

## HISTORY OF USS CROAKER (SS 246)

The submarine USS CROAKER was built by the Electric Boat Company at Groton, Connecticut, where her keel was laid on 1 April 1943. Off to an auspicious start, USS CROAKER was sponsored by Mrs. W.H.P. Blandy, wife of Admiral Blandy, who at that time was Chief of the Bureau of Ordnance. It was a bleak winter day on 19 December 1943, when the submarine was launched into the wind-tossed waters of the Thames River.

On 21 April 1944, at the U.S. Submarine Base, New London, Connecticut, CROAKER was turned over to the Navy and placed in commission, Commander John E. Lee, USN, assuming command. Then followed a month of arduous shakedown and training before leaving New London on 28 May for the Panama Canal enroute to Pearl Harbor.

All hands had visions of winning a combat insignia before leaving Atlantic waters. A Nazi submarine had been reported on the track of CROAKER as she approached Mona Passage off the coast of Puerto Rico, affectionately known as "Torpedo Junction." A thrill ran through the sub when the general alarm was sounded for the first time in earnest, and an approach was started on the night enshrouded target picked up by radar. The officer of the deck shattered the hopes of immediate combat when he announced that the target was just a big sail boat. The skipper dejectedly proceeded to Balboa without further incident.

CROAKER arrived at Pearl Harbor on 26 June 1944, now a part of the Pacific Fleet and eager to do her part in the war. After receiving voyage repairs and provisions, CROAKER stood underway for her first war patrol on July 1944 in the East China Sea and Yellow Sea areas. The first war patrol was a highly successful excursion into the enemy controlled waters. CROAKER bagged a light cruiser, a tanker, a freighter and a patrol escort vessel for a total of 17,600 tons.

The sixth day in the patrol area had seen two unsuccessful attempts to sink a small freighter and spirits were greatly lifted when, on the following morning, Lieutenant Brady sighted a warship through the periscope. She was headed southwest in the direction of Nagasaki. As she drew closer, the skipper identified her as a Japanese cruiser, later established as one of the Natori class. She was only three miles off the coast of Kyushu as the approach began, headed directly for CROAKER. Moving off her course track to the westward, CROAKER, fired her stern torpedo tubes twenty minutes later. After waiting what seemed like an eternity, a single explosion was heard through the sub. The skipper hollered down, "We hit him!" Aboard the Jap cruiser, confusion reigned supreme. White-clad Japanese sailors were seen running around topside of the man-of-war which was already taking a starboard list. Simultaneously, the satisfying music of additional explosions and breaking-up noises were picked up by the soundmen.



The skipper then peered through the periscope and sighted an escort vessel bearing down on the sub and a Jap plane circling over the stricken cruiser. It didn't take a minute for him to decide to increase the distance between CROAKER and the scene of action. The sub turned her bow toward deeper water and spent the next six hours evading two patrol craft and the dozen depth charges they dropped. None came close and as darkness came, the Japs gave up. CROAKER surfaced and headed into the Yellow Sea at four-engine speed.

A week later off the coast of Korea, still in the Yellow Sea, a 10,000-ton tanker poked her nose out from between two small islands about three miles off the mainland and was dispatched to the bottom with torpedoes. Two days later a 600-ton patrol craft, which had been making a nuisance out of himself for the two preceding nights, was the unwilling recipient of a torpedo. The submarine's captain expended only one torpedo on a good, hot run. It was one run, one hit, no errors, no Japs!

It was about the middle of August 1944, that CROAKER had three more torpedoes left and was looking for a customer for a "general clearance sale." That customer was a small freighter of the Jap Merchant Marine. She never had a chance to look over the merchandise. In the surprise attack she never knew what hit her. It was a quick, spectacular ending to the Jap ship and to CROAKER's first war patrol.

By 1 September, CROAKER was back at Midway Island for a refit period and three weeks later she was underway again, headed for the East China Sea. It had been good hunting here before and hopes were high as CROAKER headed for the happy hunting grounds. However, when she arrived off O Shima, off the coast of Kyushu, it was apparent that the Jap fishing fleet had invaded the area, making patrol observations more difficult. Fishing sampans not only served as observation stations for the Japs, but when running submerged, submarines often became entangled in fishing nets.

After about a week on station, while patrolling submerged, CROAKER caught her port screw in a net. It was discovered when the officer-of-the-deck saw what looked like a log following the ship. In a moment the skipper determined that the sub had a buoy in tow and quickly went deep to shake off the net whose buoy was marking the ship's position for the Japs very conveniently. After thrashing around at various depths and speeds for about an hour, the net broke loose but there still remained the job of inspecting the port propeller for damage.

CROAKER finally surface in a calm, moonlit sea, the after torpedo room hatch was opened and J.E. Gay, MoMMLc, went over the side in a shallow-water diving outfit to inspect for damage. He cut the rope from the Jap nets which had been snarled around the shaft and found a small nick in one blade of the propeller. It was a tense few minutes, and Gay was the most relieved of the eighty men when he closed the hatch behind him and CROAKER resumed her patrol efforts at a safer distance from the fishing fleet.



That night CROAKER got back on the green side of the ledger by firing three torpedoes into a Jap minesweeper that was patrolling the area night and day. The noise of her pneumatic hammer had been distracting that day and her repeated presence at night was such a nuisance that the captain decided a torpedo would stop that "clicking in her throat" for good. He was right! The Japs were one minesweeper short.

That night, CROAKER skirted a single escort screen to pick off one of two ten-thousand ton tankers south-bound off Nagasaki. While CROAKER made sure the one tanker went down without further coaxing, the other tanker raced for the nearest bay in the direction of Nagasaki. CROAKER chased after the other tanker but broke off when the tanker reached the bay and shore searchlight batteries began to ply the sky in search of raiding aircraft. The first tanker could still be seen burning brightly ten miles away.

To keep things going at a lively pace, CROAKER gunned two small sampans off the West Coast of Korea and then sank another freighter as she poked her nose out from between the same two islands where she had sunk a tanker on the previous patrol. There was a half-serious concern of creating a hazard to navigation by piling ships up this way in shallow water but it was consoling to know that business on this corner was as good as over.

On her way out of the Yellow Sea, to reach her point of departure from the area, CROAKER obtained radar contact on what turned out to be a thirteen-ship convoy off Quelpart Island. A report was sent immediately to the submarines PERCH and ESCOLAR, hoping that they would join in the "festivities." There were enough ships to go around for everyone, the time until dawn was short, and CROAKER had only 13 torpedoes left.

After maneuvering around until the stage was set with overlapping targets, CROAKER made her entry upon the stage and touched off the lights by blasting an ammunition ship sky-high and scoring hits on two others. The five escorts then picked up their cue and tossed depth charges all over the ocean while CROAKER maneuvered to speak the closing lines. This salt-water drama almost had a surprise ending. CROAKER fired four of her last five torpedoes only to hear and feel two violent explosions astern as the last torpedo was leaving its tube. These blasts rattled every deck plate topside, tore a fan off the after torpedo room bulkhead and threw a genuine scare into all hands. The captain calmly remarked "Prematures" but it was some time before the boys in the after torpedo room got the word that they could stop digging foxholes in the steel deck.

