

USS SHAD (SS235)

The keel of this vessel was laid on 24 October 1941 in Portsmouth, New Hampshire. Six months later, on 15 April 1942 to be exact, the USS SHAD was launched under the sponsorship of Miss Priscilla Alden Dudley. On 12 June of the same year, the SHAD was commissioned and became a full fledged member of the United States Navy under the able command of Lieutenant Commander E. J. MacGregor III.

On 27 July 1942, the SHAD departed from Portsmouth, New Hampshire and headed for the United States Submarine Base at New London, Connecticut arriving 6 August 1942. Training exercises were conducted enroute. While at New London training was continued as follows: approximately 200 dives were made for a total of over 150 hours submerged; nearly 90 torpedo approaches were made and a total of 15 torpedoes were fired. Alterations were made to ships silhouette by removing unnecessary topside gear, and to the torpedo tube shutters. An accident while in training in Long Island sound necessitated dry docking at New London and the making of repairs to the damaged plates near the shutters on 5 and 6 torpedo tubes. The vessel was declared in readiness for wartime operations on 19 October 1942.

Early in the morning of 19 October 1942, the USS SHAD departed from the New London, Connecticut Submarine Base and followed a course, which would lead them to a point off the coast of French Morocco. This was a special mission patrol whose purpose was to conduct reconnaissance of port of Mehediya, French Morocco in preparation for the occupation by allied troops. Under the able command of Lieutenant Commander MacGregor this mission was successfully completed and the importance of this mission justified the award of the submarine combat insignia to the officers and crew. No offensive action was possible and on 23 November the SHAD moored at Rosneath, Scotland for repairs and further training.

On 20 December the SHAD once again was underway on patrol, this time in company with the USS BLACKFISH. There was a total of 81 vessels sighted on this, the second patrol. The majority of these vessels sighted on this patrol were easily identified as neutral vessels, mostly Spanish, although 5 separate attacks were conducted upon suspicious contacts. Torpedo performance was disappointing and the jamming of the deck gun (at that time a 3" 50 caliber) allowed an enemy vessel to escape undamaged. The primary value of this patrol was the accumulation of valuable information on enemy and neutral shipping in the Bay of Biscay and Spanish coastal areas. Damage to the enemy consisted of one towing trawler of 600 tons and one ore barge sunk; and one 1200 ton ore vessel severely damaged. On 7 February 1943 the SHAD received instructions to depart the assigned patrol and return to port. Moored in the Clyde area at Rosneath, Scotland for post patrol refit and rest for the crew on 12 February.

By using 50% of the crew to assist the relief crew and tender forces, the work was completed by 3 March 1943. All spare time was utilized in training, primarily in lookout training. On 7 March the SHAD departed from the Clyde area on its third war patrol in the Bay of Biscay area. With the assistance of friendly reconnaissance aircraft an enemy convoy of one large merchant ship and four destroyers were intercepted on 1 April near the French Coast. A total of eight torpedoes were fired at the convoy and seven explosions were heard. Final assessment of damage shows that one destroyer was sunk, another probably sunk or

badly damaged and the freighter badly damaged. On 2 April, the SHAD departed the assigned area and proceeded to the Clyde area where she arrived on 12 April 1943. This patrol was considered worthy of the awarding of the submarine combat insignia.

With 50% of the crew again assisting the refit activity the SHAD was ready for sea in all respects on 27 April 1943. The entire complement had enjoyed a seven day leave and Lieutenant Commander E. J. MacGregor, USN was relieved of command by Lieutenant Commander H. F. Bryce, USN. On 4 May the SHAD departed from the Clyde on her fourth war patrol in the Iceland, Norwegian waters. This was a comparatively uneventful patrol although numerous aircraft contacts forced the SHAD to dive upon many occasions. The patrol was for the most part a submerged patrol with an average of 19 hours a day spent submerged. Lack of enemy ship contacts and the presence of ice and cold weather proved disappointing to the crew. The primary purpose of the patrol was an anti-submarine patrol but no offensive opportunities were offered. The patrol was terminated by orders and the SHAD again returned to Rosneath, Scotland, arriving on 16 June 1943.

With the assistance of the USS BEAVER the SHAD completed a post patrol upkeep in eighteen days. Eight days leave was given to all members of the crew. Routine drills were conducted alongside. Lieutenant Commander MacGregor returned to duty as regular commanding officer replacing Lieutenant Commander Bryce. On 5 July 1943 the SHAD departed the Clyde River for her fifth war patrol. This patrol was conducted while enroute from European waters to New London, Connecticut. Training exercises were conducted during the course of this patrol but no opportunity was offered to inflict damage upon the enemy. On 27 July, the SHAD arrived at the U.S. Submarine Base, New London, Connecticut. The SHAD had sailed a total of 32,000 miles in European waters and had inflicted severe casualties on enemy surface craft.

After decision to complete one patrol in the Pacific Theater of operations prior to having a Navy Yard overhaul, the SHAD received two weeks voyage repairs at New London. Departed New London 11 August and arrived Pearl Harbor 7 September. Two weeks voyage repairs were given. On 28 September, the SHAD took departure from Pearl Harbor on her sixth war patrol which was conducted in the East China Sea area during period 28 September to 28 November 1943.

This patrol was the first in which three submarines operated in a coordinated attack group the CERO and GRAYBACK being the other boats in the group. Before daybreak of 22 October, the SHAD intercepted an enemy convoy of two cruisers or battleships and three escorts. Ten torpedoes were fired at this group and at least four hits were obtained. After going to two hundred feet the enemy escorts commenced heavy counter attacks with many depth charges, some of which were very close. Three hours later all contact with the enemy was lost so the SHAD surfaced to examine the area for sign of damage. An oil slick about two square miles in area was found. It was determined that the first cruiser received two hits, the second cruiser one hit, and one hit on a destroyer. All were listed as damaged as no positive evidence of sinking was available. Shortly after midnight on 27 October another attack was conducted against a convoy of three transports and one freighter escorted by a destroyer. The GRAYBACK was in a position to observe the results of the attack and reported the following: One large transport of 9,138 tons sunk, two other transports damaged and in the excitement a small freighter collided with one of the transports and was also damaged. In addition, one of the transports that was badly damaged was

later sunk by the GRAYBACK. The SHAD then returned to Midway and refueled for the trip to Pearl Harbor. The patrol was highlighted by the sinking and damaging of a large amount of enemy shipping and by the first depth charge attack received by this submarine. The officers and crew of the SHAD were awarded the submarine combat insignia as a result of this patrol.

