouts and splashing most every night that we could here coming from the sloop. Try as we might, with assiduous observation with our entire stock of 7X50 binoculars, we could never much more than ascertain the two men from the two women, although our quartermaster "Foochow" Miller solemnly assured us that the women were "always nekkid"!

On the morning of December the 8th, after receiving the fateful news, "HOSTILITIES HAVE COMMENCED, GOVERN YOURSELVES ACCORDINGLY", we were underway and enroute for our war patrol area that had been assigned us in the secondary set of sealed orders just opened. The sloop, their crew in panic, asked if they could accompany us for safety. Since they were Americans, it was indeed difficult for us to have to tell them that they would simply have to make it on their own. I got a brief glimpse of them on a southerly course, through the periscope just after we had dived and were on station. I have never ceased to wonder as to their fate.

After a largely uneventful patrol in which we saw little more than some friendly inter-island small craft and an occasional enemy plane, we returned to Mariveles near the island fortress of Corrigedor. The old girl was definitely feeling her age. Prior to our being ordered back to port, we had experienced a worsening series of minor casualties. High pressure air leaks, an electrical steering failure, numerous salt water sea fitting leaks, the worst of which was the engine exhaust valves. Annoyingly, we could receive radio traffic, but we apparently could not transmit.

After a brief refit in which the most urgent of the discrepancies were taken care of we replenished stores and headed south for a final patrol in Philippine waters before proceeding on to Soerabaja, Java in compliance with orders received from ComSubAF.

We made a successful attack (one fish, one ship) on a small Japanese transport that was moored to a dock in Calapan harbor at Mindoro, P.I. And, on January 8th, after reconnoitering north and east of Batangas Bay, we began patrolling Verde Island passage. Gradually we were accustomed ourselves to the inescapable fact that we were indeed, at war. Also, daily casualties reminded us that the old "36 boat", was more than 22 years old. Our port air compressor failed and the crew, despite long, fatiguing hours in attempting to make repairs, could not restore it to working order. Our batteries, which are the very essence of a submarine's survival, were thirsting for water that our ancient Nelseco exhaust evaporators simply could not supply. Two days after the port air compressor went out, the starboard compressor began to exhibit a lack of interest in remaining operational. Shortly after, the port main motor became inoperable due to numerous shorts and zero grounds. The starboard engine lubricating pump began to malfunction the same day. With but two main engines and two main motors a casualty to any single unit was vital and crippling. If say, the starboard engine and the port motor ceased to function, this was unquestionably terminal. Since two motors were needed to maintain speed and depth submerged, and two healthy engines were required, on surface, at night to charge the batteries so that we could remain submerged the following day, it becomes swiftly apparent that the operational capability of that submarine was zero.

To Be Continued

## The Saga of the SS-141 Boat a Submarine Numbered S-36 (CONT.)

By Ralph G. Wilson, MM1, USN Retired

Just before dawn on the 15th of January we were sighted by a Japanese destroyer. We of course had no choice but to dive even though we were in a very dire situation insofar as depth and speed control. Immediately he dropped seven depth charges close aboard on each quarter, carrying away our after clearing lines as we desperately tried to avoid being rammed. Power was lost on the bow planes while they were on hard dive and on the starboard lighting circuit causing darkness aft of the Control Room. The main gyro was dead and the one main motor we had left for propulsion was smoking from an overheated main bearing. All of this combined to produce a marginal loss of control and the boat sank immediately to 260 feet, well over our annual test depth. Faced with an unchecked descent the Captain ordered main ballast tanks blown. In a beautifully timed order, he then flooded and vented, stopping us at about 90 feet. Depth control continued to fluctuate and the word was passed to stand by for an abandon ship order. Life jackets and escape lungs were issued and those of us not engaged proceeded to our stations. By mid-morning the diving officer and the stern planesman had mastered the tricky feat of keeping the boat in depth control with but one screw, at but one-third speed. Soon, we lost contact with the destroyer.

A quick inventory revealed our ability to remain operational was indeed a very large question mark. Only by the skill and dogged ability of certain members of the engineering gang were we able to continue to function. Most of them had long since gone beyond the point of exhaustion and they still continued on. An 18 year old Fireman Apprentice, staying in the almost unbearable heat of the motor room for more than seven hours, squirting lube oil on one of the main shaft bearings with a hand gun, without a doubt saved us all. His act, to this day remains one of those unrewarded feats of heroism that somehow seem to get lost in the vast machinery of war.