CROAKER withdrew as dawn approached and PERCH radioed that she was on her way to intercept the remainder of the convoy. No word was received from ESCOLAR. While proceeding submerged that morning it was discouraging to watch one of the damaged freighters being slowly righted by her crew and then towed away by a small vessel from a nearby port.



In early November 1944, CROAKER once again put in at Midway Island for fuel and provisions. At this time Commander W.B. Thomas, relieved Commander John E. Lee as commanding officer of CROAKER.

The third war patrol took CROAKER to a new hunting ground off the northeast coast of Luzon and in the area between Formosa and Luzon. In company with the submarines ASPRO and SAWFISH, she proceeded to Saipan for fuel and provisions, arriving there on Christmas Day 1944. That Christmas was memorable only for the three-hour entertainment provided by Jap bombers that night.

The three submarines then proceeded to the assigned area. This patrol was spent in performing lifeguard duties for the THIRD Fleet carrier air strikes on Formosa and Northern Luzon. Good submarine targets were non-existent and CROAKER had no opportunities to rescue any airmen. However, the submarine did have ringside seats to observe the work of the aviators, and all agreed that it was excellent. CROAKER departed this area in late January 1945 and arrived in Fremantle, W. Australia in mid-February, weary and worn after an unproductive 63-day patrol at sea.

The usual two-week refit period was accomplished and a better than usual recreation period was enjoyed by all hands. The fourth war patrol was conducted in the South China Sea off the Indo-China coast, and terminated in Subic Bay, Philippine Islands. This time the assignment consisted of lifeguard duties coupled with inshore patrolling for coastal traffic. No worthwhile targets presented themselves and no aviators took advantage of CROAKER's efficient rescue service.

CROAKER departed Subic Bay in mid-May 1945 and headed south for offensive patrol in the Java Sea. At the end of May, in the early afternoon, CROAKER was greeted by a Jap float-type plane which forced her down with two depth bombs. No damage resulted from this attack.

Early that same evening, contact was made on a convoy consisting of two small tankers and two escorts. Three attacks were made resulting in the sinking of both tankers and one escort. The other escort vessel appeared none too anxious to stop a torpedo and, as soon as the fireworks started, she showed her stern and disappeared over the horizon.

On the third attack, the moon had risen, and after firing a salvo of four torpedoes, CROAKER was sighted by the enemy. He immediately responded with several bursts of machine gun fire. The tracers seemed to stream lazily over the heads of the bridge watch almost within arm's reach. However, the tracers suddenly stopped when two torpedoes ripped the ship apart. This expended all the torpedoes and CROAKER once again headed toward Fremantle, Australia for a refit period.



The sixth and last patrol took CROAKER into the area south of Hong Kong for a last fling at lifeguard duty. It was plainly evident now that the offensive phase of submarine warfare had vanished. The majority of the submarines were engaged in lifeguard duty and special missions. The end of this patrol brought CROAKER into Subic Bay with seven prisoners of war who had been captured by USS ICEFISH. It also brought the end to hostilities in World War II.

On 14 August 1945, CROAKER left Subic Bay for the United States via Saipan, Pearl Harbor and the Panama Canal. The 25th of September brought the submarine to Galveston, Texas. Behind her she left a job well done and a wealth of memories that her crew will never forget.

CROAKER was subsequently placed out of commission in reserve at New London Connecticut, as part of the Atlantic Reserve Fleet.

#### SUMMARY OF WAR PATROLS

|                                   |                         |
|-----------------------------------|-------------------------|
| Number of Patrols                 | 6                       |
| Number and type of ships sunk:    | 11                      |
|                                   | 1 light Cruiser         |
|                                   | 4 Tankers               |
|                                   | 3 Freighters            |
|                                   | 1 Minesweeper           |
|                                   | 2 patrol Escort Vessels |
| Total Tonnage Sunk:               | 40,000 tons             |
| Number and Type of Ships Damaged: | 50,400 tons             |
|                                   | 1 Tanker                |
|                                   | 2 Freighters            |
|                                   | 1 Patrol Escort Vessel  |
| Total Tonnage Damaged:            | 50,400 tons             |

Note: All estimates of sinkings, damage, tonnage and types sunk are taken from the commanding officer's evaluations during the war patrols.

USS CROAKER received three battle stars on the Asiatic-Pacific Area Service Medal for three successful war patrols for which she received the Submarine Combat Insignia. The patrol dates were: 19 July to 31 August 1944; 23 September to 10 November 1944; and 15 May to 5 June 1945.

CROAKER also was awarded the NAVY UNIT COMMENDATION for her First War Patrol in the East China and Yellow Seas -- 19 July to 31 August 1944.

#### STATISTICS

|                |            |
|----------------|------------|
| Overall Length | 312 feet   |
| Beam           | 27 feet    |
| Displacement   | 1,525 tons |
| Speed          | 20 knots   |

OFFICE OF THE  
RECORDS  
1 1 1945  
U. S. S. CROAKER (SS246)

RECEIVED  
COMMANDER SUBMARINE  
PACIFIC FLEET  
ADMINISTRATION

% Fleet Post Office,

New York, N.Y.,  
25 September 1945.

SS246/A12  
Serial (111)

From: Commanding Officer.  
To : Secretary of the Navy.  
Subject: Factual History of U.S.S. CROAKER (SS246) -  
Forwarding of.  
Reference: (a) Alpac 202 of September 1945.  
Enclosure: (A) Subject history.

1. In accordance with reference (a), enclosure (A)  
is forwarded herewith.

W. B. THOMAS.

Copy to:  
CinCPac  
CinCLant.



OFFICE OF THE  
RECORDS  
NOV 11 1945  
U. S. S. CROAKER (SS246)  
COMMANDER SUBMARINE  
PACIFIC FLEET  
ADMINISTRATION

c/o Fleet Post Office  
New York, N.Y.,  
16 October 1945.

FACTUAL HISTORY OF THE U.S.S. CROAKER (SS246).

The U.S.S. CROAKER was launched 19 December 1943, at the Victory Yard of the Electric Boat Company, Groton, Connecticut, and was commissioned at the submarine base, New London, Conn., on 21 April 1944, commanded by Commander Joan E. LEE, U.S.N.

On 28 May 1944, the CROAKER left New London for Pearl Harbor, T.H., arriving there 26 June. The usual voyage repairs and training were received. Commander R. E. LAMIN, D.S.O., D.S.C., Royal Navy, Submarine Liaison Officer, reported aboard as observer for the first war patrol. On 19 July, departed Pearl Harbor on first war patrol, stopping enroute at Midway Island for fuel. This patrol was conducted in the East China and Yellow Seas, during which the following Japanese tonnage was sunk:

- 1 NATORI class light cruiser (CL)
- 1 Tanker (AO)
- 1 Freighter (AK)
- 1 Escort vessel (PC)

Total: 17,600 Tons.