Five days after arrival at Pearl Harbor the SHAD departed for the Bethlehem Steel Co. at San Francisco, California, for a Navy Yard overhaul. Completion of overhaul was scheduled for 28 February 1944, but faulty reduction gears delayed departure until 3 May. Running full power for 96 hours to burnish the new gears the SHAD arrived at Pearl Harbor 11 May 1944. A fifteen day training period was conducted prior to anticipated departure. However, departure date was changed so that all main motors and generators could be worked over. During the overhaul and the subsequent repair work at Pearl Harbor the conning tower was enlarged and many necessary alterations were affected. On 29 June 1944 Lieutenant Commander L. V. Julihn relieved Commander E. J. MacGregor as commanding officer. A ten day training period was conducted prior to departure on patrol.

On 12 August 1944, the SHAD departed on its seventh war patrol which was conducted in the area off the Southeast coast of Honshu, including those islands in the Nanpo Shoto group north of the Bonins during the period of 12 August to 1 October 1944. After refueling at Midway the SHAD took departure of the Hawaiian group. Training exercises were conducted enroute to the area. On the 24, 25, 26th of August a severe typhoon was encountered. Its intensity was so great that to eat a meal in any comfort at all submergence to 200 feet was necessary. On 30 August a contact was made with one P.C. boat, a heavily loaded freighter and a small patrol yacht. Three torpedoes were fired and evidence shows that one hit was probable. A severe counter attack consisting of thirty-four depth charges in forty minutes followed, but no material damage was encountered. On 3 September another attack was conducted against a convoy of medium freighter with electric torpedoes at extreme range. One probable hit was recorded as were sixteen depth charges from the numerous small escorts in the area. Several high speed targets were seen at great range but persistent Japanese air patrols and occasional aerial bombs forced the SHAD to remain deep. On 16 September a convoy of one large heavily loaded transport, one destroyer and one patrol craft was attacked with four steam torpedoes. Three hits were obtained and positive evidence of sinking was established. A severe depth charging followed lasting two hours. On 19 September the heavy seas abated enough to conduct an attack against a CHIDORI type destroyer with four steam torpedoes of which three found the target. Breaking up noises confirmed the immediate sinking of the destroyer and as usual the other escorts attacked and dropped eleven depth charges. On 21 September an enemy gunboat or minelayer was sighted and subsequently sunk with one of three torpedoes fired. A small escorting patrol vessel conducted an eighteen depth charge counter attack but no damage was done. On 22 September the SHAD narrowly escaped destruction by maneuvering through the wakes of two torpedoes; one of which passed just under the stern and the other about twenty yards beyond. Attack was probably conducted by an enemy submarine as no sign of a target was found on the radar. On 24 September, the last four torpedoes in the forward nest were fired at a freighter and obtained one good hit. The ship was heavily damaged and headed for the nearest beach. The SHAD avoided counter attack by running away from area at full power. On October 1st moored at the Submarine Base, Midway Islands after completing a typhoon filled passage from the patrol area. The submarine combat insignia was awarded to the officers and crew for completing this very successful patrol.

Submarine Division 62 provided the men to refit the SHAD, which allowed the regular hands to enjoy a two week recuperation period. Many important modifications were effected to machinery and torpedo and deck gun firing practice was held. On 25 October the SHAD took departure from Midway for area via Saipan in company with USS REDFISH and USS BANG to act as coordinated attack group. This patrol was conducted in the area of the Northeast coast of Formosa and southern islands of the Nansei Shoto group for its first part; and in the East China Sea area in its final phase. On the night of 22 November a convoy of ships was attacked but an unfortunate chain of events occurred beginning with a hot run in the tube which rendered the attack unsuccessful. As a result of this the SHAD absorbed a very severe counter attack from the numerous escorts consisting, mainly of a CHIDORI destroyer and two other smaller craft a total of ten very close depth charges. This coupled with the lack of success in the attack would have been very demoralizing to all hands if it had not been for the fact that the BANG and REDFISH allowed us credit for making it possible for them to sink a total of six ships and damage another. Upon receipt of orders directing SHAD to return to Saipan, we joined up with REDFISH and returned, arriving on 27 November. Here the efficiency of the USS FULTON was displayed again in instituting necessary repairs to No. 4 tube which had been damaged during the hot run in that tube. On 5 December departed Saipan for second half of patrol in East China Sea area. On 12 December held a rendezvous with REDFISH in heavy seas and extremely cold weather. In same heavy seas a partially submerged patrol was conducted which yielded no target worthy of torpedo fire although the REDFISH did have the excellent fortunate and skill to sink a large enemy aircraft carrier. On 5 January the SHAD returned back to Pearl Harbor to conclude this long arduous patrol.

Started a normal refit in Pearl Harbor on 5 January. Many alterations were effected the most outstanding being the replacement of the deck gun with the special five inch submarine model and the modification of the forward tubes to accommodate electric torpedoes. Following the excellent recuperating period at the Royal Hawaiian Hotel, all hands returned aboard and began training exercises. Departed Pearl Harbor on 31 January. This being the SHAD's ninth patrol. Refueled at Saipan on 12 and 13 February and took departure with the USS PETO and USS THRESHER which will act as a coordinated attack group in the Luzon Straits China Coast area. On 24 February an aircraft forced the SHAD to dive and due to a material casualty to the conning tower hatch a large quantity of water flooded in and rendered inoperative many pieces of equipment in the pump room and control room. On 5 March the SHAD again was on the receiving end of an enemy torpedo attack. Three torpedo wakes passed just ahead of the bow leaving all hands thankful but nervous. On this patrol the SHAD had three opportunities to attack enemy vessels but all were thwarted. The coming of daylight forced the SHAD to submerge before the contact could be developed into an attack problem. The second proved to be a highly suspicious hunter-killer group and all action was prevented by accurate gun fire from an unidentified vessel. The third contact could not be developed due to the approach of dawn and the great range of the enemy. After an uneventful though very rough trip the SHAD arrived in Apra Harbor at Guam on 30 March 1945.