We began to clear the area and attempted repairs to the port main motor. By evening it was operational but, after being on the line for about six hours, began smoking again. We were able to get in the all important battery charge which gave us hope. At early morning of the 16th the starboard motor lubrication system again failed. We submerged and, after a brief respite, at noon a fire broke out in the main motor auxiliary circulating pump and was extinguished after the boat was filled with acrid fumes nearly causing us to surface. That night we surfaced and feverish work continued to repair the ailing old "Sugar" boat.

On the 17th, after both shafts had been alternately out of commission throughout the day, and several men, including myself, had collapsed from heat and exertion, both main motor lubricating pumps were satisfactorily repaired. On the following day, we were enjoying our first day since January 8th that no major part of the engineering plant was reported out of commission. We slowly worked our way south through Makassar Strait enroute to Soerabaja, Java. We had been unable to obtain a sunline for more than five days, now. This was to prove our undoing, as we literally, did not know exactly where we were.

I had recuperated from the heat exhaustion and after coming off watch at midnite I luxuriated in a "alky" rubdown, a bucket face wash and a shave. Feeling refreshed and chipper, I requested and received permission to go to the bridge. While there the order of "All ahead standard" was rung up and, miracle of miracles, we were forging ahead at the unheard of speed of ten knots!

Just after the change of watch, I was in the forward battery, and I felt a light scraping noise accompanied by a slight up angle and an increasing deceleration of our forward movement. This almost immediately became a grinding, bouncing roar that culminated in a jarring crash which brought us to a full stop. We were hard aground on Taka Bakang Reef.

Two key factors resulted in our being entrapped by the reef. One, forced by weather and absence of all but the most rudimentary tools for navigation, we were, and had been, navigating by "dead reckoning" for several days. Taka Bakang was a chartered reef, we simply did not know precisely where we were. And, two, Fate must have indeed leered when, little more than an hour before running aground, we were for the first time in days, given the opportunity of utilizing both main engines on propulsion. This allowed us a few additional knots of speed and was responsible for our planing up over the first portion of the barrier and then still maintaining sufficient speed to clear it completely and drop into a mini-lagoon of jagged coral and large rocks.

After a tentative effort to "back off" which resulted in terrific shaking and vibration as the screws chewed into the rocks, a plain language message went out. "Aground and sinking. Request assistance". When chlorine was reported in the forward battery, all hands were ordered topside, huddling in the lee of the conning tower on the port side as a Force three sea alternately lifted the boat clear of the rocks and then, as each wave passed, came crashing down again on the bottom. Early on I was sent on deck with a lead line to take a sounding. It was soon apparent that large rocks were visible close aboard to starboard and that a sounding would serve little purpose. Various suggestions were made and discarded. Lighten ship by firing the torpedoes, empty the fuel ballast, etc. As dawn broke, and the tide receded it was clear that the S-36 had found her last resting place. One huge rock, the size of a Buick, was impaling us on the starboard side, through the forward battery pressure hull and No. 1 Main Ballast Tank. At low tide, the boat was almost on her beam ends, listing between waves to over fifty degrees to starboard.

The USS SARGO (SS188) was enroute to Soerabaja when she intercepted our distress signal and for five hours tried unsuccessfully to relay it. Finally she turned back and set course for Taka Bakang Reef. Unaccountably, when SARGO actually had us in sight, she was ordered back to Soerabaja. A PBY patrol plane was sent out to confer on the the feasibility of salvage, landing downwind from our position about a quarter mile. Another man and myself rowed our little wherry, with the Exec on board, out to the plane. Unable to overtake the idling craft from astern we approached from a frontal angle and we were very nearly all rewarded with decapitation from their port propeller as the wind and sea inexorably drove our little craft under the wing. After consultation it was decided to off-load all but a few men and await conditions that might be favorable for salvage.

After a very wet and miserable night, a Dutch launch arrived after having been dispatched from Makassar City, and all but 14 men and two officers were transferred without incident. I was one of the elected "volunteers" chosen by the Captain. (I noticed that he restricted his choices to key Petty Officer's and single men, including our Gunnery Officer who was also a single john.) to remain on board until determination was made concerning possible salvage.