Arrived Midway Island on 1 September 1944, for first refit. Completed post-refit training and departed Midway on second war patrol on 23 September. This patrol was also conducted in the East China and Yellow Seas. During this patrol, the following damage was inflicted on the enemy:

- 1 Tanker (AO), sunk
- 2 Freighters (AK), sunk
- 1 Minesweeper (AM), sunk
- 2 Freighters (AK), damaged

Total: 27,000 Tons.

Departed patrol area, arriving in Midway on 4 November 1944, enroute Pearl Harbor. Arrived in Pearl Harbor on 10 November 1944, when Commander William E. THOMAS, U.S.N., relieved Commander Joan E. LEE, U.S.N., as commanding officer.

On 13 December 1944, left Pearl Harbor, T.H., for third war patrol. Arrived Saipan Island in the Marianas Islands on Christmas Day to refuel. Proceeded to patrol area between Northern Luzon and Formosa to perform life-guard duty for Third Fleet carrier air strikes. On 26 January 1945, departed patrol area, arriving in Fremantle, W.A., on 12 February.

Left Fremantle, W.A., on 12 March 1945, on fourth war patrol, which was conducted in the South China Sea off the Indo-China coast. No enemy contacts were made during this patrol. On 20 April departed area, arriving in Subic Bay, P.I., on 22 April for fourth refit.

# U. S. S. CROAKER (SS246)

c/o Fleet Post Office  
New York, N.Y.,  
16 October 1945.

## FACTUAL HISTORY OF THE U.S.S. CROAKER (SS246) Continued.

On 15 May, 1945, left Subic Bay to conduct fifth war patrol in the Java Sea. During this patrol, the following enemy tonnage was sunk:

2 coastal tankers

1 escort vessel

Total: 5800 Tons.

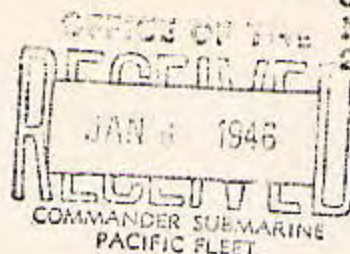
Departed area on 30 May, arriving in Fremantle, A.A., on 6 June for fifth refit.

Departed Fremantle on 6 July 1945, for sixth war patrol, conducted in the South China Sea off Hong Kong. Departed area on 11 August. At this time news that the war had ended was received. En-route Galveston, Texas, U.S.A.; via Subic Bay, Luzon, P.I.; Saipan, Marianas Islands; Pearl Harbor, T.H.; Balboa, C.Z.; and the Panama Canal.

On 25 September 1945, arrived in Galveston, Texas, U.S.A.



Serial: (145)



c/o Fleet Post Office  
New York, New York  
23 December 1945

From: The Commanding Officer.  
To : The Secretary of the Navy.  
Subject: Ship's History; Submission of, for  
release to general public.  
Reference: (a) Allant 70 of Nov 45.  
Enclosure: (A) Copies of Subject History.

1. Reference (a) required a "complete but concise factual history" to be submitted to the Secretary of the Navy. The provisions of reference (a) have been carried out by this command.

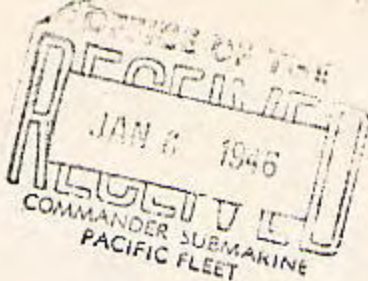
2. Enclosure (A) is submitted herewith for approval by the Secretary of the Navy for distribution to officers and men who are now serving or have served on board this vessel.

W. B. THOMAS.

cc:

ComSubForLant  
CinCLant  
ComSubpac  
Office of PubInfo, Wash., D.C.





HISTORY OF THE U. S. S. CROAKER (SS 246)

by

Lieutenant Robert G. Ochs, U. S. N. R.

and

Lieutenant Elton S. Gambla, U. S. N. R.

Compiled as of the  
15th of September 1945



On a bleak winter day, December 19, 1940, a number of the future crew of the USS CROAKER and the workers of the Electric Boat Company watched, with mixed emotions as Mrs. [redacted] wife of the then Chief of the Bureau of Ordnance, christened the sub and sent her sliding into the wind tossed waters of the Thames River. On a similar day four months later, 21 April 1944, at the U. S. Submarine Base, New London, Connecticut, the CROAKER was turned over to the [redacted] and put in commission, Commander John E. Lee, U. S. Navy taking command. Then followed a month of arduous shakedown and training before leaving New London on the 28th of May for the Panama Canal, enroute Pearl Harbor. All hands bent [redacted] of winning a combat insignia before leaving the [redacted] waters. A Nazi sub had been reported on the coast of the CROAKER as she approached Mona Passage off the coast of Puerto Rico, affectionately known as "Torpedo Junction". Accordingly, a thrill ran through the boat when the general alarm was sounded for the first time in earnest, and the approach was started on a contact picked up by radar. The dark of midnight shrouded the target as the CROAKER drew closer, and just as the attack was to begin, Ensign Andy Smiley, Officer-of-the-Deck, shattered the dreams of eighty men by exclaiming, "Hell, Captain, it's just a big sail-boat." Dejectedly, the skipper resumed the original course and proceeded to Balboa without further incident.

The CROAKER arrived at Pearl Harbor on the 26th of June ready to join the Pacific Fleet and accept her full share of the year-and-a-half of war to follow. After receiving voyage repairs, fuel and provisions she got under way for her first war patrol in July 1944. The first run was made in the East China and Yellow Seas where the CROAKER bagged a light cruiser, a tanker, a freighter and a patrol escort craft for a total of 17,600 tons. The Cruiser, Nagasaki-bound, was sent to the bottom by one fish from a salvo of four for the CROAKER's first taste of battle.

The sixth day in the area had seen two unsuccessful attempts to sink a small freighter so spirits were lifted when Lieutenant Ray Brady, the following morning, sighted a warship through the periscopes. She was heading out of the southwest apparently bound for Nagasaki. As she drew closer the skipper identified her as a Jap cruiser, later affirmed by SubPac as one of the Natori class. She was only three miles off the coast of Kyushu as the approach began. Being almost directly in the path of the oncoming cruiser, the CROAKER around to the westward, and twenty minutes after the initial sighting, fired her stern tubes. After what seemed like an eternity a single explosion was heard and felt throughout the boat. The skipper hollered down, "We hit him!" He then described to the excited gang in the conning tower how sailors in whites were running around in confusion on the topside of the man-of-war which was already taking a starboard list. As each man in the conning tower, in turn, took a quick look at the sinking cruiser, sound picked up additional explosion and breaking-up noises. The skipper took over the 'scopes' just in time to see an escort



bearing down from the north and a plane circling the stricken Nip. It didn't take a minute for him to decide to put some distance between the CROAKER and the scene of action. Accordingly, she headed west toward deeper water. Then the next six hours were spent in evading the two patrol boats above and dodging the two dozen depth charges they dropped. None were very close, and as darkness came, the escorts gave up. The CROAKER surfaced and headed up into the Yellow Sea at four engine speed.