A normal refit and several major repairs to the electrical equipment was accomplished by the USS APOLLO. Lieutenant Commander Mehlhop relieved Lieutenant Commander Julihn as commanding officer. After completing extensive training exercises the SHAD was pronounced ready for sea and she took departure of Apra Harbor on 3 May 1945 in company with USS DRAGONET, USS BALAO, USS

SPIKEFISH. This patrol was conducted as a unit of a coordinated attack group consisting of the BALAO, DRAGONET, and RAY and will operate in the east China Sea and Yellow Sea areas. Lifeguarding was performed for about a week before entry into attack area. On 15 May, the second day in the attack area, an unescorted tanker of about 2,800 tons was sighted and was fired upon at about 2000 yards with four torpedoes. One hit meant complete destruction to this heavily laden vessel. In the night of 17 May a fairly large, three island freighter with two small escorts was sighted. In water barely deep enough to float the SHAD the attack was conducted and three torpedoes were fired. Erratic performance of one torpedo did not allow respite for the doomed vessel. One torpedo hit the target near the forward well and resulted in the entire bow breaking off. The vessel probably did not sink completely due to its being in only seven or eight fathoms of water. The patrol boats gave chase to the SHAD but the superior speed of this craft quickly opened the range. On 21 May an investigation of a strong radar contact revealed two Chidori type destroyers on an anti-submarine sweep. In a defensive move three torpedoes were fired in a "down the throat shot" but no hits were obtained. The target began firing with an estimated three inch gun but no shells landed close. Once again the superior speed of the SHAD proved a valuable asset and she rapidly outdistanced her attackers. On 7 June a sailing junk was stopped with a burst of 20 mm shells into her sails. Close visual inspection showed no evidence of him being a normal fishing vessel so with 20 and 40 mm shells the hull of this suspicious vessel was opened and it is doubtful if this craft ever reached port. On the evening of the same day a small three island freighter was sighted and sunk with a minimum of effort. Four torpedoes were fired and two hits were obtained and two minutes later the target sank completely. The survivors made it apparent that they did not want to be rescued so leave was taken of this area so as not be exposed to possible counter attack. Having only two torpedoes left the SHAD returned to Midway arriving on 16 June. The submarine combat insignia was awarded to all hands as a result of this successful patrol.

A normal refit was completed and an excellent four day training period followed. On 11 July the SHAD departed Midway for its Eleventh war patrol which was to begin with a lifeguard station off Marcus Island. On 30 July a battle surface was conducted and thirty-three rounds of ammunition were expended starting some fires on the island. Departed soon after for Saipan for refueling and arrived 3 August 1945. Departed 4 August for lifeguard area but was forced to return the next day to transfer Lieutenant (jg) Brown who suffered from a severe attack of kidney stone. Again headed for assigned area arriving 9 August. Investigated defenses of Tori Shima while submerged but refrained from any offensive action due to apparent strength of defenses. No opportunity to effect a rescue and on 15 August received instructions to stop offensive action. On 17 August the SHAD headed for Midway Island arriving on 22 August. This ended the eleventh war patrol of the SHAD and although no opportunity was present to inflict damage on the enemy it was considered successful by all hands as it marked the conclusion of hostilities.

After voyage repairs were effected at Midway, the SHAD proceeded to Pearl Harbor for an overnight stay. Orders directed the vessel to proceed in company with eight other submarines to Balboa, C.Z. A two day stay there was enjoyed by all hands and at last the passage of the Panama Cana was completed. On 20 September the SHAD once again sailed in U.S. waters, mooring that date at the Naval Supply Depot at New Orleans, La. Liberty and leave was granted to the officers and

crew; and for the first time in its history, the hatches of the SHAD were thrown open for visitors during the Navy day celebration.

PATROL RESULTS: Sunk - 10 ships for 39,600 tons
Damaged - 7 ships for 40,119 tons

(Above history taken from USS SHAD ltr of 12 Dec 1945)

HISTORY OF USS SHAD (SS 235)

A Japanese convoy sluggishly plied the waters of the north Pacific. Thousands of yards away, the slender black finger of a submarine periscope cut the ocean's surface. The eye in its tip swept the ocean around it and then stopped and fastened its attention on the complacent nest of ships. Seconds later it was swallowed up in the long blue swells.

Then--two silvery tracks left the submerged submarine and raced along toward the two big merchantmen of the convoy. Simultaneous flashes of flame leaped up the side of the ships and before the befuddled escort ships could gather their wits, another thin, bubbly line marked a tanker and exploded in its bowels.

The angry ships raced for the origin of those torpedo wakes, throwing depth charges to the left and right. In the pig boat below, the decks slanted and tanks rumbled as they filled with water. The electric motors purred and the heavy breathing of each man was audible. There was fear but no panic; sweat poured in the sticky heat.

The captain's order came calmly: "Steady at 250 feet."

Sharp cracks of the exploding depth charges shook the ship and shattered light bulbs. Then silence. At length the last destroyer reluctantly gave up the battle and moved away. Men looked at one another, not talking, feeling as if their breath had been knocked away.

A few terse words came from the conning tower telephone. Ballast tanks were pumped and the sub rose surfaceward. Just beneath the crest of the waves, she stopped and the captain again spoke into the conning tower phone, "UP PERISCOPE!"

The slender pipe jutted through the green water hesitantly and quickly scanned the horizon. "Stand by to surface!" The slender hull of the submarine rose reluctantly from the deep like an animal that unwillingly leaves the sheltered depths of his forest.

Frothy green water foamed over the sides and down, revealing the white number painted on her prow--235...the signal number of the United States Submarine SHAD.

SHAD's story started back in 1941 at the Portsmouth Navy Yard, New Hampshire. There, on 24 October, the keel was laid. Six months later, scarce months since the sneak attack on Pearl Harbor, she was launched. Her sponsor was Miss Priscilla Alden Dudley, daughter of Captain Sydney E. Dudley, USN, Production Manager of the ship yard.

SHAD had no sooner disturbed the placid flow of the Piscatauqua River, than myrain workmen swarmed aboard the new hull and started work on installing the sound gear, instruments, and other accoutrement necessary to make her a competent member of the "Silent Service."

Less than two months later, the submarine was commissioned and became an official unit of the United States Fleet under the command of Lieutenant Commander E. J. MacGregor III.

On 27 July 1942, the SHAD stood out of Portsmouth and traveled to the submarine base at New London, Connecticut. There, an intense training program was conducted including 200 practice dives and 90 torpedo approaches with a total of 150 hours submerged.

Alterations were made to her silhouette by removing unnecessary topside gear. An accident while in training necessitated a dry dock period at New London, upon completion of which, she was declared ready for wartime operations.

Early in the morning of 19 October 1942, the SHAD slipped quietly out into the Atlantic Ocean on a course which would eventually lead the ship to a point off the coast of French Morocco. This was a special mission patrol and its object was to conduct secret reconnaissance in Port of Mehediya, French Morocco, in preparation for the Allied occupation.

Under the able command of skipper MacGregor, this mission was successfully completed and was of sufficient merit to warrant the award of the submarine combat insignia to the officers and crew. No offensive action was possible and on 23 November the SHAD moored at Rosneath, Scotland for repairs and further training.

On 20 December, the SHAD was once again underway on her second patrol--this time in company with the USS BLACKFISH. Eighty-one vessels were sighted during this 23 day cruise, the majority of them neutral Spanish vessels. However, five separate attacks were made on suspicious contacts, sinking one towing trawler and one barge. The primary value of the patrol was the accumulation of valuable information on enemy and neutral shipping in the Bay of Biscay and Spanish coastal areas. On 7 February 1943 the SHAD received instructions to depart the assigned patrol and return to port. She moored in the Clyde area at Rosneath, Scotland for post patrol refit and rest for the crew on 12 February.

By using 50% of the crew to assist the relief crew and tender forces, the work of refitting was completed by 3 March 1943, and on 7 March, the SHAD departed Scotland enroute to the Bay of Biscay, on the third patrol.

With the assistance of friendly aircraft, an enemy convoy of one large merchant ship and four destroyers was intercepted on 1 April near the French coast. A total of eight torpedoes was fired at the

convoy and seven explosions. Two destroyers were sunk and a large freighter was badly damaged. On 2 April, the SHAD departed the assigned area and proceeded again to the Clyde area. For this third patrol, the SS 235 received the submarine combat insignia .

Upon completion of another rest and refitting period, the SHAD was ready for sea in all respects on 27 April 1943. The entire complement had enjoyed a seven day leave and Lieutenant Commander E. J. MacGregor III had been relieved as commanding officer by Lieutenant Commander R. F. Pryce. On 4 May the SHAD departed the Scotland area on her fourth patrol of the war and journeyed into the Norwegian and Iceland waters. Lack of enemy contacts and the monotonous presence of ice and cold weather combined to make the patrol an uneventful one. The patrol was terminated by orders and the SHAD once again put into the harbor at Rosneath, Scotland.

With the assistance of the USS BEAVER, a subtender, the SHAD completed her post patrol upkeep in eighteen days. The crew returned to the ship after an eight day leave and with them Lieutenant Commander MacGregor, who again assumed command of the SHAD. On 5 July 1943, the SHAD departed the Clyde River for her fifth war patrol, which was conducted while enroute to New London, Connecticut. Training exercises were conducted during the course of the patrol but no opportunity was offered to inflict damage on the enemy.

On 27 July, the SHAD arrived at the U. S. Submarine Base, having sailed a total of 32,000 miles in European waters and had inflicted severe casualties on enemy surface craft.

After decision to complete one patrol in the Pacific theater of operations prior to having a Navy Yard overhaul, the SHAD received two weeks voyage repairs at New London and departed 11 August, transitting the Panama Canal and arriving Pearl Harbor 7 September. There she was given two weeks voyage repairs by the sub tender BUSHNELL.

On 28 September the SHAD moved slowly out of Pearl Harbor. Past the drydocks and machine shops, camouflaged buildings, and the waving sailors on other ships, she moved out to sea. Around her played the little PTs, like guarding propoises and farther out on the horizon, look outs on old four-pipers watched her through glasses. In the bright sunlight, most of her crew walked the narrow catwalks, getting their last look at the land, the sky and the ocean. Soon the ship would be locked--all hatches except those leading to the conning tower would be closed. Nobody would be allowed on deck except the officers and lookouts admitted to the bridge. The remainder of the crew would live below in the machinery cluttered interior.

The sub rode to the west. The Pacific's swells rocked her gently as her Diesels pushed her along the ocean's surface. Every mile to the west meant increase in tension. She was a lone wolf on prowl.

Just before dawn of the 22nd of October, a convoy of two cruisers and three escorts was sighted. SHAD sent ten torpedoes hurtling toward the ships and then dived for the bottom. One hundred. One hundred fifty. Two hundred. There she stayed, while the disabled cruisers rained depth charges down on the vulnerable submarine. At long last the explosion stopped and SHAD lost all contact with the attacking ships. Cautiously she surfaced. Her prow cut through a film of oil which covered the ocean for about two square miles, and it was determined that the first cruiser had received two hits, the second cruiser one hit and one hit on a destroyer. All were listed as damaged as no positive evidence was available of sinking.

Shortly after midnight on 27 October another attack was conducted against a convoy of three transports and one freighter escorted by a destroyer. The GRAYBACK, a submarine in SHAD's group, was in a position to observe the results of the attack and reported the following: one large transport of 9,138 tons sunk, two other transports damaged and in the excitement, a small freighter collided with one of the transports and was also badly damaged. In addition, one of the transports which was badly damaged was later sunk by the GRAYBACK. The SHAD then pointed her prow toward Midway and upon arrival there re-fueled for her trip back to Pearl Harbor. This patrol had been highlighted by the first depth charging the SHAD had ever undergone.

Five days after arrival at Pearl Harbor, the SHAD departed for the Bethlehem Steel Company's San Francisco shipyards for overhaul. She arrived back in Pearl Harbor on 11 May 1944. There, all main motors and generators were worked over and the conning tower was enlarged.

On 29 June 1944, Lieutenant Commander (now Commander and skipper of the FLYING FISH) Lawrence V. Julian reported as Commanding Officer, relieving Lieutenant Commander MacGregor.

A ten day training period was conducted prior to departure on patrol, 12 August 1944. SHAD's seventh war patrol took her to the homewaters of Japan. On the 24th, 25th, and 26th, of August the sub encountered a typhoon of such intensity that it was necessary to submerge to 200 feet to escape its destructive battering.

On 30 August, a contact was made with one PC boat, a heavily loaded freighter and one small patrol yacht. Three torpedoes were fired with evidence of one hit. A severe counter attack followed consisting of thirty-four depth charges in forty minutes. No material damage was done. During the next week, several high speed targets were seen at great range, but persistent Japanese air patrols and occasional aerial bombs forced the SHAD to remain deep.

On 16 September, a convoy of one large, heavily loaded transport, one destroyer and one patrol craft was attacked with four torpedoes. Three hits were assured and one sinking was established. Severe depth charging, lasting two hours, followed. On 19 September the heavy

seas abated enough to conduct an attack against a CHIDORI type destroyer with four torpedoes, three of them hitting. Breaking up noises confirmed the immediate sinking of the destroyer and as usual, the other escorts attacked and dropped eleven depth charges. On 21 September, an enemy gunboat was sighted and subsequently sunk with one of three torpedoes fired.