A week later, off the coast of Korea, still in the Yellow Sea, a 10,000 ton tanker was sent to the bottom, as she stuck her nose out from between two small islands, about three miles off the mainland. About two days later a pesky 600 ton patrol boat was delivered to D. Jones Inc. He had been a nuisance for the preceding two nights, and Captain Lee tacked another bar on his sharpshooter's medal by expending only one fish. "One hot run, one hit, no errors."

Then, about the middle of August the remaining three torpedoes were delivered to a small freighter of the Jap Merchant Marine. The recipient never knew just what hit her. So ended the activities of patrol number one with a respectable 17,600 tons of Jap shipping sunk.

September first saw the CROAKER tied up in Midway to take in the nightlife at the Gooneyville Hotel. Three short weeks later she was under way, again heading for the East China Sea. It had been good hunting the first time so hopes were high for good hunting again. However, when she arrived off O Shima, off the Kyushu coast where the cruiser had been sunk, it was apparent that the Jap fishing fleet had invaded the area, making patrol operations there more difficult. The fishing sampans served as observation stations for the Nips, and when submerged near the fleet, submarines took the chance of becoming entangled in fishing nets. This was no idle surmise, for, after about a week on station, patrolling submerged near the fleet, the CROAKER caught her port screw in a net. It was discovered when the Officer-of-the-Deck called down, "Captain, there's alog up here that seems to be following us." In a moment the skipper had determined that the boat had a buoy in tow and quickly went deep to shake off the net whose buoy was marking the CROAKER's position as surely as if she were surfaced. After thrashing at various depths and speeds for about an hour, the net broke loose but there still remained the job of inspecting the port propeller for damage. The boat surfaced finally into a calm moonlit sea. Immediately, the after torpedo room hatch was opened and J. E. Gay, MoEMLc, went over the side in a shallow-water diving outfit to inspect for damage. He cut the rope which had been snarled around the shaft and found a small nick in one blade of the propeller. It was a tense few minutes, and Gay was the most relieved of eighty men when he closed the hatch behind him. The CROAKER resumed her patrol efforts at a safe distance from the nuisance fleet.



The next night the CROAKER got off the red side of the ledger by throwing three tin fish into a lap mine sweeper that was patrolling the area by night and day. The noise of her pneumatic hammer had been distracting that day and her repeated presence at night was such a nuisance that the Captain decided a torpedo would stop that "clicking in her throat" for good. He was right! That same night the CROAKER skirted a single escort screen to pick off one of two ten thousand ton tankers south-bound off Nagasaki. While the CROAKER waited around to make sure the tanker went down without further assistance, the second fat tanker bent on full speed and headed for the nearest bay in the direction of Nagasaki. The sub, her work at hand satisfactorily completed, started the chase but broke off when the tanker reached the bay and shore searchlight batteries began to ply the sky in search of raiding aircraft. The first tanker could still be seen burning brightly ten miles away. No aircraft in sight!

To keep the interim from getting dull the CROAKER gunned two small sampans off the West Coast of Korea and then sunk another freighter as she poked her nose out from between the same two islands where she had sunk a tanker on the previous patrol. The water was very shallow at this point and there was a distinct chance of creating a hazard to navigation by piling ships up this way. However, it was consoling to know that business on this corner was still as good as ever. On her way out of the Yellow Sea, to reach her point of departure from the area, the CROAKER obtained radar contact on what turned out to be a thirteen ship convoy off Quelpart Island. Immediately a report was sent to the Perch and Escolar hoping they would join the fun. There were enough ships to go around, the time until dawn was short and the CROAKER has only thirteen torpedoes aboard. After maneuvering around until the stage was set, with overlapping targets, the CROAKER touched off the lights by blasting an ammunition ship sky-high and scoring hits on two others. The five escorts then engaged in tossing depth charges all over the ocean while the CROAKER maneuvered for her final attack. Finally, in position, she fired four of her last five torpedoes only to hear and feel two terrific explosions astern as the last fish was leaving its tube. These blasts rattled every deck plate on topside, tore a fan off the after torpedo room bulkhead and threw a genuine scare into all hands. The Captain calmly remarked, "Prematures" to the Officer-of-the-Deck and set him at ease but it was some moments before the boys in the after torpedo room got the word that they could stop running. No hits were scored on this attack so the CROAKER withdrew as dawn approached. The PERCH radioed that she was on her way to intercept the remainder of the convoy but no word was received from the ESCOLAR. Submerged that morning, it was discouraging to watch one of the damaged freighters being slowly righted by her crew and then towed away by a small vessel from a nearby Quelpart Island port.

In early November 1944, the CROAKER once again put in at Midway Islands for fuel and provisions and to receive aboard Commander William B. Thomas, U. S. Navy who was to become the new commanding officer. She arrived in Pearl Harbor on November 10, 1944 where Commander W. B. Thomas relieved Commander John E. Lee.



Patrol number three took the CROAKER to a new hunting ground off the northeast coast of Luzon and in the area between Formosa and Luzon. In company with the submarines ASPRO and SAWFISH she proceeded to Saipan for fuel and provisions arriving there on Christmas day. That Christmas was outstanding only for the three hour entertainment provided by Jap bombers that night. The three submarines then proceeded to the assigned area. This patrol was spent in performing lifeguard duties for the Third Fleet carrier air strikes on Formosa and Northern Luzon. Unfortunately, good submarine targets were non-existent, and fortunately, the CROAKER was not called upon to rescue any of our airmen. However, she did have a ringside seat to observe the work of the fliers and all agreed that it was excellent. The CROAKER departed this area in late January 1945 and arrived in Fremantle, W. Australia in mid-February, a tired and worn ship after an unproductive 63 days at sea.

The usual two weeks refit was accomplished and a better than usual recreation period was enjoyed by all hands. The fourth patrol was conducted in the South China Sea off the Indo-China coast, and terminated in Subic Bay, P. I. This time the assignment consisted of lifeguard duties coupled with inshore patrolling consisted of lifeguard duties coupled with inshore patrolling for coastal traffic. No worthwhile targets were encountered and no aviators dropped in the area.

The CROAKER departed Subic Bay in mid-May 1945, and headed south for offensive patrol in the Java Sea. At the end of May, in the early afternoon, the CROAKER was greeted by a Jap float-type plane which forced her down with two depth bombs. No damage was done. It was felt that the plane was commenced for same. In the early evening contact was made on a convoy consisting of two small tankers and two escorts. Three attacks were made resulting in the sinking of both tankers and one escort, the other escort having gone over the hill as soon as the fireworks commenced. On the third attack the moon had risen, and after firing a salvo of four torpedoes, the CROAKER was sighted by the enemy, whereupon he immediately opened up with several bursts of machine gun fire. The tracers of which seemed to float lazily over the heads of the bridge watch almost within arm's reach. This was something new to reckon with, however the situation was suddenly relieved when two torpedoes interrupted the Jap's gunnery practice by exploding in his face. With all torpedoes expended, the CROAKER once again turned toward Fremantle, W. Australia.

The sixth and last patrol took the CROAKER into the area south of Hong Kong for a last fling at lifeguard duty. It was plainly evident now that the offensive phase of submarine warfare had vanished and the only to be found were in shallow waters within reach of the air forces. The Majority of submarines are now engaged only in lifeguard duty and special missions. The end of this patrol brought the CROAKER into Subic Bay with seven prisoners of war who had been captured by the USS ICEFISH, and the good news that the war's end was about to become a reality.



On the fourteenth of August the CROAKER left Subic Bay for the United States via Saipan, Pearl Harbor, and the Panama Canal, arriving in Galveston, Texas, on the 25th of September, 1945. She had completed a job which all hands fervently hope will never again have to be repeated.



# Summary of Patrol Results

| Number of<br>Patrol | Ships<br>Sunk                                                       | Total<br>Tonnage<br>Sunk | Ships<br>Damaged | Total<br>Tonnage<br>Damaged | Combat<br>Insignia<br>Authorized |
|---------------------|---------------------------------------------------------------------|--------------------------|------------------|-----------------------------|----------------------------------|
| 1                   | 1 Light<br>Cruiser<br>1 Tanker<br>1 Freighter<br>1 Patrol<br>Escort | 17,600                   | -----            | 17,600                      | Yes                              |
| 2                   | 1 Tanker<br>1 Minesweep<br>2 Freighters                             | 16,600                   | 2 Freighters     | 27,00                       | Yes                              |
| 3                   | -----                                                               | ---                      | -----            | ---                         | No                               |
| 4                   | -----                                                               | ---                      | -----            | ---                         | No                               |
| 5                   | 2 Tankers<br>1 Patrol<br>Escort                                     | 5,800                    | -----            | 5,800                       | Yes                              |
| 6                   | -----                                                               | ---                      | -----            | ---                         | No                               |
| Total               | 11                                                                  | 40,000                   | 2                | 50,400                      | 3                                |



# *Welcome Aboard*



*U.S.S. Croaker SS-246*





# USS CROAKER SS-246





**USS CROAKER DATES**

|              |      |
|--------------|------|
| 25 March     | 1943 |
| 1 April      | 1943 |
| 19 December  | 1943 |
| 21 April     | 1944 |
| 28 May       | 1944 |
| 26 June      | 1944 |
| 19 July      | 1944 |
| 23 September | 1944 |
| 13 December  | 1944 |
| 12 March     | 1945 |
| 15 May       | 1945 |
| 1 July       | 1945 |
| 15 June      | 1946 |
| 7 May        | 1951 |

|         |      |
|---------|------|
| 9 April | 1953 |
|---------|------|

|             |      |
|-------------|------|
| 11 December | 1953 |
| 15 August   | 1959 |
| 1 May       | 1967 |
| 2 April     | 1968 |
| 29 June     | 1971 |
| 30 June     | 1971 |
| 20 December | 1971 |
| 27 June     | 1976 |

|            |      |
|------------|------|
| 23 April   | 1977 |
| 23 July    | 1987 |
| 4 November | 1988 |

|             |      |
|-------------|------|
| 22 November | 1988 |
| 29 June     | 1989 |

Electric Boat Co. Work Begun  
Keel Laid  
Launched  
Commissioned SS-246  
Departed Groton for Pacific  
Arrived Pearl Harbor  
War Patrol #1 Commenced  
War Patrol #2 Commenced  
War Patrol #3 Commenced  
War Patrol #4 Commenced  
War Patrol #5 Commenced  
War Patrol #6 Commenced  
Decommissioned  
Recommissioned and Hunter-Killer Conversion underway  
Conversion Completed and Reclassified SSK-246  
Recommissioned  
Reclassified SS-246  
Reclassified AGSS-246  
Began Naval Trainer Service  
Ended Naval Trainer Service  
Reclassified IXSS-246  
Decommissioned and Stricken  
Transfer to Submarine Memorial Groton, Connecticut  
Opened for Public Viewing  
Closed for Public Viewing  
Transfer to Buffalo Naval & Servicemen's Park  
Arrived Buffalo, New York  
Opened for Public Viewing



## SHIP'S HISTORY

USS CROAKER was built by the Electric Boat Company at Groton, Connecticut and placed in commission at the U. S. Naval Submarine Base New London, Groton, Connecticut on 21 April 1944. Following a month of shakedown and training, CROAKER left New London on 28 May for the Pacific to take part in the war against the Japanese.

CROAKER arrived at Pearl Harbor on 26 June 1944 and stood underway for her first of six war patrols in July. During these war patrols CROAKER sank a cruiser, four tankers, two freighters, two escort craft, a minesweeper, and an ammunition ship.

At the end of the war, CROAKER returned to New London, Connecticut and participated briefly in submarine operations out of New London. She was subsequently placed out of commission in reserve at New London as part of the Atlantic Reserve Fleet.

CROAKER was recommissioned on 7 May 1951 and operated locally out of New London. In 1953 CROAKER was converted to an SSK (submarine killer) submarine and continued to operate out of New London.

CROAKER has received the battle efficiency "E" and the communications efficiency "C." She has been assigned to Submarine Development Group TWO and Submarine Squadron EIGHT. Her diving operations have extended from the ice pack to the equator. Her fleet operations have included submarine barrier operations, convoy opposition, Mediterranean fleet operations, Springboard Operations, refresher training, and services to submarine school as well as other naval activities.



## USS CROAKER DESIGN AND OPERATIONS

The USS Croaker is a World War II USS Gato (SS-212) class submarine. Because Croaker was built on the same blueprints as this earlier submarine, it is a Gato type (class), ship. Gato, Balao, and Tench classes were the fleet type submarines constructed by the United States Navy between 1941 and 1945. The exterior designs of these classes were similar.

The USN named these subs after varieties of fish. One species (*Micropogon undulatus*) makes a "croaking" noise, and so the name for Croaker.<sup>1</sup> The hull number 246 means it was the 246th submarine used by the USN.

When looking at this sub you notice the cigar shaped hull. The section extending above the deck is known as the sail. When the ship was originally built, there was an open bridge where crew members would stand watch. This area was subject to the ravages of the sea. The current enclosed sail was constructed in 1953, and those on watch were protected by the half dome of clear plexiglass.

There are two sets of fins, known as planes, on the hull exterior. The back set is below water surface. A forward set are now lifted against the hull, but in service would be lowered hydraulically. Both bow and stern planes control vertical movement. Like fish fins they were adjusted to different angles, making the sub dive or surface.

The deck is wood, originally teak wood, and consists of narrow strips. It was designed to allow water run off during surfacing. This design provided better footing than a wet steel deck. The entire wood deck and support system was replaced by the Naval Park in 1989.