The next day, the SHAD narrowly escaped destruction by maneuvering through the wakes of two torpedoes; one of which passed just under the stem and the other about twenty yards beyond. They were evidently from an enemy sub.

The last four torpedoes in the forward nest were fired at a freighter on 24 September, one good hit obtained, and the ship was heavily damaged. It headed for the beach to avoid sinking. SHAD avoided counter attack by departing full speed from the area.

On 1 October she moored at the Submarine Base, Midway Island, after completing a typhoon-racked passage from the patrol area. The submarine combat insignia was awarded to the officers and crew for completing this very successful patrol.

SHAD was refitted by men of Submarine Division 62 and the crew enjoyed a two week recuperation period. On 25 October the SHAD took departure of Midway in company with the USS REDFISH and the USS BANG, acting as a coordinated attack group. This patrol was conducted in the area off the Northeast coast of Formosa and the southern islands of the Nansei Shoto group for its first part, and in the East China Sea in its final phase.

After an inconsequential contact on a convoy, the SHAD returned to Saipan for repairs. Upon completion of this work, the SHAD roamed the East China Sea on the second half of her patrol and finding nothing there but cold weather, turned homeward. On 5 January she moored in Pearl Harbor.

There, she underwent a complete refitting and underwent several alterations, the most outstanding of which was the replacement of the 3-inch deck gun with a 5-inch and the modification of the forward torpedo tubes to accommodate electric tubes. Following the excellent recuperating period at the Royal Hawaiian Hotel, all hands returned aboard and began training and exercises. The 235 departed Pearl Harbor on 31 January on her ninth patrol. She refueled at Saipan on 12 and 13 February and took departure with the USS PETO and USS THRESHER which acted as a coordinated attack group in the Luzon Straits- China Coast area.

On 24 February an aircraft forced the SHAD to dive and due to a material casualty to the conning tower hatch, a large quantity of water flooded in and rendered inoperative all of the radar gear and much of the pumping and electrical apparatus.

This patrol offered three opportunities to attack but all were thwarted. Twice the coming of dawn forced the submarine to submerge and depart the area before attacking, and once the ships sighted were high speed hunter-killer groups. After an uneventful but rough trip, the SHAD arrived in Apra Harbor at Guam on 31 March 1945.

There, the electrical equipment, which had been damaged in the sub's "wet dive" was repaired and Lieutenant Commander D. L. Melhop relieved Lieutenant Commander L. V. Julian, as commanding officer.

Extensive training exercises were conducted, SHAD was pronounced ready for sea and on 3 May she took departure of Apra Harbor in company with USS DRAGONET, USS BALAO and the USS SPIKEFISH. This coordinated attack unit operated in the Yellow Sea and the East China areas. On 15 May, the second day in the attack area, an unescorted tanker was fired upon and sunk by four well aimed torpedoes.

On the night of 17 May, the monstrous black shadow of a three island freighter loomed in front of the submarine. She was escorted by two small destroyers. In water barely deep enough to float the SHAD the attack was conducted and three torpedoes were fired. One torpedo hit the target near the forward well, breaking off the entire bow. The vessel did not sink, since she was in only seven fathoms of water. The escort vessels gave chase, but the superior speed of the SHAD soon opened the range.

An investigation on 21 May of a strong radar contact revealed two CHIDORI class destroyers on an anti-submarine sweep. In a defensive move, three torpedoes were fired in a "down the throat shot" but no hits were made. The destroyers began to blast SHAD with three inch shells, but once again the superior speed of the submarine out-distanced her attackers. On 7 June the submarine destroyed a small junk by gunfire. Later in the day, she attacked a small three island freighter and sunk her with two torpedoes. Her sole under sea armament consisting of two torpedoes, the SHAD returned, to Midway, where she was awarded the submarine combat insignia for this remunerative patrol.

After a normal refit and training period, SHAD, on her eleventh war patrol, departed Midway and went on life-guard duty. On 15 August, she received orders to stop offensive action. Two days later, SHAD headed for Midway, arriving there on the 22nd of August. Thus ended the war career of the submarine SHAD.

Upon conclusion of voyage repairs at Midway, the SHAD returned to the United States, via Pearl Harbor, and moored at the Naval Supply Depot at New Orleans, Louisiana. Liberty and leave were granted to the officers and men, and for the first time in its history, the hatches of the SHAD were thrown open for visitors during Navy Day, 1945.

By Directive dated October 1947, USS SHAD (SS 235) was transferred to the FIRST Naval District to train Naval Reserves.

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USS SHAD earned one Battle Star on the European-African-Middle Eastern Area Service Medal for participation in the Algeria-Morocco Landing on 8-11 November 1942.

She also earned five Battle Stars on the Asiatic-Pacific Area Service Medal, for participating in the following operations:

- 1 Star/Iwo Jima Operation
Assault and Occupation of Iwo Jima -- 15 February to 16 March 1945
- 1 Star/Okinawa Gunto Operation
Assault and Occupation of Okinawa Gunto -- 24 March to 30 June 1945
- 1 Star/THIRD Fleet Operations against Japan -- 10 July to 15 August 1945
- 1 Star/Submarine War Patrol - Pacific -- 8 September to 24 November 1943
- 1 Star/Submarine War Patrol - Pacific -- 12 August to 1 October 1944

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STATISTICS

OVERALL LENGTH	312 feet
BEAM	27 feet
SPEED	20 knots
DISPLACEMENT	1,475 tons

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SS235/A12

Serial 161

RECEIVED
DEC 20 1945
U. S. S. SHAD (SS235)
Care: Fleet Post Office, ARINE
New York, N. Y.

12 December 1945.

From: The Commanding Officer.
To : Commander Submarines, Pacific Admin. Command.
Subject: Ship's History.
Reference: (a) ComSubslant ltr. A12/(4417) of 25 Sept. 1945.
(b) Allant 70
(c) ComSubslant Speedletter A12/(5969) of
13 November 1945.
Enclosure: (A) Ships history complete with available
supplementary material.
1. Enclosure (A) is forwarded herewith.

N. R. McIlroy
D. B. McILROY,
Comdr., USN.

U. S. S. SHAD (SS235)

Care Fleet Post Office,
New York, N. Y.