Croaker carried various deck guns during WWII. These included a 3"/50 caliber, a 20MM, and a 40MM mount. The 1953 conversion left only the sonar dome forward of the sail.





## THE DOLPHIN PIN

The officers and men of the U. S. Navy who wear the dolphin pin do so with pride and esprit de corps. The dolphin pin pictured on the front of this pamphlet is not awarded to a submariner until he has demonstrated his knowledge of submarines. This pin represents many long hours of research and study combined with practical training.

There are two qualification programs in submarines today; the enlisted men's program which earns the silver dolphins and the officer's program which earns the gold dolphins. Both officers and enlisted men attend submarine school; the officer school being six months long and the enlisted school being three months long. Upon graduating, an officer has one year in which to qualify and an enlisted man has six months in which to qualify.

The men on board are proud of the Navy, their ship, and their dolphins. One of our best known mottos explains why: Their want of practice will make them unskillful and their want of skill timid. Maritime skill, like skills of other kinds is not to be cultivated by the way or at chance times.



Submarines submerge by flooding compartments, known as ballast tanks, with sea water. These ballast tanks also have flasks containing high pressure air. When it is time to surface, air is blown from the flasks forcing the sea water out of the tank.

The submarine was powered on the surface by three (originally four, but one was removed during the 1953 conversion) General Motors V-16 diesel engines. These engines operated much like our automobile engines, only on a larger scale (these engines generated 5,400 shaft horsepower on the surface). An automobile produces about 300 shp horsepower. These diesels drove four main generator engines, which turned four electric motors, which powered two propeller shafts and screws.<sup>2</sup>

When submerged, the same process occurred only storage batteries (again similar to an automobile battery only on a much larger scale) were used to drive the four main generator engines. These engines powered the submarine with 2,740 shp. There were 252 of these battery cells stored in two compartments with each cell weighing 2000 pounds (total battery weight of 250 tons). The batteries were recharged while running surface.<sup>3</sup>

The 1953 conversion meant removal of a diesel plant. The submarine then had 3,800 shaft horsepower(shp) surfaced and 2,740 shp submerged.<sup>4</sup>

The submarine's hull incorporates eight watertight compartments within the hull proper. The conning tower is also watertight, but is an 8' cylinder 17' 6" in length and is encapsulated in the sail.

The conning tower was the ship's nerve center because it housed the helm, periscopes, and torpedo data computer. From this compartment the ship was steered, the sea surface was viewed when submerged, and torpedo fire was calculated and executed.

The control room below contains blow valves for opening and closing the main ballast and trim tanks (allowing water or air to fill the tanks), the hull indicator light panel (indicating if a particular tank was open or closed), the handwheels (to angle the bow and stern diving planes), and the main gyro (for plotting and navigation). There are alarms for collision (red) and diving (yellow). Red lights were used in this compartment, and the conning tower, so eyes do not have to adjust for darkness when the crew went to the bridge.

The submarine operated at 350 feet, only slightly greater than the ship's length. If the boat would dive close to 500 feet, the pressure hull might collapse.

The absolute minimum amount of time to submerge Croaker was 30 seconds. The dive usually took about 45 seconds and was accomplished at a 6 degree angle.

To submerge these major steps were taken almost simultaneously:

- 1) Diving alarm is sounded and orders are given to clear the bridge; lookouts and officers scramble below.
- 2) Periscope and radar antenna are lowered.
- 3) Engines are shut down and there is a switch to battery power.
- 4) All hull openings are closed.
- 5) Bow and stern planes are rigged for diving.
- 6) Main ballast tanks are rapidly flooded with sea water providing negative buoyancy required for submerging.
- 7) Water levels in the variable ballast (trim) tanks, are adjusted.

This last step provided neutral buoyancy to keep the submarine at an ordered depth and angle. This stabilizing process was called "trimming" and was used to compensate for weight shifts created by fuel, water, stores, torpedoes used, or changes in seawater temperature and salinity.<sup>5</sup>



There is a torpedo room on each end of the submarine. The Croaker carried up to 24 torpedoes at a time with sixteen forward and eight aft. Torpedoes were stored both in the tubes and on skids for inspection, maintenance, and quick accessibility.

The submarine used both steam driven (Mark 14) and electric driven (Mark 18) torpedoes during WWII. The electric torpedo held an advantage because it was wakeless. This meant the enemy did not see the torpedo run and could not take evasive action. A Mark 14 torpedo ran at 28 knots (31.1 mph), for 3.5 miles, and cost \$10,000.<sup>6</sup>

Torpedoes could be fired manually by using firing boards in both compartments, but in almost every case were fired in the conning tower where the torpedo data computer and ranking officers were located.

Torpedoes were forced from the tube by compressed air. This air was vented inboard so there were no air pockets released to the ocean surface to be tracked by the enemy. This meant eardrums had to adjust to this dramatic increase in air pressure.

The forward torpedo room has four tubes currently, two additional upper tubes were removed during the 1953 conversion allowing installation of long range sonar in the bow.

There were torpedo loading hatches overhead where accommodation ladders now enter the torpedo rooms. The chain locker, windlass, and capstan for anchoring are overhead outside the forward torpedo room. Both torpedo rooms have escape hatches overhead.

The unluckiest 29 crew members slept in racks between the torpedoes in these two compartments. Unfortunately for the enlisted, pitching and rolling in heavy seas was most evident in these two compartments located at the extremes of the submarine.

Remaining enlisted men slept in the 36 rack crew's berthing area. This area also served as sick bay and the main battle dressing station. Medical cabinets line the port side.

It took a minimum of six months to qualify for submarine service. In 1940 the lone submarine training station was at New London, Connecticut; Pearl Harbor, Hawaii and Coco Solo, Panama Canal Zone were submarine bases. Training was continued during refits and while underway due to a rapidly expanding submarine program and the loss of 22% of the submariners. Each patrol meant a crew of about 25% new personnel. Submarine service was voluntary and carried the additional hazardous duty pay.<sup>7</sup>

The crew was separated into three divisions with each division capable of operating the submarine. Unless the crew was at general quarters, there were six watches each four hours long with the three divisions rotating on for one shift then two off.

When the submarine was under depth charge attack crew members not on station watch were ordered to berths to lie helplessly, and wait.

There was no uniform of the day during WWII out in the Pacific. Baseball caps or watch caps replaced uniform caps. Officers wore khaki shirt and pants and enlisted men had blue denim dungarees. In the tropics, or when under counterattack, it was shorts and sandals.

When the boat was running silent the air conditioning plant and ventilation blowers were shutdown. Temperatures quickly rose due to battery heat, auxiliary motors, and 80 bodies. The air became hot, humid, stagnant, and stale with the decks becoming slippery due to condensation and perspiration. Even under ideal conditions the atmosphere carried the essence of battery gas, diesel fuel, and cooking odors. Extended periods of this heat and pressure meant headaches, eye irritation, labored lungs, dehydration, and exhaustion.<sup>8</sup>



The enlisted men shared one shower and two toilets aft of the berthing area. Of the 1000 gallons of fresh water produced daily, half went to prepare food and crew services. Showers were limited to mere seconds in duration and were often salt water lathers with fresh water rinses.

Immediately forward of this berthing area is the enlisted galley and mess. There were 4 tables and 8 benches with lockers, scullery, and dish rack on passageway. The freezers and refrigerators (reefers) for stowage are below.

The chow served aboard submarines was usually a cut above what the surface fleet received. Fresh bread was baked almost continuously and coffee was available 24 hours a day. One third of the crew was fed at any one time. There was consistency in dining aboard. If pancakes were served for breakfast the first Monday out of port, every Monday on the cruise it would be pancakes. Meals were planned to allow for obtaining food in bulk and eliminating waste. The saying went - "take as much as you want, but eat all you take." The mess deck was also the only place aboard for crew members to gather for recreation. They read, wrote, played cards, and watched movies.

Officer's country is along the passageway between the forward torpedo room and the control room. The commanding officer had his own compartment, six other officers shared two berthing compartments, and the chief petty officers also had a designated compartment. These officers had their own pantry for additional foods, shower, wardroom for planning sessions or relaxation, and heads (bathrooms).

Although the crew performed the laborious duties, the commanding officer and his running mates had enormous pressures. During the first year of Pacific operations about 30% of USN commanders were either dismissed for ineffective command or relieved at request.<sup>9</sup>

# ORIGINAL CONSTRUCTION DATA

Class  
Building Yard  
Length x Beam  
Displacement  
Surface & Submerged  
Operating Depth  
Compartments  
Pressure Hull Plate  
Crew (wartime higher)  
Officers & Enlisted  
Torpedo Tubes  
Bow and Stern  
Maximum Torpedo Load  
Mines  
Deck Gun  
Maximum Speed  
Surfaced & Submerged  
Cruising Range Surface  
Submerged Endurance  
Fuel Capacity  
(wartime)  
Patrol Endurance

Gato  
Electric Boat  
311'9" x 27'3"

2,025 tons and 2,410  
300 feet  
8 and conning tower  
Mild Steel 11/16" Thick

6 (10) and 54 (70)

6 and 4  
24  
2 for 1 Torpedo/Max 40  
1-3in./50 cal.

20.25 knots and 9 knots  
11,000 miles @ 10knots  
48 hours @ 2 knots  
94,400 gallons  
(116,000 gallons)  
75 days

## Propulsion:

Diesel-Reduction Gear (E-4 arrangement), 4  
General Motors Main Diesel Engines, 2 stroke  
cycle type, V-16, Model 248, 1,535 HP;  
4 General Electric Main Generators, 1,100  
kilowatts; 1 General Motors Auxiliary Engine,  
300 kilowatt; 4 General Electric Main Motors,  
1,375 HP; Farrell-Birmingham Reduction Gears;  
Storage Batteries, 2 - 126 cell banks by Exide  
(Electric Storage Battery Co.), Model VLA47B;  
General Electric Propulsion Controls; Total  
Shaft Horsepower Surfaced 5,400 and Submerged  
2,740.<sup>10</sup>

(Photograph on next page shows USS Croaker in  
this World War II configuration)



# SSK TYPE II CONVERSION DATA

|                   |                      |
|-------------------|----------------------|
| Conversion Yard   | Portsmouth Navy Yard |
| Length x Max Beam | 306'6" x 27'2"       |
| Displacement      |                      |
| Surfaced          | 2,070 tons           |
| Submerged         | 2,400 tons           |
| Crew              |                      |
| Officers          | 7                    |
| Enlisted          | 74                   |
| Torpedo Tubes     |                      |
| Bow               | 4                    |
| Stern             | 4                    |
| Maximum Speed     |                      |
| Surfaced          | 17 knots             |
| Submerged         | 9 knots              |

## Propulsion:

Diesel-Electric Direct (converted from original reduction gear drive) with 1 Main Generator engine and Auxiliary Generator Engine removed; Total Shaft Horsepower Surfaced 3,800 and Submerged 2,740.

## Special Added Features:

Snorkel, streamlined sail and superstructure, sonar bow, long-range sonar, extensive sound isolation and quieting of auxiliary machinery.<sup>11</sup>

(Photograph on previous page shows USS Croaker in this post 1953 configuration)

## USS CROAKER HISTORY

Submarine USS Croaker has witnessed a long day's journey. It has played the roles of war vessel, experimental craft, and training ship for the USN, and has continued to serve as a memorial to crew members in Groton and Buffalo.

People still utilize the submarine, not for it's intended purpose, but to comprehend sacrifices made and, perhaps, to fathom the line between life and death once experienced, moment to moment, by the sailors aboard.

The Croaker keel was laid 1 April 1943 and built by Electric Boat in their new Victory Yard. She was sponsored by Mrs. W.H.P. Blandy, wife of Chief of the Bureau of Ordnance Admiral Blandy, and launched on 19 December 1943 in Groton, Connecticut as SS-246. Commissioned on 21 April 1944, USS Croaker first sailed under Commander John E. Lee.

Not yet underway for Pacific, sailors aboard were shocked when crewmember Robert Paulson, MoMM2, was struck and killed by a truck in Groton while on liberty.<sup>12</sup>

Despite the tragedy, the submarine arrived in Pearl on 26 June. The 1st war patrol took Croaker to the island of Japan. On 7 August, only 1.5 miles offshore, Croaker sank cruiser Nagara.

There is another relationship between the Buffalo Naval and Servicemen's Park and the Nagara. This Japanese cruiser was involved in the battle off Savo Island and Guadalcanal when the cruiser USS Juneau (CL-52), carrying the Sullivan brothers, was damaged then sunk.

Before the month was out, three other Japanese vessels were also claimed by Commander Lee and his crew. This despite 80% of the crew being affected by illness. Aboard to witness this work was submarine liaison officer Lt. Commander R.B. Lakin of the British Navy.<sup>13</sup>



Midway Island refits sandwiched her 2nd patrol. Croaker operated in a wolfpack with USS Escolar(SS-294) and USS Perch(SS-313). The sub also plucked USN pilot Lt. Commander John Netka from Pacific waters. The patrol ended when SS-246 expended all torpedoes while firing upon a convoy. The result was two freighters being sunk. On 10 November W.B. Thomas relieved John E. Lee as Croaker commander.

Frustration beset the crew during their 3rd and 4th patrols. The 3rd patrol report reads, after serving lifeguard duty prior to the Luzon landing, "there were as many Japanese vessels on Lake Tahoe as were in the area during the patrol period."<sup>14</sup>

A Fremantle, Australia refit witnessed illnesses attributed to the crews unfamiliarity with equatorial food, water, and living conditions. Reports reflect displeasure with unappetizing meats and no fruits or vegetables.

They sailed 12 March on the 4th patrol. Two mechanical problems forced returns to Australia and a Philippine Islands refit. Several crew members went AWOL in Subic Bay, one sailor was missing more than three days.