12 December 1945.

HISTORY OF THE U.S.S. SHAD (SS235)

- I. The keel of this vessel was laid on 24 October 1941 in Portsmouth, New Hampshire. Six months later, on 15 April 1942 to be exact, the USS SHAD was launched under the sponsorship of Miss Triscilla Allen Dudley. On 12 June of the same year, the SHAD was commissioned and became a full fledged member of the United States Navy under the able command of Lt. Comdr. R.J. MacGregor III.
- II. On 27 July 1942, the SHAD departed from Portsmouth, New Hampshire and headed for the United States Submarine Base at New London, Conn., arriving 6 August 1942. Training exercises were conducted enroute. While at New London training was continued as follows: approximately 200 dives were made for a total of over 150 hours submerged; nearly 90 torpedo approaches were made and a total of 15 torpedoes were fired. Alterations were made to ship's silhouette by removing unnecessary torpedoe gear, and to the torpedo tube shutters. An accident while in training in Long Island sound necessitated dry docking at New London and the making of repairs to the damaged plates near the shutters on 5 and 6 torpedo tubes. The vessel was declared in readiness for warlike operations on 19 October 1942.
- III. Early in the morning of 19 October 1942, the USS SHAD departed from the New London, Conn., Submarine Base and followed a course, which would lead them to a point off the coast of French Morocco. This was a special mission patrol whose purpose was to conduct reconnaissance of port of Sghediya, French Morocco in preparation for the occupation by allied troops. Under the able command of Lt. Comdr. MacGregor this mission was successfully completed and the importance of this mission justified the award of the submarine combat insignia to the officers and crew. No offensive action was possible and on 23 November the SHAD moored at Rosneath, Scotland for repairs and further training.
- On 20 December the SHAD once again was underway on patrol this time in company with the USS BL 37101. There was a total of 81 vessels sighted on this, the second patrol. The majority of these vessels sighted on this patrol were easily identified as neutral vessels, mostly Spanish, although 5 separate attacks were conducted upon suspicious contacts. Torpedo performance was disappointing and the jamming of the deck gun (at that time a 3" 50 caliber) allowed an enemy vessel to escape unharmed. The primary value of this patrol was the accumulation of valuable information on enemy and neutral shipping in the bay of Biscay and Spanish coastal areas. Damage to the enemy consisted of one

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towing trawler of 600 tons and one ore barge sunk; and one 1200 ton ore vessel severely damaged. On 7 February 1943 the SHAD received instructions to depart the assigned patrol and return to port. Located in the Clyde area at Rosneath, Scotland for post patrol refit and rest for the crew on 12 February.

By using 50% of the crew to assist the relief crew and tender forces, the work was completed by 3 March 1943. All spare time was utilized in training, primarily in lockout training aboard the USS SHAD. On 7 March the SHAD departed from the Clyde area on its third war patrol in the Bay of Biscay area. With the assistance of friendly reconnaissance aircraft an enemy convoy of one large merchant ship and four destroyers were intercepted on 1 April near the French Coast. A total of eight torpedoes were fired at the convoy and seven explosions were heard. Final assessment of damage shows that one destroyer was sunk, another probably sunk or badly damaged and the freighter badly damaged. On 2 April, the SHAD departed the assigned area and proceeded to the Clyde area where it arrived on 12 April 1943. This patrol was considered worthy of the awarding of the submarine combat insignia.

With 50% of the crew again assisting the refit activity the SHAD was ready for sea in all respects on 27 April 1943. The entire complement had enjoyed a seven day leave and Lt. Comdr. E.J. McGregor, USN was relieved of command by Lt. Comdr. R.M. Fryce, USN. On 4 May the SHAD departed from the Clyde on her fourth war patrol in the Iceland, Norwegian waters. This was a comparatively uneventful patrol although numerous aircraft contacts forced the SHAD to dive upon many occasions. The patrol was for the most part a submerged patrol with an average of 19 hours a day spent submerged. Lack of enemy ship contacts and the presence of ice and cold weather proved disappointing to the crew. The primary purpose of the patrol was an anti-submarine patrol but no offensive opportunities were offered. The patrol was terminated by orders and the SHAD again returned to Rosneath, Scotland, arriving on 16 June 1943.

With the assistance of the USS SH-6 the SHAD completed a post patrol upkeep in eighteen days. Eight days leave was given to all members of the crew. Routine drills were conducted alongside. Lt. Comdr. McGregor returned to duty as regular commanding officer replacing Lt. Comdr. Fryce. On 5 July 1943 the SHAD departed the Clyde River for her fifth war patrol. This patrol was conducted while enroute from European waters to New London, Conn. Training exercises were conducted during the course of this patrol but no opportunity was offered to inflict damage upon the enemy. On 27 July, the SHAD arrived at the U.S. Submarine Base, New London, Conn. The SHAD had sailed a total of 32,000 miles in European waters and had

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inflicted severe casualties on enemy surface craft.

After decision to complete one patrol in the Pacific Theater of operations prior to having a Navy Yard overhaul, the SHAD received two weeks voyage repairs at New London. Departed New London 11 August and arrived Pearl Harbor 7 September. Two weeks voyage repairs were given alongside the USS SPANGLER. On 28 September, the SHAD took departure from Pearl Harbor on her sixth war patrol which was conducted in the East China Sea area during period 28 September to 24 November 1943.

This patrol was the first in which three submarines operated in a coordinated attack group; the SHAD and GRAYBACK being the other boats in the group. Before daybreak of 22 October, the SHAD intercepted an enemy convoy of two cruisers or battleships and three escorts. Ten torpedoes were fired at this group and at least four hits were obtained. After going to two hundred feet the enemy escorts commenced heavy counter attacks with many depth charges, some of which were very close. Three hours later all contact with the enemy was lost so the SHAD surfaced to examine the area for sign of damage. An oil slick about two square miles in area was found. It was determined that the first cruiser received two hits, the second cruiser one hit, and one hit on a destroyer. All were listed as damaged as no positive evidence of sinking was available. Shortly after midnight on 27 October another attack was conducted against a convoy of three transports and one freighter escorted by a destroyer. The SHAD was in a position to observe the results of the attack and reported the following: one large transport of 9,135 tons sunk, two other transports damaged and in the excitement a small freighter collided with one of the transports and was also damaged. In addition, one of the transports that was badly damaged was later sunk by the GRAYBACK. The SHAD then returned to Midway and refueled for the trip to Pearl Harbor. The patrol was highlighted by the sinking and damaging of a large amount of enemy shipping and by the first depth charge attack received by this submarine. The officers and crew of the SHAD were awarded the submarine combat insignia as a result of this patrol.