During the 5th war patrol, in the Java Sea, a patrol craft and two oilers were sunk on 30 May. The last patrol, of South China Sea lifeguard duties, was uneventful. Croaker did transport 8 POW's from the USS Icefish(SS-367) to Subic Bay. The news of Japanese surrender was announced aboard at 0800 on 15 August.<sup>15</sup>

The vessel was awarded three battle stars for successful war patrols (#1,#2,#5) and a Naval Unit Commendation for the 1st war patrol.

Croaker is one of only seventeen USN submarines remaining from the hundreds which served during World War II. The gravity of this force was it's immediate activation after Pearl Harbor and ability to cut Japanese imports of oil and other war materiel.

In exchange for this impact there are 52 U.S. Navy submarines and 3,505 enlisted and officers "still on patrol."

The submarine was decommissioned in New London, Connecticut on 15 June 1946. Recommissioned 7 May 1951 she served as a training vessel until 18 March 1953, when she was again decommissioned at Portsmouth Naval Shipyard for conversion to a Hunter-Killer sub.

Reclassified as SSK-246 on 9 April 1953, the vessel featured a streamlined sail, snorkel, long range sonar, and machinery noise reduction. Croaker was again recommissioned on 11 December 1953 with Emory H. Edwards as the commanding officer. From 1954 to 1968 she operated in the Atlantic, Caribbean, and Mediterrean until placed out of service in 1968. Utilized as Naval Reserve trainer until 1971, the boat was stricken 20 December 1971.

On 27 June 1976 Croaker was transferred to the Groton, Connecticut Submarine Memorial Association. Opened on 23 April 1977, the submarine was boarded by over 800,000 visitors through 22 July 1987. After repeated warnings about deteriorated conditions aboard, the USN terminated a contract with the organization.<sup>16</sup>

The vessel was transferred to Portsmouth, Virginia to await her fate. A similar World War II submarine, USS Blenny, was sunk in Atlantic Ocean to aid in reef formation. Fortunately, this was not to be the fate for USS Croaker. Through the efforts of New York legislators, the City of Buffalo, and the Naval Park Board of Directors, the submarine was safeguarded for future generations. Croaker arrived in Buffalo on 22 November 1988.

The Naval Park staff, led by Don Slade and WWII sub vet Roy White, once again made the submarine safe for public access by replacing the entire wood deck and it's support system. The public was again welcomed aboard USS Croaker on 29 June 1989 in Buffalo.



**SUMMARY: WAR PATROL REPORTS 1944 AND 1945**

|    | Dates                    | Areas                          |
|----|--------------------------|--------------------------------|
| #1 | 19 July-31 August        | East China & Yellow Seas       |
| #2 | 23 September-10 November | East China & Yellow Seas       |
| #3 | 13 December-12 February  | Luzon Strait & South China Sea |
| #4 | 12 March-22 April        | Indio-China Coast              |
| #5 | 15 May-5 June            | Java Sea                       |
| #6 | 1 July-22 August         | South China Sea                |

| #       | Crew | Miles  | Fuel Gallons | Days | Days Submerged |
|---------|------|--------|--------------|------|----------------|
| #1      | 73   | 10,373 | 107,954      | 43   | 18             |
| #2      | 73   | 7,497  | 35,115       | 47   | 22             |
| #3      | 78   | 13,618 | 15,935       | 61   | 31             |
| #4      | 75   | 10,290 | 12,590       | 42   | 18             |
| #5      | 76   | 5,800  | 81,571       | 22   | 13             |
| #6      | 76   | 11,830 | 145,415      | 47   | 22             |
| Total   |      | 59,408 | 398,580      | 262  | 124            |
| Average |      | 9,901  | 66,430       | 44   | 21             |

**SUMMARY: TORPEDO ATTACKS RESULTING IN SINKINGS**

| Date     | Type Attack   | Type Ship    | Ship Weight (tons)   |
|----------|---------------|--------------|----------------------|
| 08/07/44 | Day Periscope | Cruiser      | 5,100                |
| 08/14/44 | Night Surface | Freighter    | 2,000                |
| 08/16/44 | Night Surface | Patrol Craft | 500                  |
| 08/17/44 | Night Surface | Oiler        | 10,000               |
| 10/09/44 | Night Surface | Oiler        | 10,000               |
| 10/12/44 | Night Surface | Minesweeper  | 600                  |
| 10/23/44 | Night Surface | Freighter    | 2,000                |
| 10/24/44 | Night Surface | Freighter    | 4,000                |
| 05/30/45 | Night Surface | Oiler        | 2,800                |
| 05/30/45 | Night Surface | Patrol Craft | 200                  |
| 05/30/45 | Night Surface | Oiler        | 2,800                |
| Total    |               | 11 Ships     | 40,000 <sup>17</sup> |





## ENDNOTES

01. William A. Neilson, ed., Webster's New International Dictionary of the English Language (2nd ed.; Springfield, Massachusetts: G. & C. Merriam Company, 1947), p. 628.

02. John D. Alden, The Fleet Type Submarine in the U.S. Navy (Annapolis: U.S. Naval Institute, 1988), p. 101.

03. *ibid.*, pp. 212-214.

04. *ibid.*, p. 181.

05. William Galvani, curator, "The Fleet Type Submarine" exhibit (Groton, Connecticut: Submarine Force Museum and Library, 1989).

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07. I.J. Galantin, Take Her Deep (New York: Pocket Books, 1987), p. 149.

08. *ibid.*, p. 73.

09. *ibid.*, p. 19.

10. Alden, *op. cit.*, p. 101.

11. *ibid.*, pp. 212-214.

12. U.S. Navy, USS Croaker 1943-1945 Deck Logs (Buffalo & Erie County Naval & Servicemen's Park collection), p. 37.

13. *ibid.*, p. 90.

14. U.S. Navy, USS Croaker War Patrol #3 (Buffalo & Erie County Naval & Servicemen's Park collection), p. 53

15. U.S. Navy, USS Croaker War Patrol #6 (Buffalo & Erie County Naval & Servicemen's Park collection), p. 13.

16. Statement by Frank Sheetz, President Submarine Memorial Association, newspaper interview, Groton, Connecticut, 31 July 1987.

17. U.S. Navy, USS Croaker 1943-1945 War Patrol Reports (Buffalo & Erie County Naval & Servicemen's Park collection).

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## CREDITS DUE

The USS Croaker cover strike is from Eugene Kwiecinski of the USS Buffalo Chapter 89, Universal Ship Cancellation Society.

Line Drawing of original USS Croaker configuration from The Fleet Submarine in the U.S. Navy, by John Alden, page 101.

Map section from the International Series World Map by Rand McNally and Company.

All prints are official USN photographs secured from the following sources -

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Center: USS Croaker World War II print from the Buffalo and Erie County Naval and Servicemen's Park collection. Copy of print belonging to USS Croaker veteran Robert Weber placed on loan to BECNSP.

Center: USS Croaker post conversion print from the Buffalo and Erie County Naval and Servicemen's Park collection. Copy of print belonging to USS Croaker CO Emory Edwards placed on loan to BECNSP.