Five days after arrival at Pearl Harbor, the SHAD departed for the Bethlehem Steel Co. at San Francisco, California, for a Navy Yard overhaul. Completion of overhaul was scheduled for 23 February 1944, but faulty reduction gears delayed departure until 3 May. Running full power for 96 hours to burnish the new gears the SHAD arrived at Pearl Harbor 11 May 1944. A fifteen day training period was conducted prior to anticipated departure. However, departure date was changed so that all main motors and generators could be worked over. During the overhaul and the subsequent repair work at Pearl Harbor the conning tower was enlarged and many necessary alterations were

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affected. On 29 June 1944 Lt. Comdr. L.V. Julihn relieved Comdr. M.J. McGregor as commanding officer. A ten day training period was conducted prior to departure on patrol.

On 12 August 1944, the SHAD departed on its seventh war patrol which was conducted in the area off the Southeast coast of Hawaii, including those islands in the Laysan photo group north of the main islands during the period of 12 August to 1 October 1944. After refueling at Midway the SHAD took departure of the Hawaiian group. Training exercises were conducted enroute to the area. On the 24, 25, 26 of August a severe typhoon was encountered. Its intensity was so great that to eat a meal in any comfort at all submergence to 200 feet was necessary. On 30 August a contact was made with one U.S. boat, a heavily loaded freighter and a small patrol yacht. Three torpedoes were fired and evidence shows that one hit was probable. A severe counter attack consisting of thirty four depth charges in forty minutes followed, but no material damage was encountered. On 3 September another attack was conducted against a convoy of medium freighter with electric torpedoes at extreme range. One probable hit was recorded as were sixteen depth charges from the numerous small escorts in the area. Several high speed targets were seen at great range but persistent Japanese air patrols and occasional aerial bombs forced the SHAD to remain deep. On 16 September a convoy of one large heavily loaded transport, one destroyer and one patrol craft was attacked with four steam torpedoes. Three hits were obtained and positive evidence of sinking was established. A severe depth charging followed lasting two hours. On 19 September the heavy seas abated enough to conduct an attack against a limited type destroyer with four steam torpedoes of which three found the target. Brecking up noises confirmed the immediate sinking of the destroyer and as usual the other escorts attacked and dropped eleven depth charges. On 21 September an enemy gunboat or mineslayer was sighted and subsequently sunk with one of three torpedoes fired. A small escorting patrol vessel conducted an eighteen depth charge counter attack but no damage was done. On 22 September the SHAD narrowly escaped destruction by maneuvering through the wakes of two torpedoes; one of which passed just under the stem and the other about twenty yards beyond. Attack was probably conducted by an enemy submarine as no sign of a target was found on the radar. On 24 September, the last four torpedoes in the forward nest were fired at a freighter and obtained one good hit. The ship was heavily damaged and headed for the nearest beach. The SHAD avoided counter attack by running away from area at full power. On October 1st moored at the submarine base, Midway Islands after completing a typhoon filled passage from

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the patrol area. The submarine combat insignia was awarded to the officers and crew for completing this very successful patrol.

Submarine Division 62 provided the men to refit the SHAD, which allowed the regular hands to enjoy a two week recuperation period. Many important modifications were effected to machinery and torpedo and deck gun firing practice was held. On 25 October the SHAD took departure from Saipan for area via Saipan in company with USS HARRIER and USS BULLDOG to act as coordinated attack group. This patrol was conducted in the area of the northeast coast of Formosa and southern islands of the Ransai Photo group for its first part; and in the East China Sea area in its final phase. On the night of 22 November a convoy of ships was attacked but an unfortunate chain of events occurred beginning with a hot run in the tube which rendered the attack unsuccessful. As a result of this the SHAD absorbed a very severe counter attack from the numerous escorts consisting, mainly of a GARDNER destroyer and two other smaller craft a total of ten very close depth charges. This coupled with the lack of success in the attack would have been very demoralizing to all hands if it had not been for the fact that the HARRIER and BULLDOG allowed us credit for making it possible for them to sink a total of six ships and damage another. Upon receipt of orders directing SHAD to return to Saipan, we joined up with HARRIER and returned, arriving on 27 November. Here the efficiency of the SHAD's RN was displayed again in instituting necessary repairs to the 4 tube which had been damaged during the hot run in that tube. On 5 December departed Saipan for second half of patrol in East China Sea area. On 12 December held a rendezvous with BULLDOG in heavy seas and extremely cold weather. In same heavy seas a partially submerged patrol was conducted which yielded no target worthy of torpedo fire although the BULLDOG did have the excellent fortune and skill to sink a large enemy aircraft carrier. On 5 January the SHAD returned back to Pearl Harbor, T.H. to conclude this long arduous patrol.

Started a normal refit in Pearl Harbor on 5 January. Many alterations were effected the most outstanding being the replacement of the deck gun with the special five inch submarine model and the modification of the forward tubes to accommodate electric torpedoes. Following the excellent recuperating period at the Royal Hawaiian Hotel, all hands returned aboard and began training exercises. Departed Pearl Harbor on 31 January. This being the SHAD's ninth patrol. Refueled at Saipan on 12 and 13 February and took departure with the USS BULLDOG and USS HARRIER which will act as a coordinated attack group in the Luzon Straits-China Coast area. On 24 February an aircraft forced the SHAD to dive and due to material casualty to the conning tower hatch a large quantity of water flooded in and rendered

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inoperative many pieces of equipment in the pump room and control room. On 5 March the SHAD again was on the receiving end of an enemy torpedo attack. Three torpedoes passed just ahead of the bow leaving all hands thankful but nervous. On this patrol the SHAD had three opportunities to attack enemy vessels but all were thwarted. The coming of daylight forced the SHAD to submerge before the contact could be developed into an attack problem. The second proved to be a highly suspicious hunter-killer group and all action was prevented by accurate gun fire from an unidentified vessel. The third contact could not be developed due to the approach of dawn and the great range of the enemy. After an uneventful though very rough trip the SHAD arrived in Apra Harbor at Guam on 30 March 1945.

A normal refit and several major repairs to the electrical equipment was accomplished by the USS ASOLAGO. Lt. Comdr. D.S. Mehlhop relieved Lt. Comdr. J.V. Julihn as commanding officer. After completing extensive training exercises the SHAD was pronounced ready for sea and she took departure of Apra Harbor on 3 May 1945 in company with USS LAGUNIT, USS LAGO, USS SPIKEMISH. This patrol was conducted as a unit of a coordinated attack group consisting of the LAGO, LAGUNIT, and LAY and will operate in the East China Sea and Yellow Sea areas. Lifeguarding was performed for about a week before entry into attack area. On 15 May, the second day in the attack area, an unescorted tanker of about 2,500 tons was sighted and was fired upon at about 2000 yards with four torpedoes. One hit meant complete destruction to this heavily laden vessel. In the night of 17 May a fairly large, three island freighter with two small escorts was sighted. In water barely deep enough to float the SHAD the attack was conducted and three torpedoes were fired. Erratic performance of one torpedo did not allow respite for the doomed vessel. One torpedo hit the target near the forward well and resulted in the entire bow breaking off. The vessel probable did not sink completely due to its being in only seven or eight fathoms of water. The patrol boats gave chase to the SHAD but the superior speed of this craft quickly opened the range. On 21 May an investigation of a strong radar contact revealed two OHLI MI type destroyers on an anti-submarine sweep. In a defensive move three torpedoes were fired in a "down the throat shot" but no hits were obtained. The target began firing with an estimated three inch gun but no shells landed close. Once again the superior speed of the SHAD proved a valuable asset and she rapidly outdistanced her attackers. On 7 June a sailing junk was stopped with a burst of 20 MM shells into her sails. Close visual inspection showed no evidence of him being a normal fishing vessel so with 20 and 40 MM shells the hull of this suspicious vessel was opened and

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it is doubtful if this craft ever reached port. On the evening of the same day a small three island freighter was sighted and sunk with a minimum of effort. Four torpedoes were fired and two hits were obtained and two minutes later the target sank completely. The survivors were it apparent that they did not want to be rescued so leave was taken of this area so as not to be exposed to possible counter attack. Having only two torpedoes left the S. S. returned to Midway arriving on 10 June. The submarine combat insignia was awarded to all hands as a result of this successful patrol.

A normal refit was completed and an excellent four day training period followed. On 11 July the S. S. departed Midway for its eleventh war patrol which was to begin with a life guard station off Marcus Island. On 30 July a battle surface was conducted and thirty-three rounds of ammunition were expended starting some fires on the island. Departed soon after Saigon for refueling and arrived 3 August 1945. Departed 4 August for life guard area but was forced to return the next day to transfer Lt. (jg) Eugene Brown who suffered from a severe attack of kidney stone colic. Again headed for assigned area arriving 9 August. Investigated defenses of Toki Island while submerged but refrained from any offensive action due to apparent strength of defenses. No opportunity to effect a rescue and on 15 August received instructions to stop offensive action. On 17 August the S. S. headed for Midway Island arriving on 22 August. This ended the eleventh war patrol of the S. S. and although no opportunity was present to inflict damage on the enemy it was considered successful by all hands as it marked the conclusion of hostilities.

After voyage repairs were effected at Midway, the S. S. proceeded to Pearl Harbor for an overhaul at sea. Orders directed the vessel to proceed in company with eight other submarines to Saipan, etc. A two day stay there was enjoyed by all hands and at last the passage of the Panama Canal was completed. On 26 September the S. S. once again sailed in U. S. waters, stopping that date at the Naval Supply Depot at New Orleans, La. Liberty and leave was granted to the officers and crew; and for the first time in its history, the hatches of the SHAD were thrown open for visitors during the Navy day celebration.

No. of Patrol	No. & type of ships sunk.	Total tonnage sunk.	No. & type of ships damaged	Total tonnage of ships damaged.	Commanding officer.
*1	SPECIAL MISSION		SPECIAL MISSION		R.J. MacGregor
2	Towing trawler Ore barge	600 Undetermined	Ore vessel	1200	R.J. MacGregor
*3	Two Destroyers	4400	Freighter	10000	R.J. MacGregor
4					R.F. Pryce
5					R.J. MacGregor
*6	Two Transports	13400	Freighter Two Light Cruisers Transport	24869	R.J. MacGregor
*7	Freighter Ohidori Gunboat	6900	Freighter	4000	L.V. Julihn
8					L.V. Julihn
9					L.V. Julihn
*10	Tanker Freighter Freighter	14300	Junk	50	D.L. Mehlhop
11					D.L. Mehlhop
TOTAL FOR YEAR		39600		40119	

* Indicates successful patrol.

Awards to personnel for service on USS SH D listed below:

NAME	ADDRESS	AWARD
* Comdr. R.J. MacGregor III	505 Coronado Ave., Coronado, Calif.	Navy Cross Medal Dist. Serv. Order (British)
* Comdr. L.V. Julian	2820 39th St. N.W., Washington, D.C.	Gold Star in lieu of 3rd Silver Star
* Comdr. H.L. Henkhop Lt. Comdr. R.C. Maston	Dexter, New Mexico 293 N. Broadway, Yonkers, N.Y.	Silver Star Medal Silver Star Medal
Lt. S.L. Johnson	None available	Silver Star Medal
McCallum, Angus CSM	None available	Silver Star Medal
Lt. Comdr. J.V. Wilson	201 Broad St., Suptor, S.C.	Bronze Star Medal (2)
Lt. Comdr. J.C. Wheeler	1029 Glenwood Terr, Anniston, Alabama	Bronze Star Medal
Lt. M.L. Silver	27 E. Light St., Clayton, N.J.	Bronze Star Medal
Lt. F.B. O'Dowd	211 Gale Ave., River Forest, Ill.	Bronze Star Medal
Brakefield, W.C. CPO	None available	Bronze Star Medal
McCallum, A., CSM	None available	Bronze Star Medal
Cheek, T.J., RMMlc	None available	Bronze Star Medal
Lorane, J.A.R., CSM	None available	Bronze Star Medal
McClurg, J.A., CSM	None available	Bronze Star Medal
Gates, W.D., MM2c	None available	Bronze Star Medal
Lt. Fred Gillem Jr.,	543 National Ave., National City, Cal.	Ltr. of Commendation with ribbon.
Cummins, R.S. CCS	None available	Ltr. of Commendation with ribbon.
Shillinglaw, J.R., CSM	None available	Ltr. of Commendation with ribbon.
Studley TMS2c	None available	Ltr. of Commendation with ribbon.
GRAY, L.H. RMLc	612 N. 3rd St., Lehi, Utah.	Ltr. of Commendation with ribbon.
Bosley, R.W. CSM	199 Griswold St., Delaware, Ohio.	Ltr. of Commendation with ribbon.
White, J.H., Jr. CSM	None available	Ltr. of Commendation with ribbon.

* Denotes Commanding Officer.